

J.R. Allen Parkway/US 80 Corridor Study
PI #0016425
FINAL REPORT

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PREPARED FOR

Columbus Plans! Georgia
Columbus Planning Department

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EXECUTIVE SUMMARY

In December 2019, the Columbus Consolidated Government (CCG) Planning Department began the study of the J.R. Allen Parkway (U.S. 80) Corridor Study. This study identified transportation infrastructure and operational strategies that can reduce congestion, improve safety, and enhance mobility in the study corridor. The 10-mile long J.R. Allen Parkway/U.S. 80 & Beaver Run Road Traffic Mitigation Project will begin at the west end of the U.S. 80 Bridge over the Chattahoochee River and extend east to the Beaver Run Road/Flat Rock Road (S)/Kitten Lake Drive area.

The Study included four (4) main objectives:

1) Study of overall J.R. Allen Parkway traffic mitigation (congestion), which included specific intersections with high travel demands.
2) Study of J.R. Allen Bridge, its traffic mitigation (congestion) needs.
3) Study of the opportunities and constraints related to bringing the J.R. Allen / U.S. 80 / Beaver Run Road corridor to interstate standards.
4) Analyses of current roads, sidewalks, and paths and how they affect vehicular, bike, pedestrian, and public transit.

The development of recommendations for this study was a collaborative effort between state and local agencies, private developers, and members of the community. The public outreach program for this study was composed primarily of two virtual public meetings and an in-person presentation to the City Council members during their September 29, 2020 Work Session. The two virtual public meetings were conducted via the project website (www.jrallenparkwaystudy.com) that was developed specifically for this study. Both public meetings generated substantial public interest and valuable input from the community related to existing transportation issues along the corridor and potential solutions to these challenges.

The data collection activities and subsequent analysis substantiated many of the perceptions of existing transportation issues by City staff and the community. High crash hot spots and severely congested areas were identified during the study. These areas were evaluated to develop mitigating strategies to improve safety and reduce congestion.

Based on input from the community, City staff from Planning, Engineering and METRA departments and GDOT District 3, the Study Team developed a list of potential transportation improvement alternatives. These alternatives included forty (40) highway improvement projects and seventeen (17) multimodal improvement projects. The costliest highway improvement project on this list was the upgrade of the U.S. 80 corridor to interstate standards with an estimated project cost that would range between $100 Million to $118 Million in 2020 dollars.

The study concluded with preliminary recommendations for potential funding sources and prioritizing the implementation of the various highway and multimodal projects.

1 INTRODUCTION

1.1 STUDY OVERVIEW

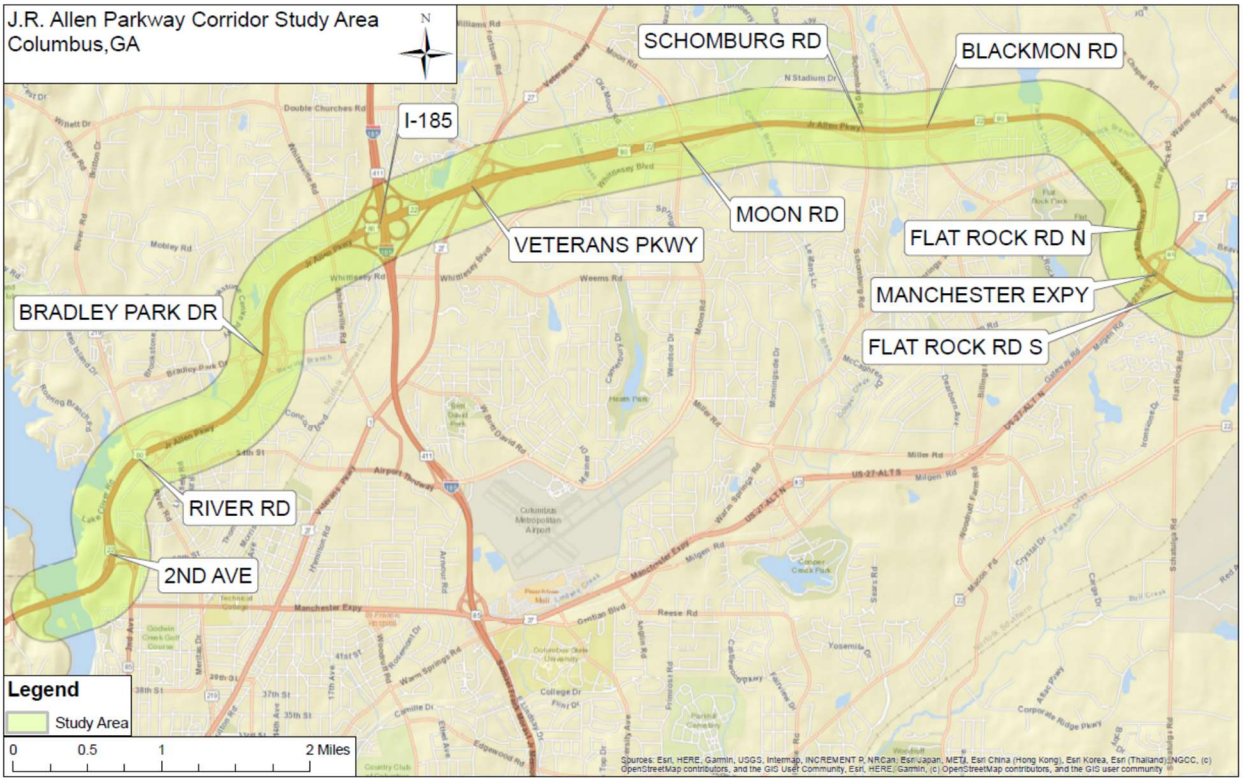
In December 2019, the Columbus Consolidated Government (CCG) Planning Department began the study of the J.R. Allen Parkway (U.S. 80) Corridor Study. This study identified transportation infrastructure and operational strategies that can reduce congestion, improve safety, and enhance mobility in the study corridor.

This final report documents the process and recommendations from this study.

1.2 STUDY AREA

The J.R. Allen Parkway/U.S. 80 & Beaver Run Road Traffic Mitigation Project will begin at the west end of the J.R. Allen Parkway/U.S. 80 Bridge over the Chattahoochee River and extend east to the Beaver Run Road/Flat Rock Road (S)/Kitten Lake Drive area. The 10-mile long study area is illustrated in Figure 1.1 on the following page.

Figure 1.1: Study Area



1.3 PURPOSE OF THIS STUDY

The purpose of this study was to examine this freeway/major arterial and to determine how to alleviate the congestion along the J.R. Allen Parkway corridor. This study included congestion and infrastructure studies on the bridge that connects to Phenix City, Alabama.

The Study included four (4) main objectives:

5) Study of overall J.R. Allen / U.S. 80 traffic mitigation (congestion), which included specific intersections with high travel demands;
6) Study of J.R. Allen Bridge, its traffic mitigation (congestion) needs;
7) Study of the opportunities and constraints related to bringing the J.R. Allen / U.S. 80 / Beaver Run Road corridor to interstate standards, with consideration given to costs, funding, and estimated timelines; and
8) Analyses of current roads, sidewalks, and paths and how they affect vehicular, bike, pedestrian, and public transit (i.e. recommendations on lane increases/decreases and overall street design).

2 STAKEHOLDER COORDINATION AND OUTREACH

The development of recommendations for this study was a collaborative effort between state and local agencies, private developers, and members of the community.

2.1 STAKEHOLDER AGENCIES

Several local and state agency groups were involved in the development of J.R. Allen Parkway Corridor Study. These groups included staff from the following agencies/departments:

- Columbus Consolidated Government
  - Planning Department
  - Engineering Department
  - Metra Transit Department
  - Office of City Manager
  - Department of Information Technology
- Georgia Department of Transportation
  - District 3
  - Office of Program Delivery
- Alabama Department of Transportation.

2.2 PUBLIC OUTREACH

In response to the COVID-19 Pandemic, the Study Team decided to conduct the previously planned in-person public engagement program online. The public outreach program for this study was composed primarily of two virtual public meetings and an in-person presentation to the City Council during their September 29, 2020 Work Session. The two virtual public meetings were conducted via the project website (www.jrallenparkwaystudy.com) that was developed specifically for this study. The first virtual public meeting was a Design Workshop that introduced the community to the study and solicited public comments on issues that the study should address. The website visitors were given the opportunity to suggest potential transportation related improvements. The second virtual public meeting was a Public Open House that informed the community of the draft recommendations including highway and multimodal improvements. The community was given an opportunity to comment on these improvements and provide additional input on their transportation priorities. The results from these two virtual public events are summarized in the following sections.

2.2.1 Project Website Overview

This section summarizes the information on the project website during the two virtual public meeting events. The website information included in the first event was supplemented for the second event.

2.2.1.1 DESIGN WORKSHOP

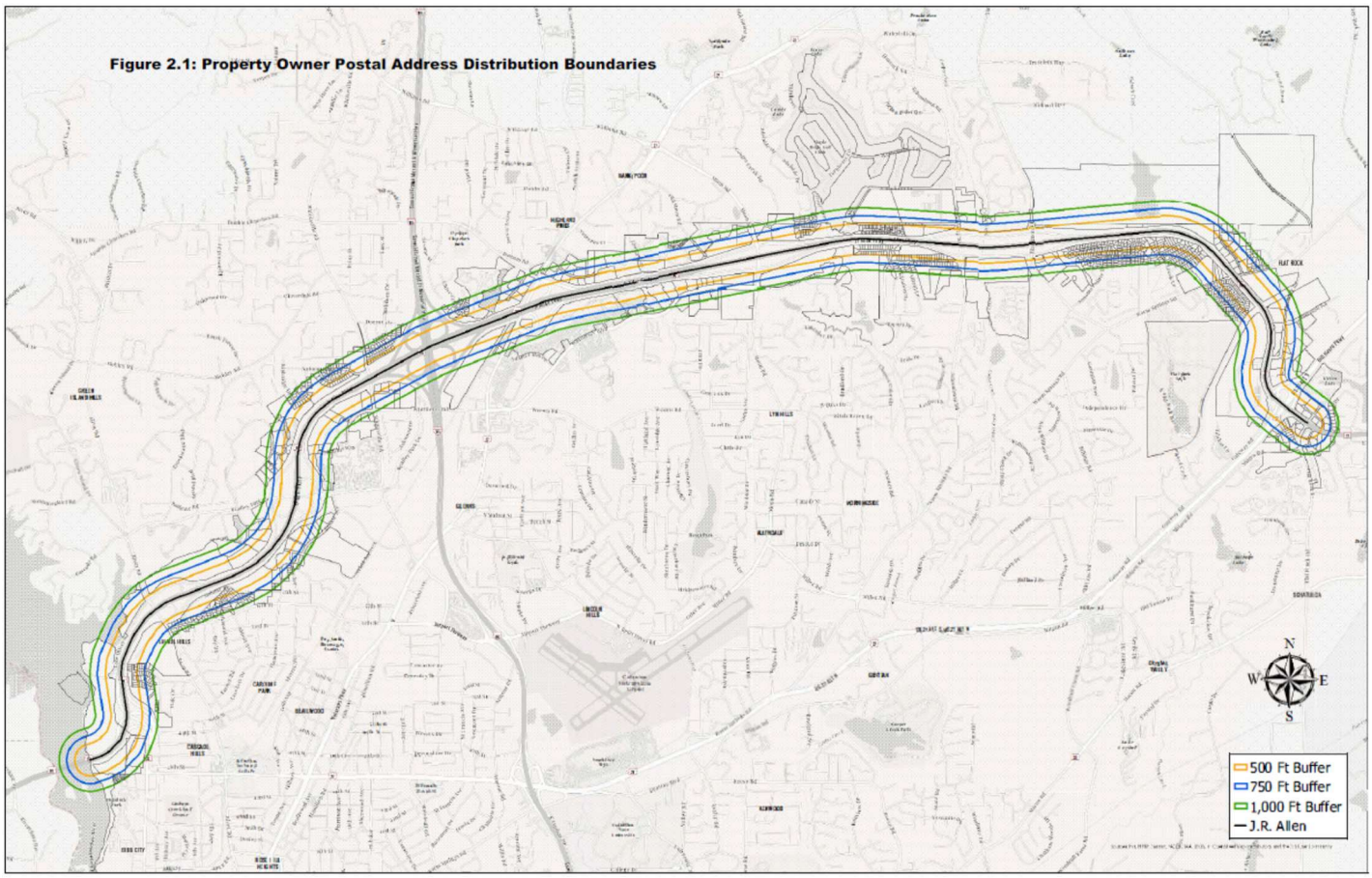
The project information incorporated into the website for the Design Workshop included a project location map, an overview of the project, a schedule of planned project events and a narrated video presentation giving additional project background. This website included two different options for the community to post comments about the project (interactive map and online survey).

The Project Website and Virtual Design Workshop were advertised to the community via the following strategies:

- Announcement at the Columbus City Council Meeting,
- Notice on the Columbus Consolidated Government official website (www.columbusga.gov),
- Social Media websites,
- Public notice in the local newspaper, and
- Post cards

Post cards were mailed to all property owner addresses in the study corridor via US Postal Service and were delivered to the individual property owner addresses around June 15th. **Figure 2.1** on the following page illustrates the three different boundaries (500 feet, 750 feet and 1,000 feet) that were researched by the City GIS Department to determine to which households to send the project notification post cards. The smallest boundary (500 feet from the centerline of J.R. Allen Parkway) would only encompass 370 property owner addresses. The largest boundary (1000 feet) would encompass 2,946 property owner addresses, which was significantly greater than the City staff was interested in sending. The compromise boundary of 750 feet covered 776 property owner addresses, which was more reasonable. Therefore, these 776 addresses were used by the City staff to distribute the project notification post cards. An example of the project notification post card sent to these property owner addresses is included in **Appendix A**. An example of the Public Meeting Announcement advertised in the local Columbus daily newspaper prior to the workshop is included in **Appendix B**.

Figure 2.1: Property Owner Postal Address Distribution Boundaries



2.2.1.1 PUBLIC INFORMATION OPEN HOUSE

The project information incorporated into the website for the Public Information Open House included the same information from the previous Design Workshop plus the following items:

- Summary of Comments from the Design Workshop (See **Appendix C**)
- Project Study Maps with the locations of all the Proposed Alternative Improvements (See **Figures 2.2 through 2.5** on the following pages)
- Detailed information on the Proposed Alternative Improvements including Project Data Sheets on each alternative
- New project survey which requested website visitors to rank different types of transportation improvements and to provide any additional comments

The Public Information Open House and the updated project website were advertised to the community via the following strategies:

- Announcement at the Columbus City Council Work Session,
- Notice on the Columbus Consolidated Government official website (www.columbusga.gov),
- Social Media websites,
- Public notice in the local newspaper, and
- Post cards

Similar to the Design Workshop, post cards were mailed to the same property owner addresses in the study corridor via US Postal Service and were delivered to the individual property owner addresses around October 2nd. An example of the project notification post card sent to these property owner addresses for the Public Information Open House is included in **Appendix A**. An example of the Public Meeting Announcement for the Public Information Open House advertised in the local Columbus daily newspaper prior to the workshop is included in **Appendix B**.

Figure 2.2: Project Alternatives Maps (Sheet 1) – Public Information Open House

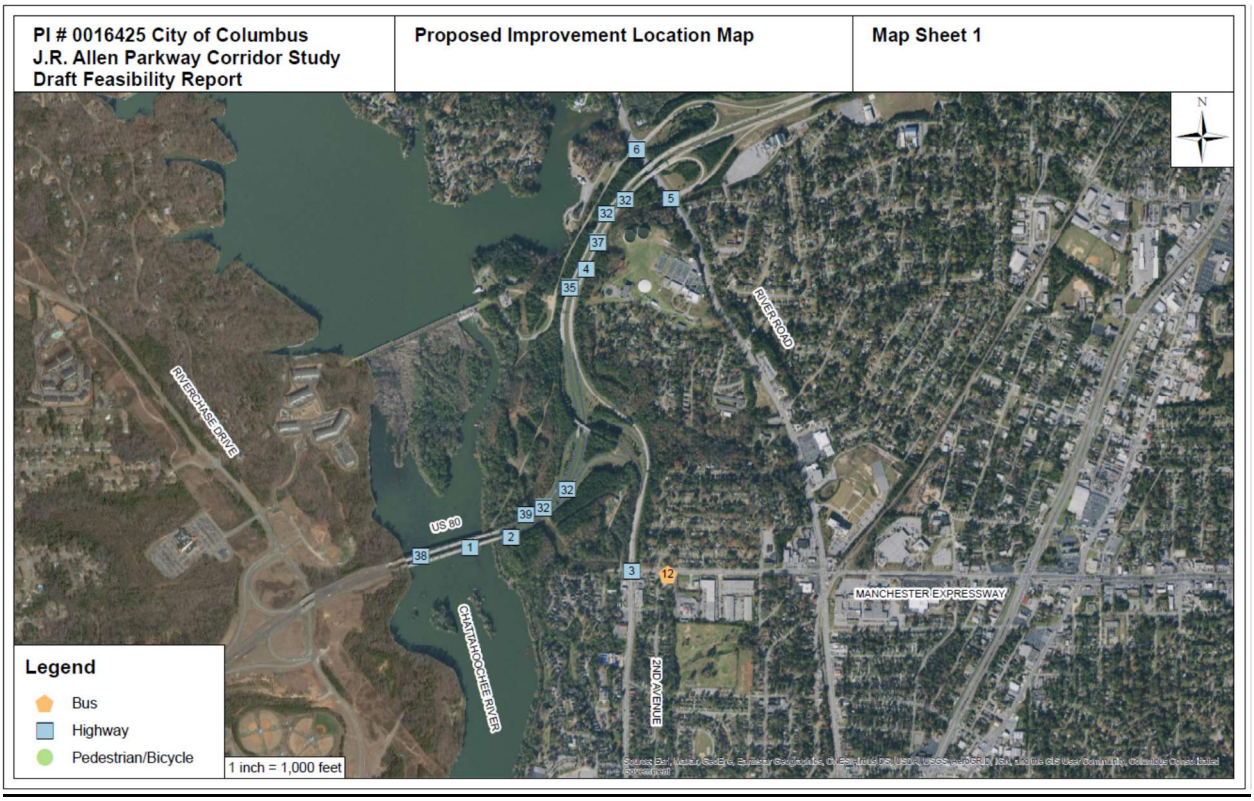


Figure 2.3: Project Alternatives Maps (Sheet 2) – Public Information Open House

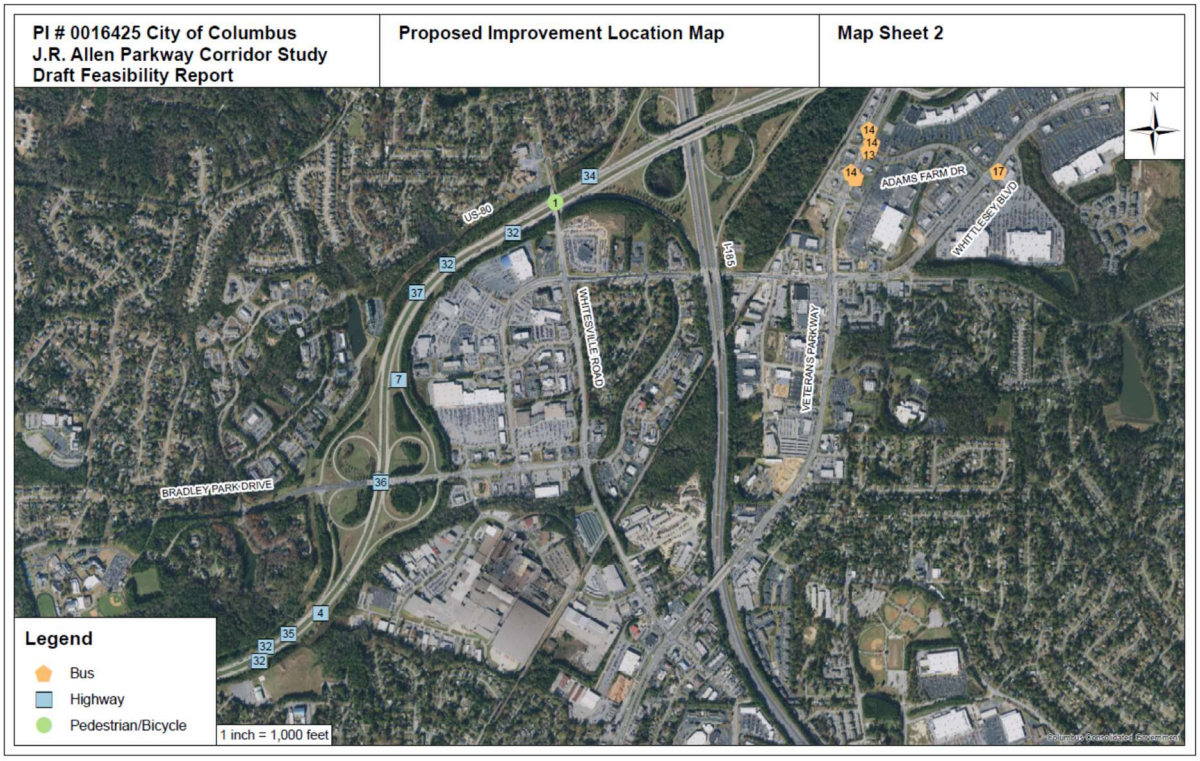


Figure 2.4: Project Alternatives Maps (Sheet 3) – Public Information Open House

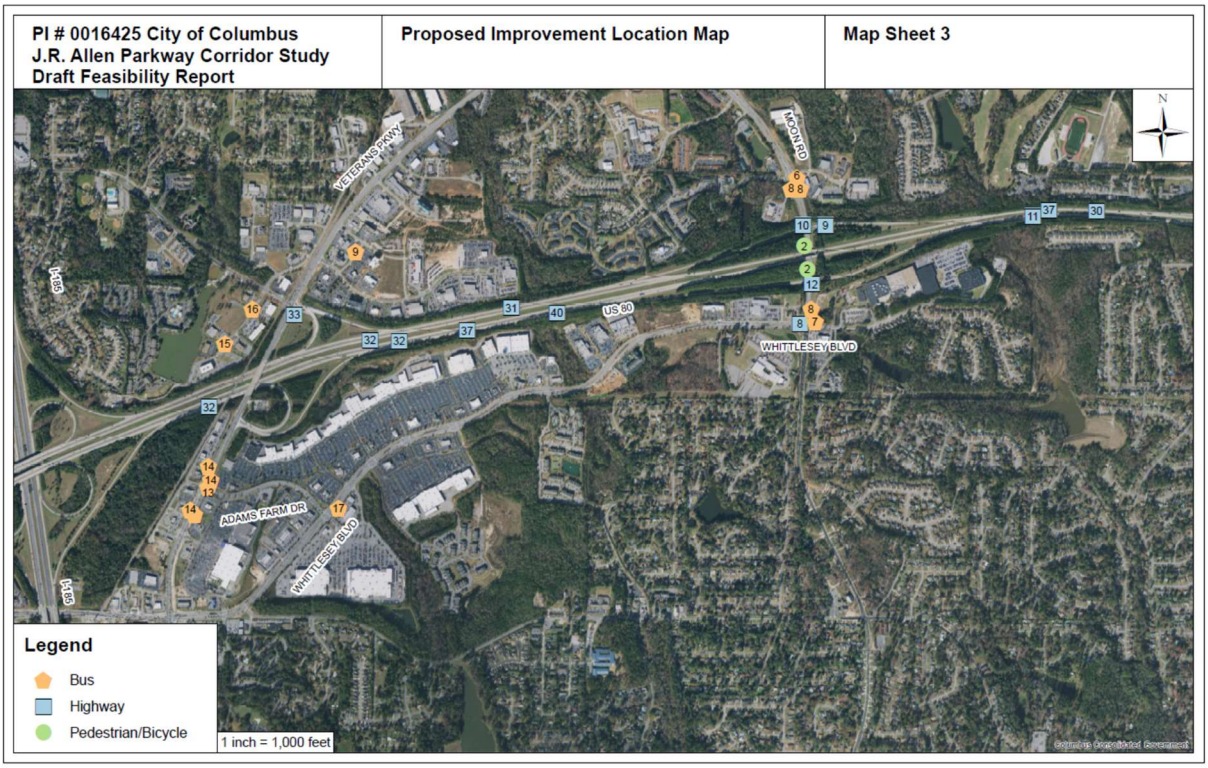
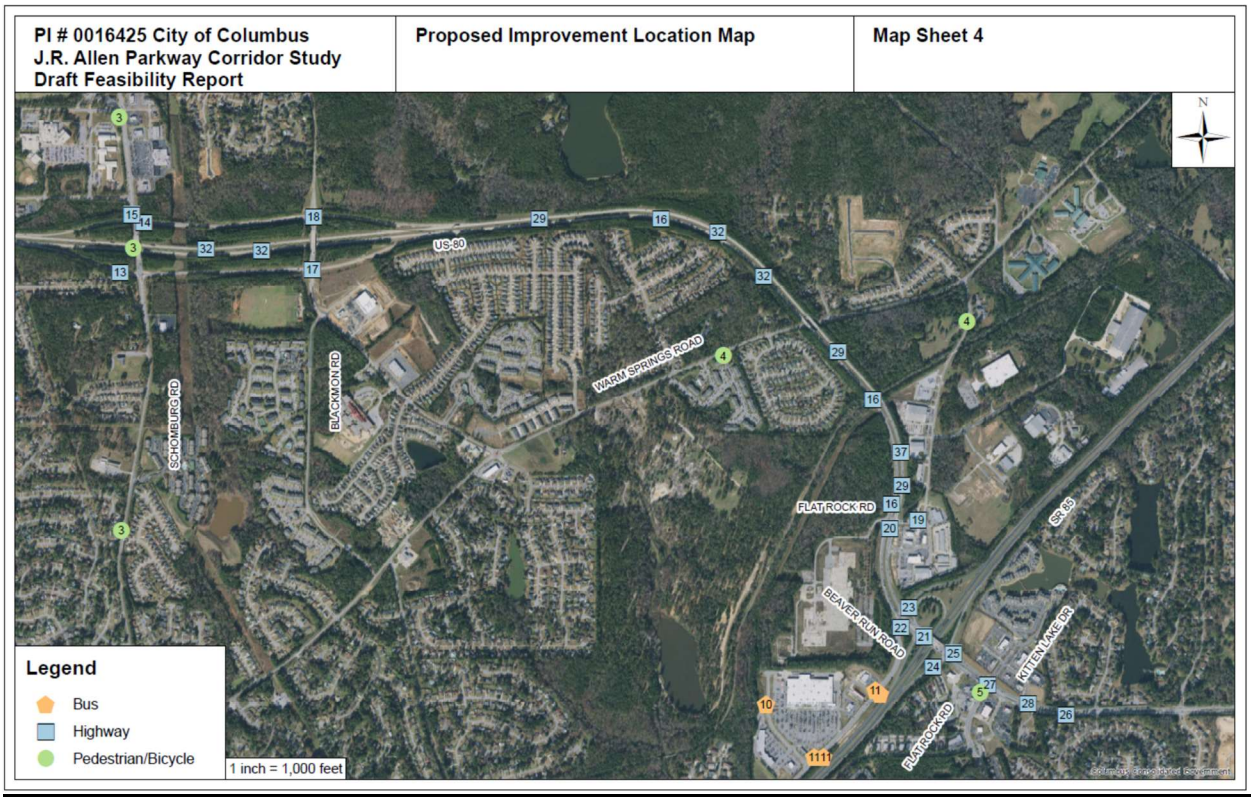


Figure 2.5: Project Alternatives Maps (Sheet 4) – Public Information Open House



2.2.2 Project Website Visitor Statistics

This section provides the website visitor statistics for both virtual public events.

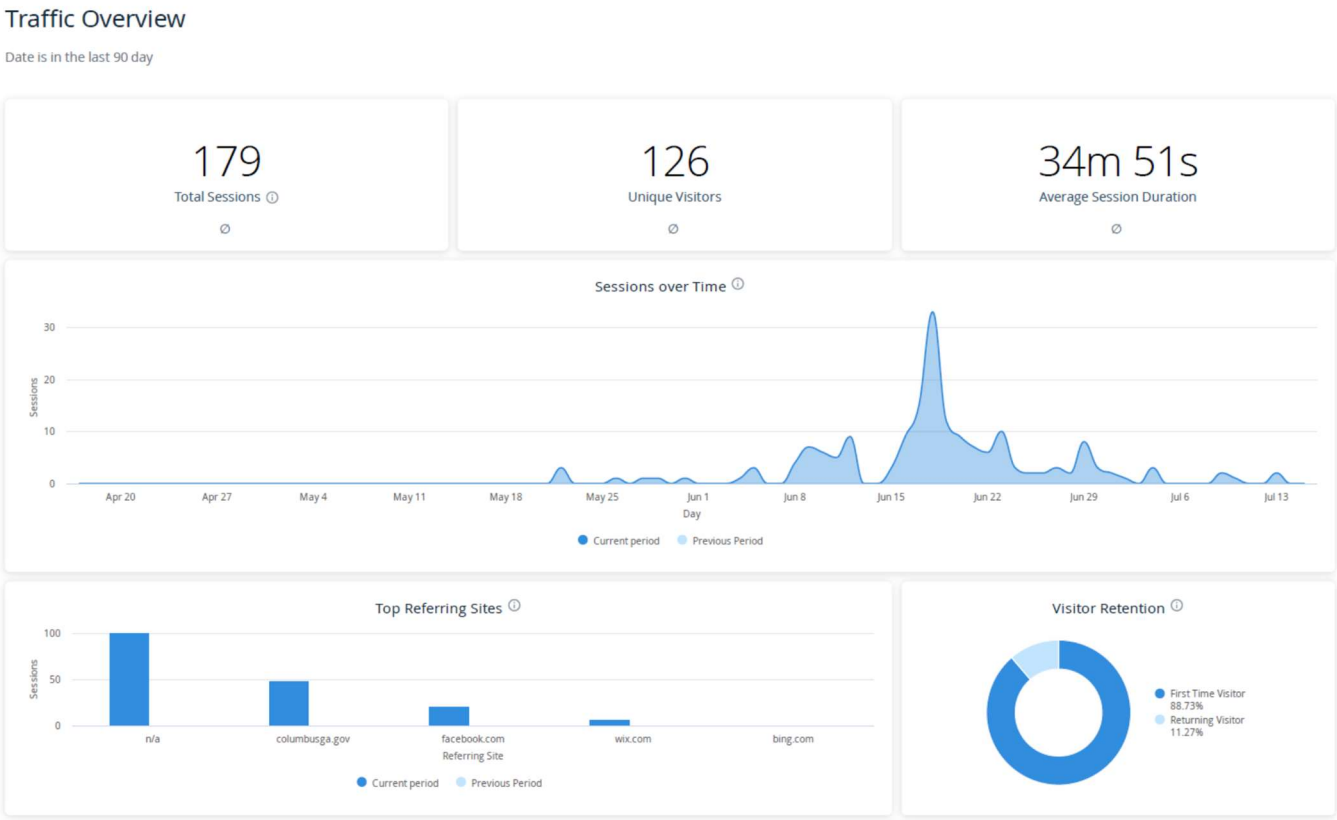
2.2.2.1 DESIGN WORKSHOP

The website for the Design Workshop was first announced to the public at the regularly scheduled City Council Meeting on June 16, 2020. From June 16th to July 13th, the project website hosted 135 separate sessions from visitors all around the US. Since the original creation of the website on May 22, 2020, there have been 179 sessions conducted on this website. During these sessions, there were 126 unique IP addresses that accessed the website. The average session duration was almost 34 minutes. The majority of the website sessions (88) occurred during the week that the website was announced at the City Council Meeting and post cards were delivered to property owner addresses. The website with the highest number of referrals to the project website was the CCG website (www.columbusga.gov). The website visitors were located primarily in the Columbus area, but were distributed between 10 states and one property owner from Vietnam (See **Table 2.1** on the following page). The overall website visitor statistics since the creation of the website are shown in **Figure 2.6** on Page 10.

Table 2.1: Location of Website Visitors – Design Workshop

City, State/County	city_map_coordinates	Unique Visitors
Columbus	32.4608333,-84.9877778	68
Midland	32.5747222,-84.8272222	10
Birmingham, AL	33.5205556,-86.8025	9
Raleigh, NC	35.7719444,-78.6388889	9
Charlotte, NC	35.2269444,-80.8433333	4
Atlanta	33.7488889,-84.3880556	4
Unknown	N/A	4
Phenix City, AL	32.4708333,-85.0008333	4
Miami, FL	25.7738889,-80.1938889	3
Chicago, IL	41.85,-87.65	2
Tucker	33.8544444,-84.2172222	2
Buford	34.1205556,-84.0044444	1
Cataula	32.6552778,-84.8686111	1
Auburn, AL	32.6097222,-85.4808333	1
Morrisville, NC	35.8233333,-78.8258333	1
An Giang, Vietnam	14.35,109.1	1
Childersburg, AL	33.2780556,-86.355	1
Palm Coast, FL	29.5847222,-81.2080556	1
Decatur	33.7747222,-84.2963889	1
Suwanee	34.0513889,-84.0713889	1
Macon	32.8405556,-83.6325	1
Alpharetta	34.0752778,-84.2941667	1
Jacksonville, FL	30.3319444,-81.6558333	1
Lexington, KY	37.9886111,-84.4777778	1
Taylors, SC	34.9202778,-82.2963889	1
Cheyenne, WY	41.14,-104.8197222	1
La Grange	33.0391667,-85.0313889	1
Buffalo, NY	42.8863889,-78.8786111	1
Los Angeles, CA	34.0522222,-118.2427778	1

Figure 2.6: JRAllenParkwayStudy.com Visitor Traffic Statistical Overview – Design Workshop



2.2.2.2 PUBLIC INFORMATION OPEN HOUSE

The updated project website for the Public Information Open House was first announced to the public at the regularly scheduled City Council Work Session on September 29, 2020. From October 5th to October 18th, the project website hosted 225 separate sessions from visitors all around the US. The majority of the website sessions occurred during the week that the website update was announced at the City Council Work Session and post cards were delivered to property owner addresses (See **Figure 2.7** on the following page). The website with the highest number of referrals to the project website was Facebook (See **Figure 2.8** on the following page). The website survey participants were located primarily in the Columbus area, but were distributed between 5 states (See **Figure 2.9** on Page 12).

Figure 2.7: JRAllenParkwayStudy.com Visitor Traffic Statistical Overview – Public Information Open House

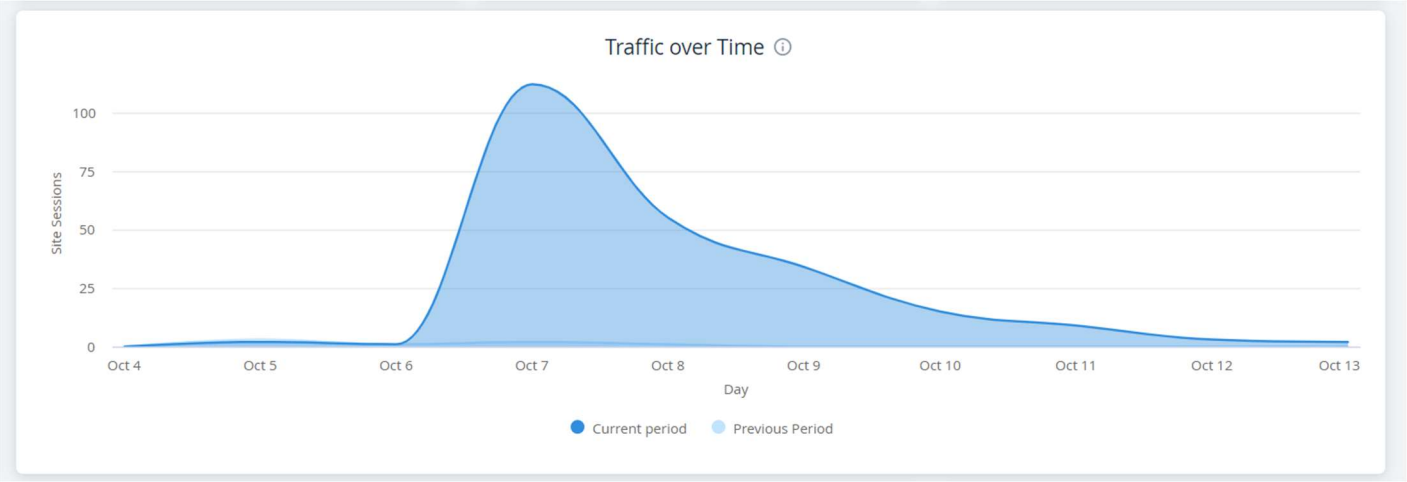


Figure 2.8: JRAllenParkwayStudy.com Top Referring Websites – Public Information Open House

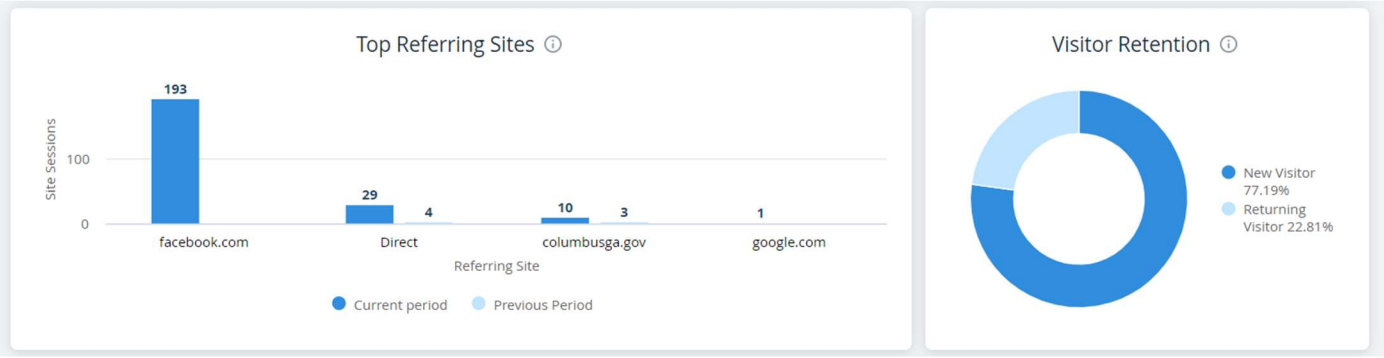
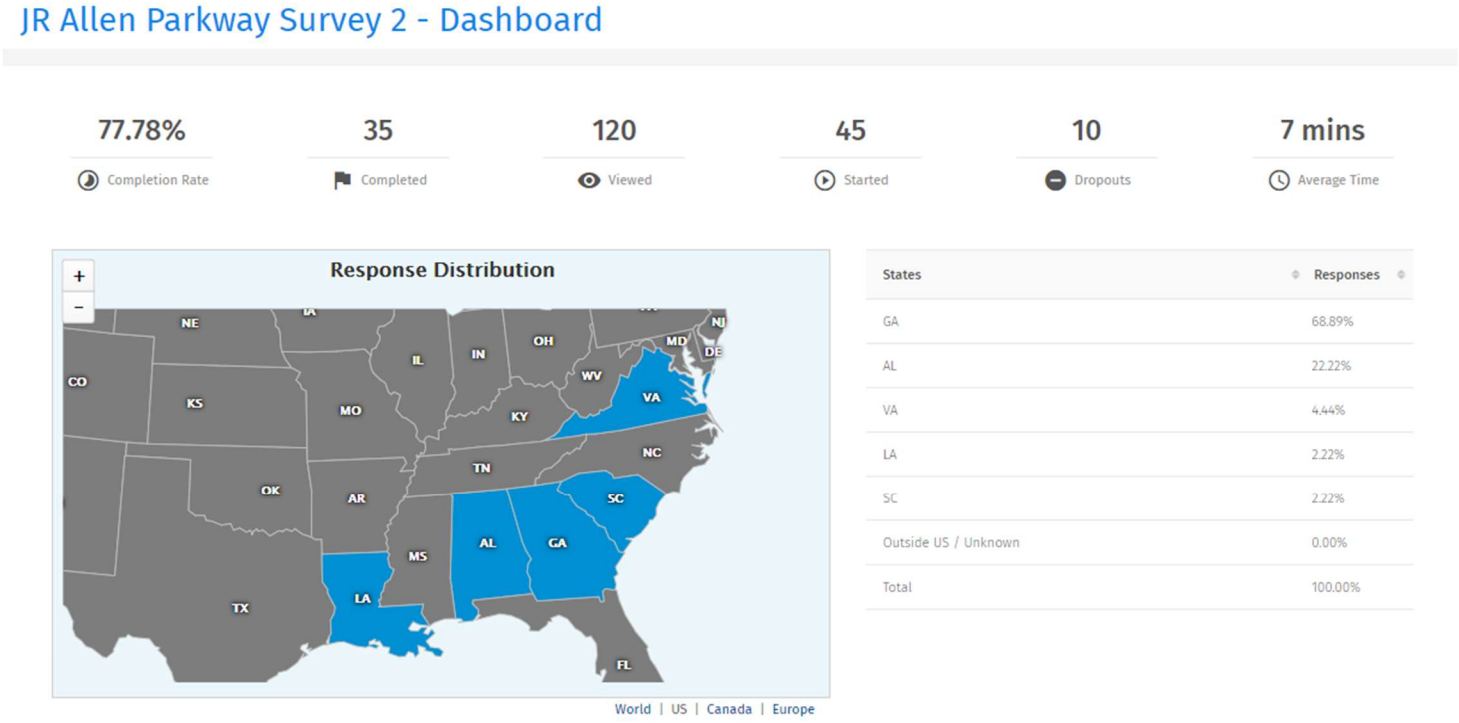


Figure 2.9: Location of Website Survey Participants – Public Information Open House



2.2.3 Virtual Design Workshop

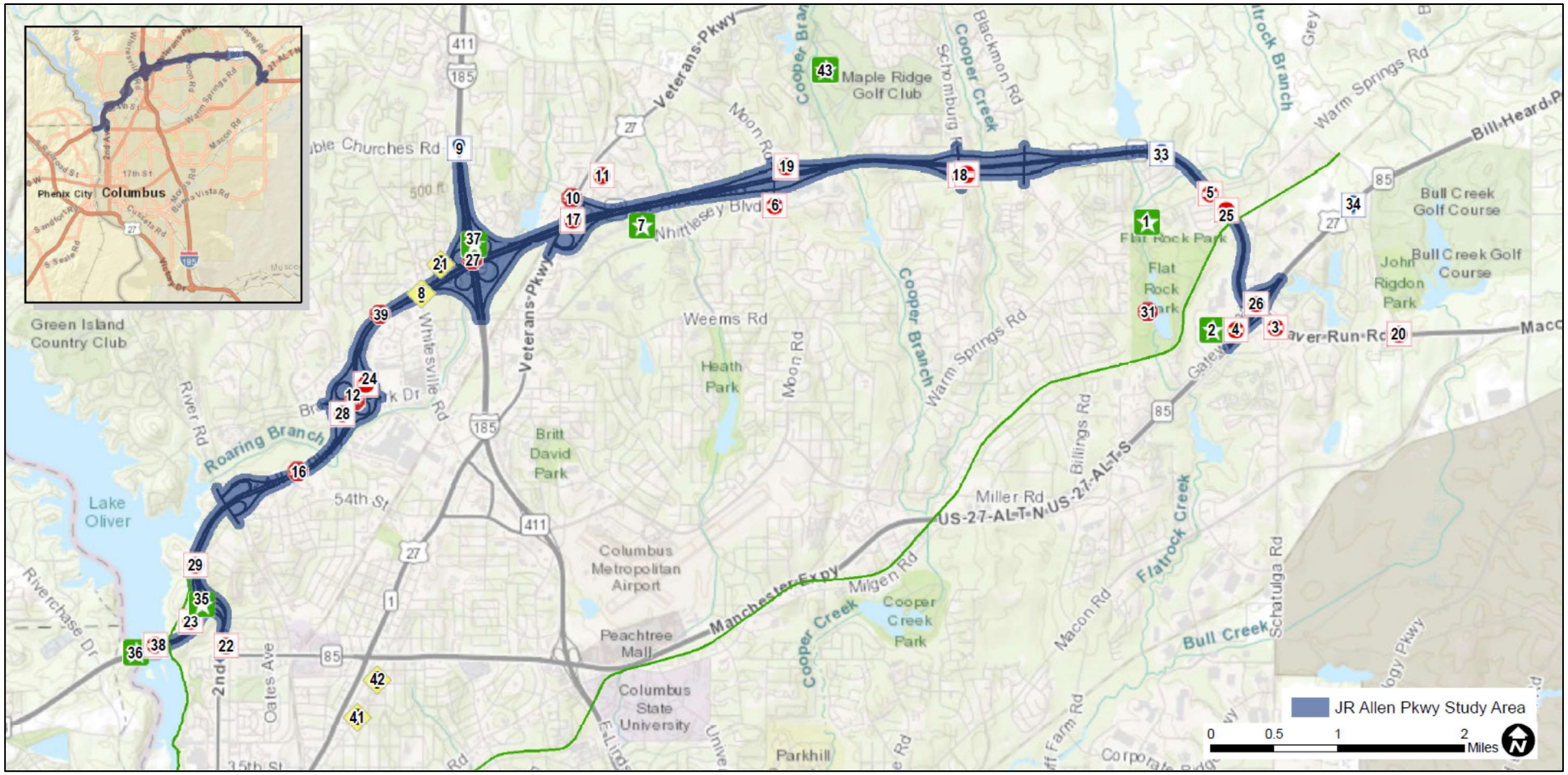
The website offered online visitors the opportunity to post location-specific comments and/or suggestions on an interactive study area map. It also offered visitors a project specific survey that asked participants to rank the corridor based on various transportation related issues. All of the comments and suggestions received via the website and by mail have supported various types of transportation improvements and enhancements in the study corridor. This section summarizes the results of the community input via interactive map and project specific survey.

2.2.3.1 INTERACTIVE STUDY AREA MAP COMMENTS

This Interactive Study Area Map (See **Figure 2.10** on the following page) illustrated the project study limits, J.R. Allen Parkway interchanges at the various crossing streets, and study area METRA bus routes. During the 4-week comment period, the Interactive Study Map registered a total of 43 comments. All of these comments are shown as numbered icons in **Figure 2.10** except for Comment #32, which is outside the study area in the vicinity of Yellow Pine Road, east of the study area. Users were able to enter their comments using the five following areas of concern (each area of concern was represented by a different symbol):

1. Barrier
2. Destination
3. Improvement Needed
4. Safety Issue
5. Other

Figure 2.10: J.R. Allen Parkway Study Interactive Map



Of these comments, 40 entries provided specific comments and/or suggestions. From these 40 entries, there were several comments that were repeated resulting in 25 unique comments and suggestions. These unique comments and suggestions were divided between highway and multimodal categories. Under the highway related comment category, there were 17 unique comments that were related to either Safety, Improvement Needed or Other issues (See **Table 2.2** on the following page).

Highway Comments – In **Table 2.2** on the following page, there were ten unique highway comments related to safety and seven unique comments related to capacity. The following four locations received multiple comments:

- Bradley Park Drive (Safety/Improvement Needed) – 6
- Chattahoochee River Bridge (Capacity) – 3
- Schomburg Road (Capacity) – 2
- Extension of Limited Access Freeway East – 2

The safety comments included concerns for an at-grade railroad crossing at Double Churches Road and Veterans Parkway; inadequate freeway merge areas; and upgrading the corridor to interstate highway standards. The capacity comments included concerns about inadequate number of lanes to handle existing traffic volumes and traffic operational problems in the 2nd Avenue and Chattahoochee River bridge area.

Table 2.2: Highway Related Comments and Suggestions

ID	Category	Comment_	Near_Exit	Location	Unique Comment ID	Highway Comment ID	Comment Catergory	Number of Comments
10	Safety	At-grade railroad crossing near intersection	Veterans Parkway	Beyond Study Area	7	1	Safety	1
12	Safety	Vehicles often do not accelerate appropriately to join the flow of traffic when merging	Bradley Park Drive	Within Study Area	9	2	Safety	1
13	Safety/ Improvement Needed		Bradley Park Drive	Within Study Area	10	3	Safety	6
16	Safety	Setting sun in the west often blinds drivers at certain times of the year causing congestion/accidents	River Road	Within Study Area	11	4	Safety	1
17	Improvement Needed	Very short acceleration lane that often causes accidents and congestion	Veterans Parkway	Within Study Area	12	5	Safety	1
18	Improvement Needed		Schomburg Road	Within Study Area	13	6	Capacity	2
19	Improvement Needed	Needs to be wider/more lanes	Moon Road	Within Study Area	14	7	Capacity	1
20	Improvement Needed	Signal or roundabout needed.	Psalmond Road	Beyond Study Area	15	8	Safety	1
22	Improvement Needed		2nd Avenue	Within Study Area	16	9	Capacity	1
25	Improvement Needed		Middleburg Drive	Within Study Area	17	10	Capacity	1
26	Improvement Needed		Manchester Expressway - US 27 Alt	Within Study Area	18	11	Capacity	1
32	Other	Consider extending limited access freeway on a new alignment from the termination of limited access in Midland. Beyond here begin conversions to full limited access to Talbot County	Yellow Pine Road	Beyond Study Area	19	12	Safety	1
33	Other	About here, consider continuing on a new alignment fully limited-access freeway on past Pratt and Whitney. This would allow truck traffic and thru-way traffic to bypass unnecessary stops and releive congestion for comm and residential areas in Midland.	Stone Creek Lane	Within Study Area	20	13	Safety	2
34	Other	Near here consider a fully limited access interchange much like I-185 w/ JR Allen and the Manchester Expressway.	Manchester Expressway - US 27 Alt	Beyond Study Area	21	14	Safety	1
35	Destination	Improving Interchange as this is the gateway to the heart of Columbus, Uptown.	2nd Avenue	Within Study Area	22	15	Capacity	1
38	Improvement Needed	Major congestion, any bridge expansion would help greatly.	Bridge-State Border	Within Study Area	24	16	Capacity	3
40	Safety	Interstate standards along entire route as cited in the study will be a major improvement	Bradley Park Drive	Within Study Area	25	17	Safety	1

Multimodal Comments – In **Table 2.3** below, there were five unique multimodal comments related to pedestrian facilities, two unique comments related to transit facilities and two comments related to wayfinding. The pedestrian facility comments were related to missing sidewalks and street trees. The transit comments were related to a missing bus shelter at Gateway Road and a missing crosswalk needed to access a bus stop on Veterans Parkway. The wayfinding comments were related to improved gateway signage used to welcome visitors to Columbus along I-185 and J.R. Allen Parkway at the Georgia-Alabama state line.

Table 2.3: Multimodal Related Comments and Suggestions

ID	Category	Comment_	Near_Exit	Location	Unique Comment ID	Multimodal Commend ID	Comment Catergory	Number of Comments
3	Improvement Needed	Sidewalk missing	Flat Rock Road	Within Study Area	1	1	Pedestrian	1
4	Improvement Needed	Shelter needed	Gateway Road	Beyond Study Area	2	2	Transit	1
5	Improvement Needed	Sidewalk missing	Warm Springs Road	Within Study Area	3	3	Pedestrian	1
6	Improvement Needed	Sidewalk missing	Moon Road	Beyond Study Area	4	4	Pedestrian	1
8	Barrier	No sidewalks	Whitesville Rd	Within Study Area	5	5	Pedestrian	1
9	Other	No shade along streetscape	Double Churches Rd	Beyond Study Area	6	6	Pedestrian	1
11	Improvement Needed	Crosswalk needed to access transit stop	Veterans Parkway	Beyond Study Area	8	7	Transit	1
36	Destination	A better 'Welcome to Georgia' sign is long overdue. Columbus is the gateway to West Georgia!	Bridge-State Border	Within Study Area	23	8	Wayfinding	1
37	Destination	Some sort of 'Welcome to Columbus' mark. Look to the Ft. Benning/Columbus gateway at the I-185/Victory Dr (US-280) interchange for inspiration, but not necessarily anything that complex.	I-185	Within Study Area	23	9	Wayfinding	1

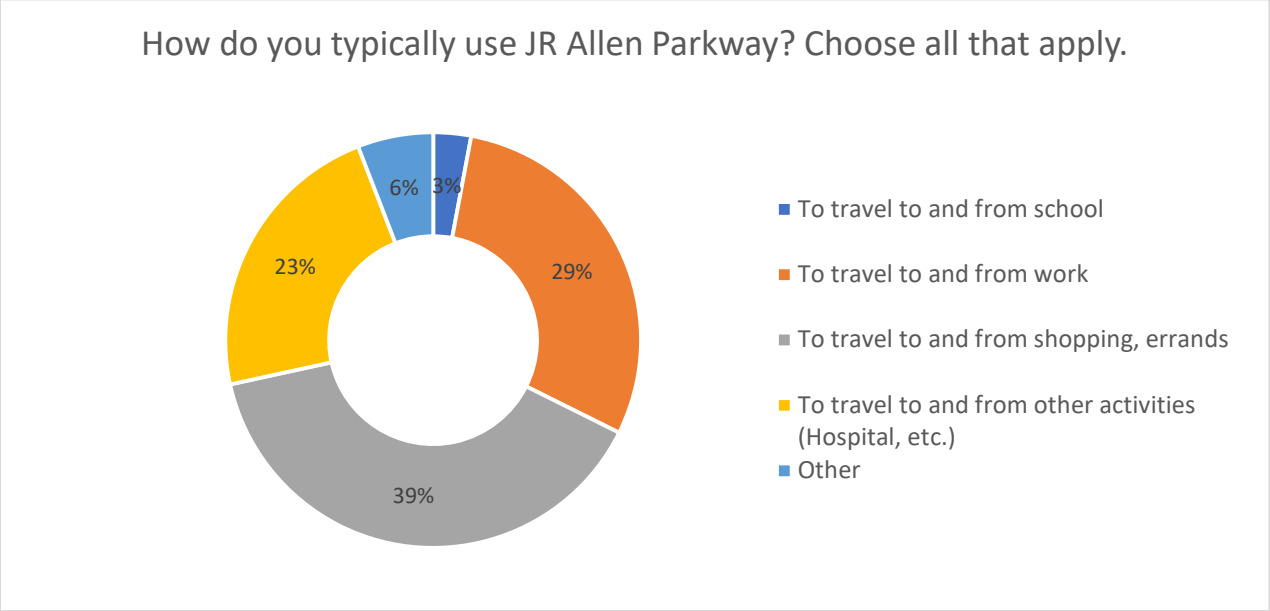
Study Survey Comments

The online Study Survey consisted of fifteen (15) questions that took participants an average of seven (7) minutes to complete. One hundred and thirty-five (135) website visitors clicked on the Project Survey link and viewed the survey questions. Fifty-eight (58) of these users started the survey with ten (10) dropouts prior to completing the survey, which resulted in a completion rate of 83 percent. The full results of the completed survey are included in **Appendix D**. Detailed summaries of some of the critical questions are described hereinafter.

Question 2: What is your primary mode of transportation on a typical day? – The majority (97.9%) of respondents answered this question indicating that they use their personal vehicle for their primary source of transportation.

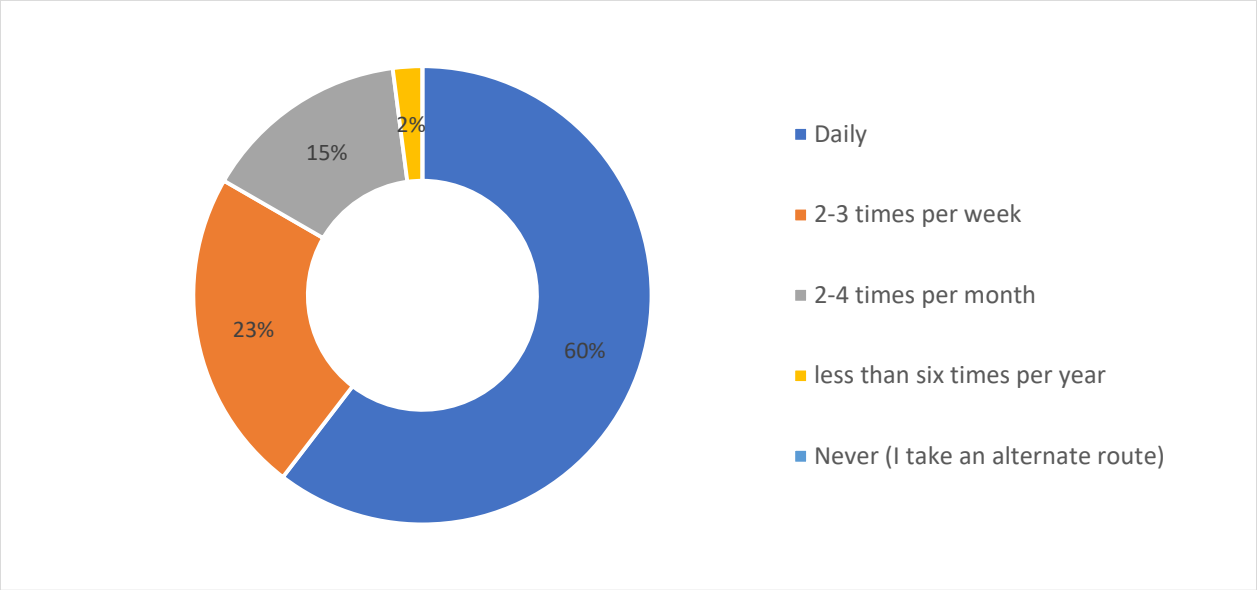
Question 4: How do you typically use J.R. Allen Parkway? – This question attempted to determine the nature of existing trips within the J.R. Allen Parkway corridor. Trips were mostly work-related trips (29%) or shopping-errand trips (39%) as illustrated in **Figure 2.11** below.

Figure 2.11: Distribution of Trips on J.R. Allen Parkway



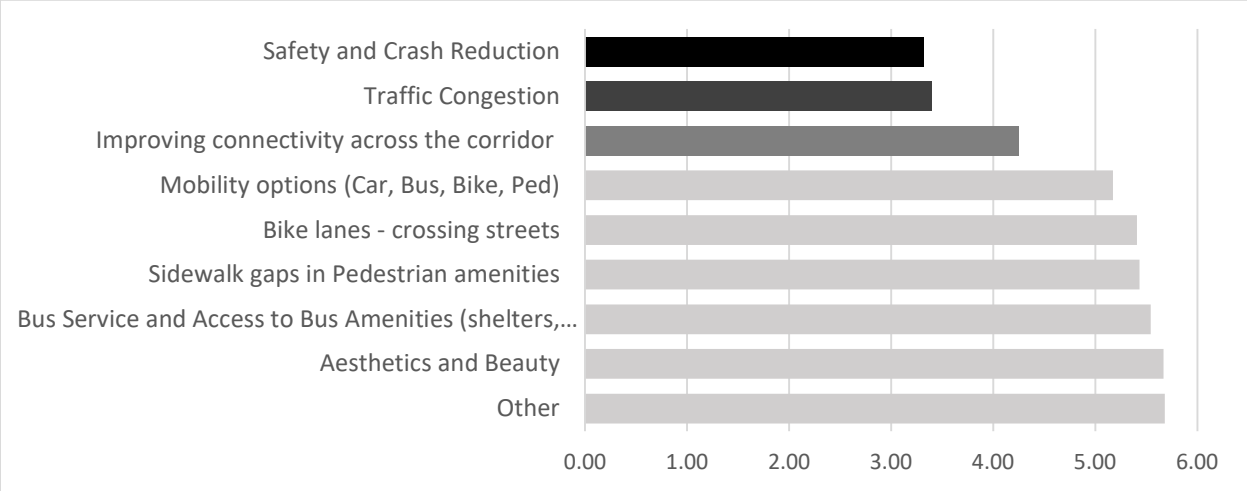
Question 6: How often do you use J.R. Allen Parkway? – The majority (60%) of respondents answered this question indicating that they use J.R. Allen Parkway daily as illustrated in **Figure 2.12** below.

Figure 2.12: Frequency of Traveling on J.R. Allen Parkway



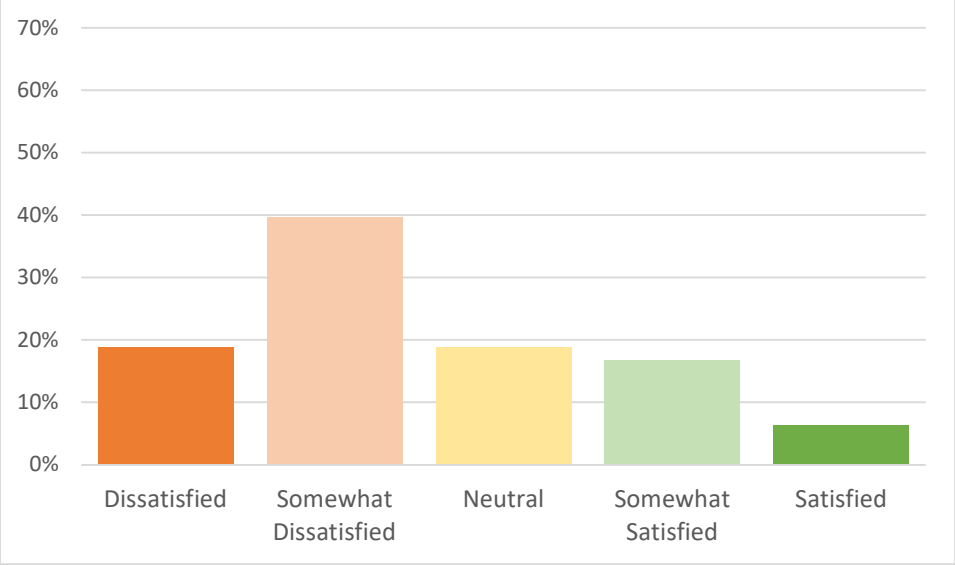
Question 7: Please rank the following transportation issues along the roadways within the J.R. Allen Parkway study area from most important (1) to least important (8) – This question attempted to gauge the transportation related priorities of the community. The issues with the lowest ranking represented the most important issues for the survey respondents. The two most important issues were safety/crash reduction and traffic congestion reduction. The average rankings by issue are illustrated in **Figure 2.13** below.

Figure 2.13: Ranking of Transportation Issues



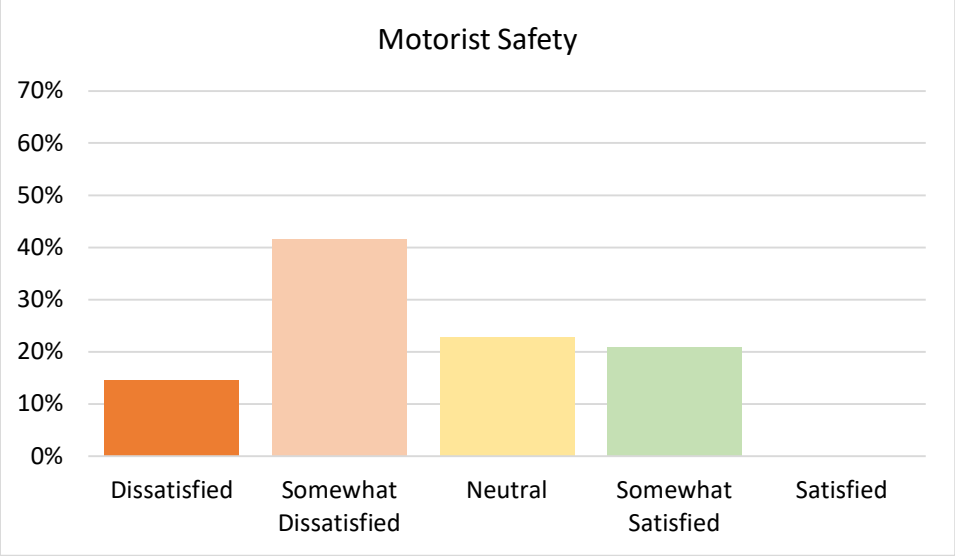
Question 9a: Rate your satisfaction with the flow of traffic within the J.R. Allen Parkway Study area – This question attempted to gauge the level of satisfaction of the community concerning how well traffic flows within the corridor. The majority of users (58.3%) are dissatisfied or somewhat dissatisfied with flow of traffic as illustrated in **Figure 2.14** below.

Figure 2.14: Community Satisfaction for Flow of Traffic



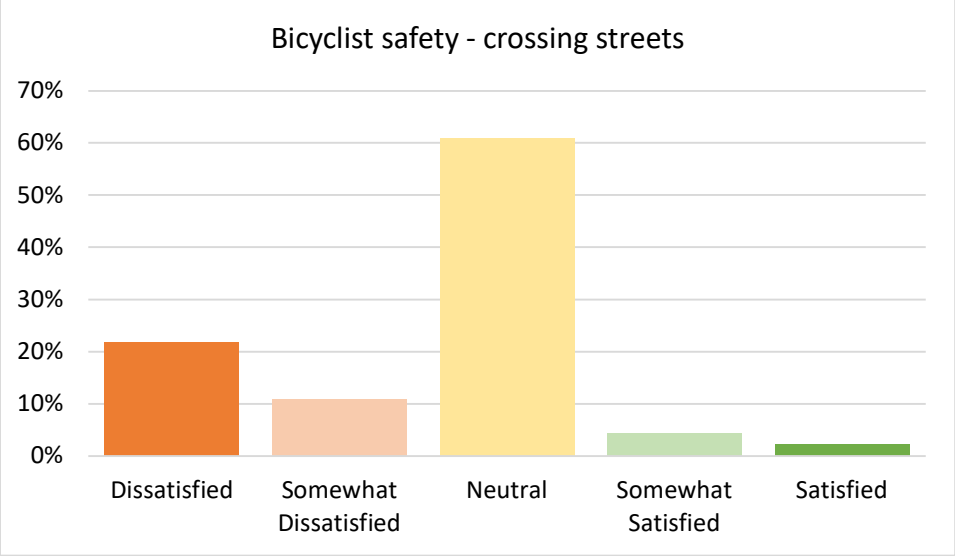
Question 9b: Rate your satisfaction with motorist safety within the J.R. Allen Parkway Study area – This question attempted to gauge the level of satisfaction of the community concerning how safe motorist feel driving the corridor. The majority of users (56.3%) are dissatisfied or somewhat dissatisfied with motorist safety as illustrated in **Figure 2.15** below. No responders indicated that they were satisfied.

Figure 2.15: Community Satisfaction Related to Motorist Safety



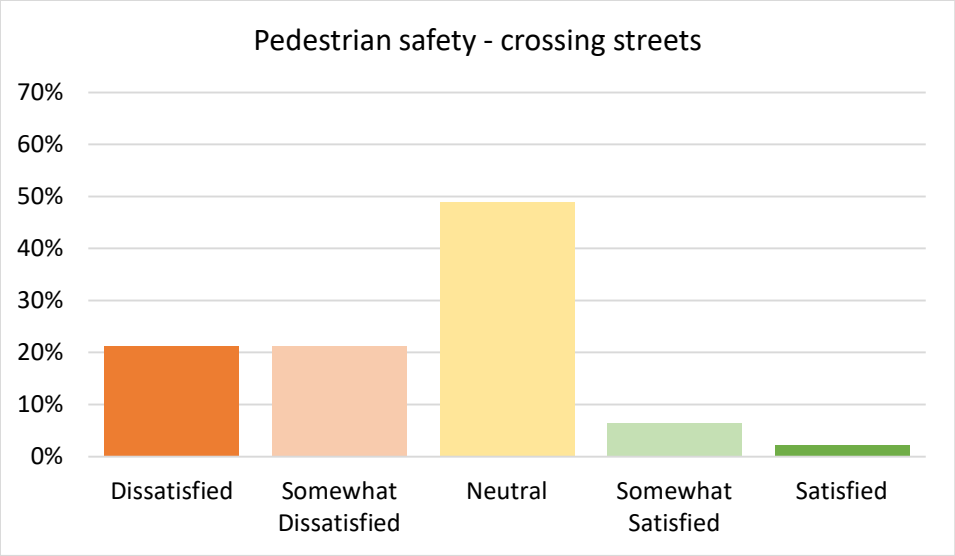
Question 9c: Rate your satisfaction with bicyclist safety while traveling the crossing streets – This question attempted to gauge the level of satisfaction of the community concerning how safe cyclists feel using the crossing streets along the corridor. The majority of users (60.9%) are neutral concerning bicycle safety as illustrated in **Figure 2.16** below.

Figure 2.16: Community Satisfaction Related to Bicycle Safety on Crossing Streets



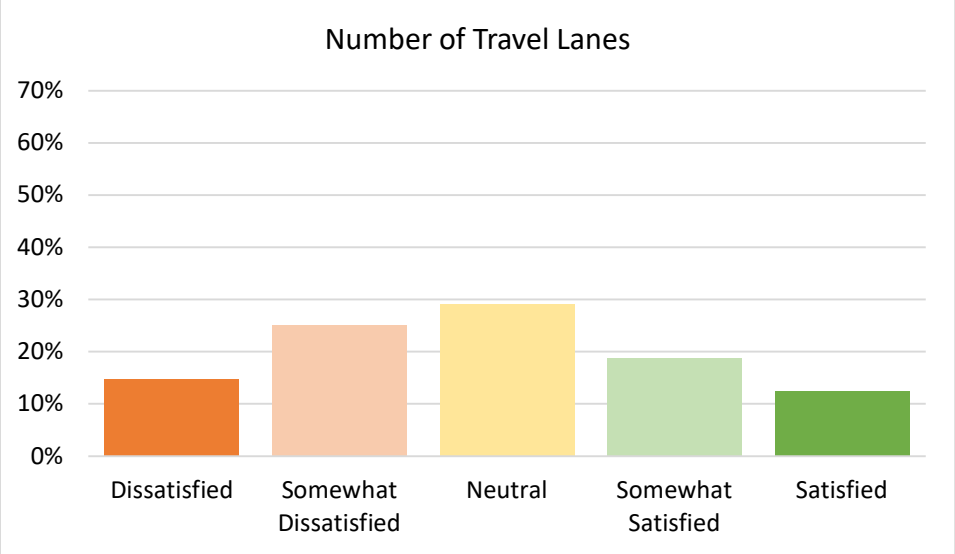
Question 9d: Rate your satisfaction with pedestrian safety along the crossing streets – This question attempted to gauge the level of satisfaction of the community concerning how safe pedestrians feel using the crossing streets along the corridor. Many users (42.6%) are dissatisfied or somewhat dissatisfied with pedestrian safety as illustrated in **Figure 2.17** below.

Figure 2.17: Community Satisfaction Related to Pedestrian Safety on Crossing Streets



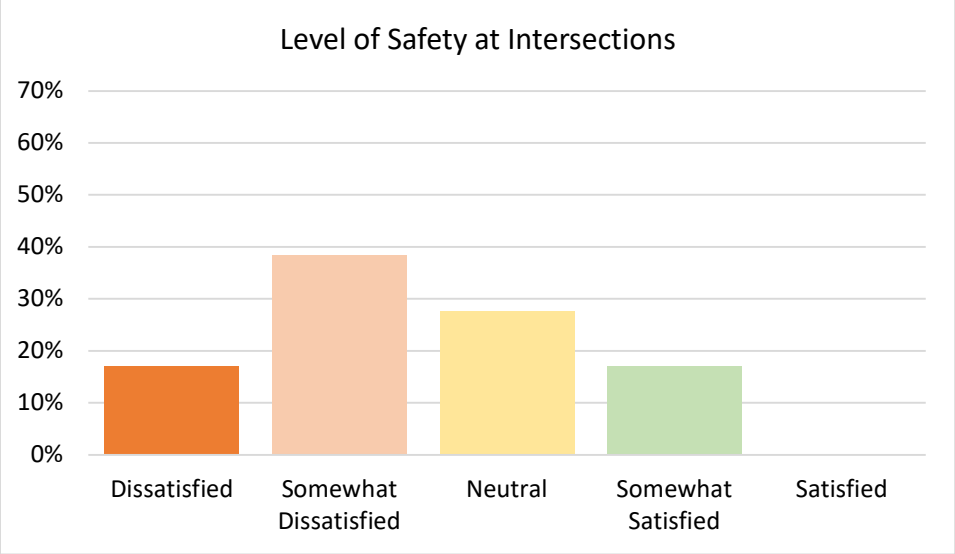
Question 9e: Rate your satisfaction with number of travel lanes in the corridor – This question attempted to gauge the level of satisfaction of the community concerning the adequacy of the laneage of roadways within the corridor. More users (39.6%) are dissatisfied or somewhat dissatisfied with the adequacy of the laneage of roadways within the corridor than are satisfied or somewhat satisfied (31.3%) as illustrated in **Figure 2.18** below.

Figure 2.18: Community Satisfaction Related to Number of Travel Lanes in the Corridor



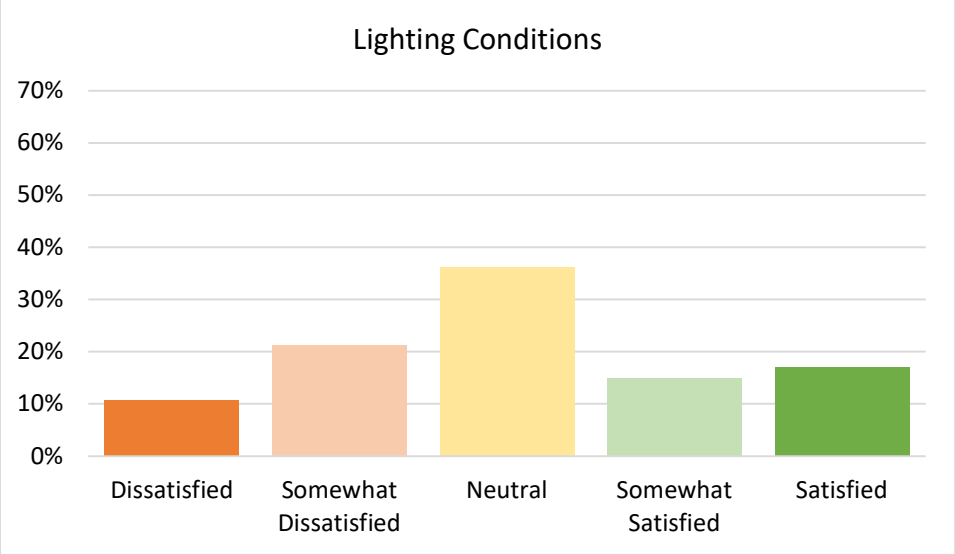
Question 9f: Rate your satisfaction with level of safety at intersections – This question attempted to gauge the level of satisfaction of the community concerning the level of safety at intersections within the corridor. The majority of users (55.3%) are dissatisfied or somewhat dissatisfied with the level of safety at intersections within the corridor as illustrated in **Figure 2.19** below. No responders indicated that they were satisfied.

Figure 2.19: Community Satisfaction Related to Level of Safety at Intersections



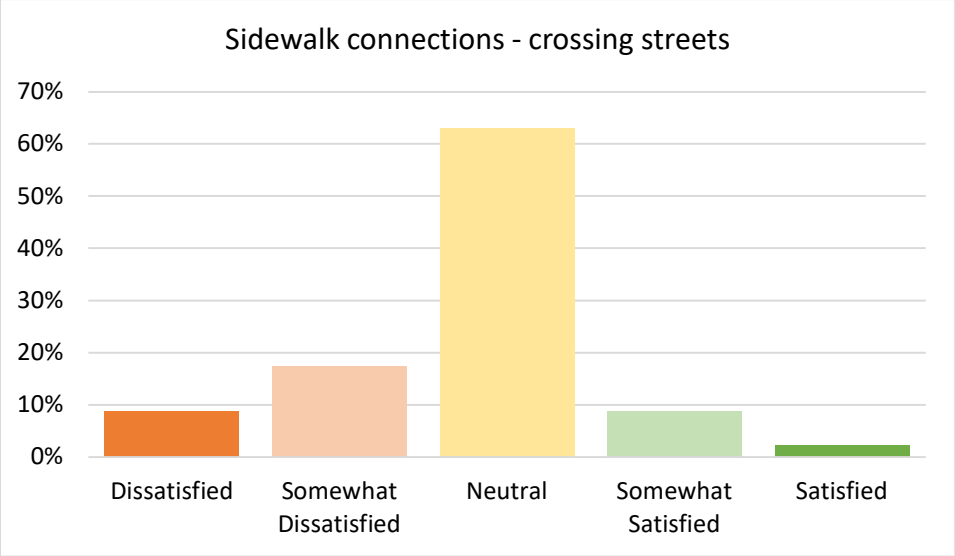
Question 9g: Rate your satisfaction with lighting conditions within the J.R. Allen Parkway Study area – This question attempted to gauge the level of satisfaction of the community concerning lighting conditions within the corridor. There was an equal split of users between neutral, satisfied and dissatisfied with lighting conditions as illustrated in **Figure 2.20** below.

Figure 2.20: Community Satisfaction Related to Lighting Conditions



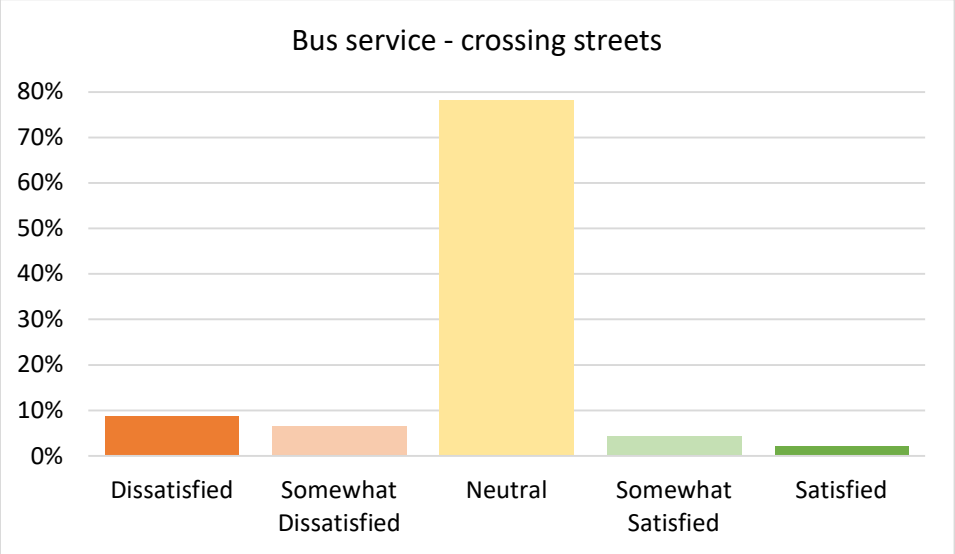
Question 9h: Rate your satisfaction with sidewalk connections while using the crossing streets – This question attempted to gauge the level of satisfaction of the community concerning sidewalk connections while using the crossing streets. After the 63% of respondents that are neutral, 26.1% of users are dissatisfied or somewhat dissatisfied with sidewalk connections along crossing streets as illustrated in **Figure 2.21** below.

Figure 2.21: Community Satisfaction Related to Sidewalk Connections on Crossing Streets



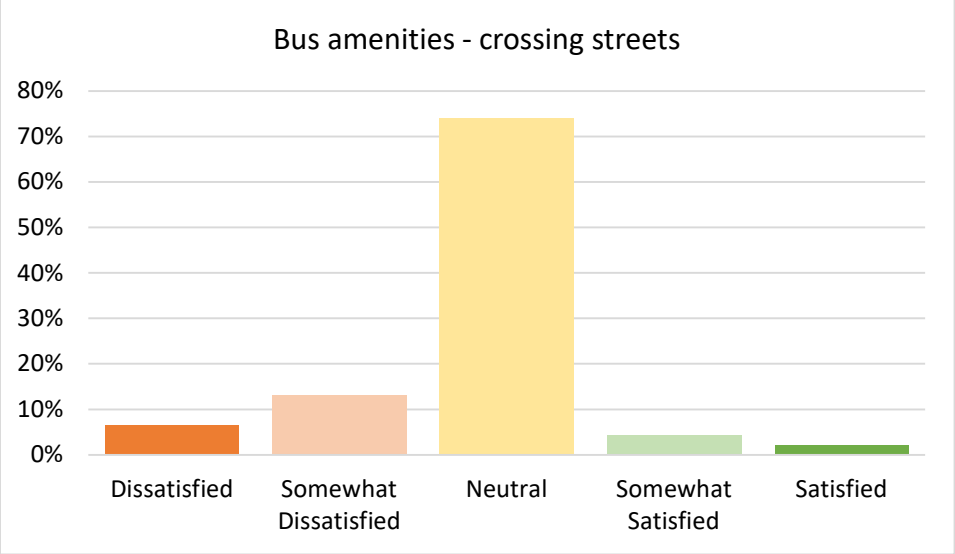
Question 9i: Rate your satisfaction with bus service along the crossing streets – This question attempted to gauge the level of satisfaction of the community concerning the level of bus service along the corridor. The majority of users (78.3%) are neutral concerning the level of bus service as illustrated in **Figure 2.22** below. This response rate may indicate the need for more outreach to transit users, such as placing flyers on METRA buses within the corridor.

Figure 2.22: Community Satisfaction Related to Bus Service on Crossing Streets



Question 9j: Rate your satisfaction with bus amenities along the crossing streets – This question attempted to gauge the level of satisfaction of the community concerning the bus amenities along the corridor. The majority of users (73.9%) are neutral concerning the bus amenities in the corridor as illustrated in **Figure 2.23** below. This response rate may indicate the need for more outreach to transit users, such as placing flyers on METRA buses within the corridor.

Figure 2.23: Community Satisfaction Related to Bus Service on Crossing Streets



Question 10: Please tell us three intersections within the J.R. Allen Parkway Study area that are in need of improvements. – This question attempted to identify all the intersections in the study corridor that warrant improvements. The Bradley Park Drive intersection/ interchange was listed by more responders than any other intersection as indicated in **Table 2.4** on the following page. Even though the Bradley Park Drive interchange is not included in this study because GDOT is planning to reconstruct this interchange, the GDOT project will not modify the ramp connections to J.R. Allen Parkway. Therefore, improvements to these ramp connections will be considered during this study. The Flat Rock Road/Kitten Lake Drive/Moon Road intersections were the three next most frequently intersections listed.

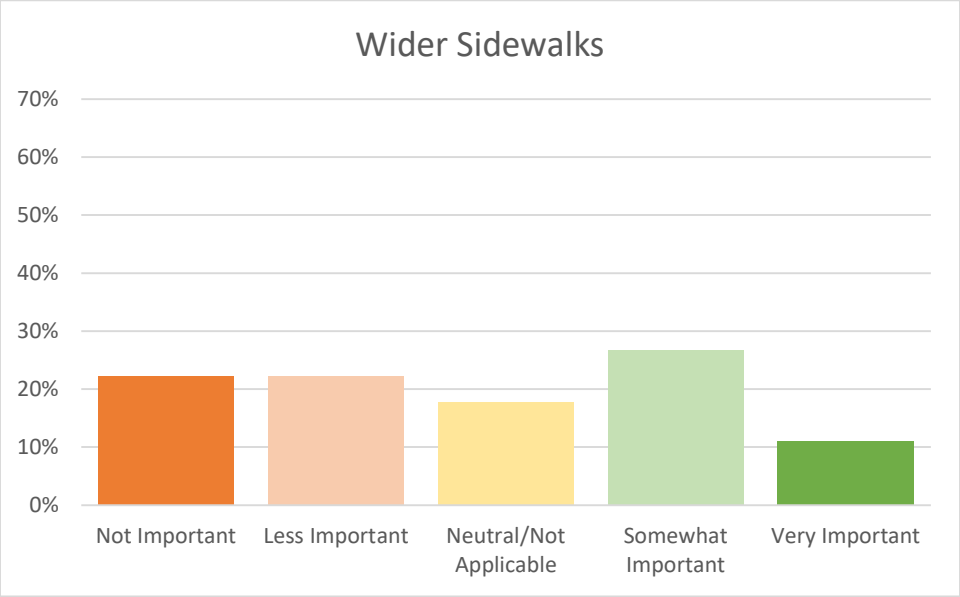
Table 2.4: Study Area Intersections that Need Improvement

Road	Frequency
Bradley Park Drive	19
Flat Rock Road	11
Kitten Lake Drive	10
Moon Road	10
Schomburg Road	9
Manchester Expressway	8
2nd Avenue	6
Interstate-185	6
Chattahoochee River Bridge	5
Veterans Parkway	5
Blackmon Road	5
Lynch Road	4
Gateway Road	2
River Road	2
Pratt & Whitney Drive	2
Warm Springs Road	1
Psalmond Road	1
U.S. 80 WB CD Road	1
Old Flat Rock Road	1
Macon Road	1

Question 11: Rank the following potential improvements in terms of their importance to you:

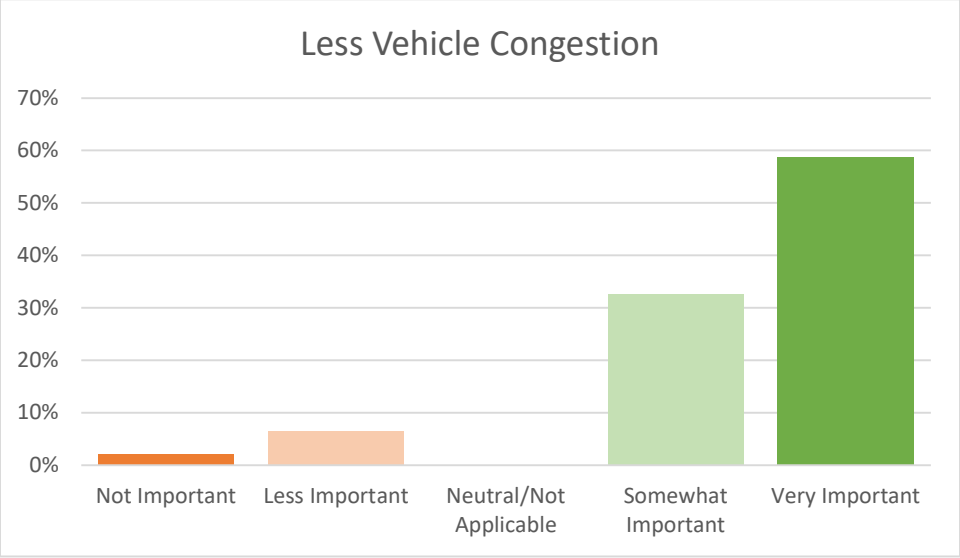
Question 11a: Wider Sidewalks – This question attempted to gauge the level of importance to the community of having wider sidewalks along crossing streets. More responders (44.4%) consider wider sidewalks as not important or less important than consider wider sidewalks as somewhat important or very important (37.8%), which is illustrated in **Figure 2.24** below.

Figure 2.24: Community Prioritization of Wider Sidewalks



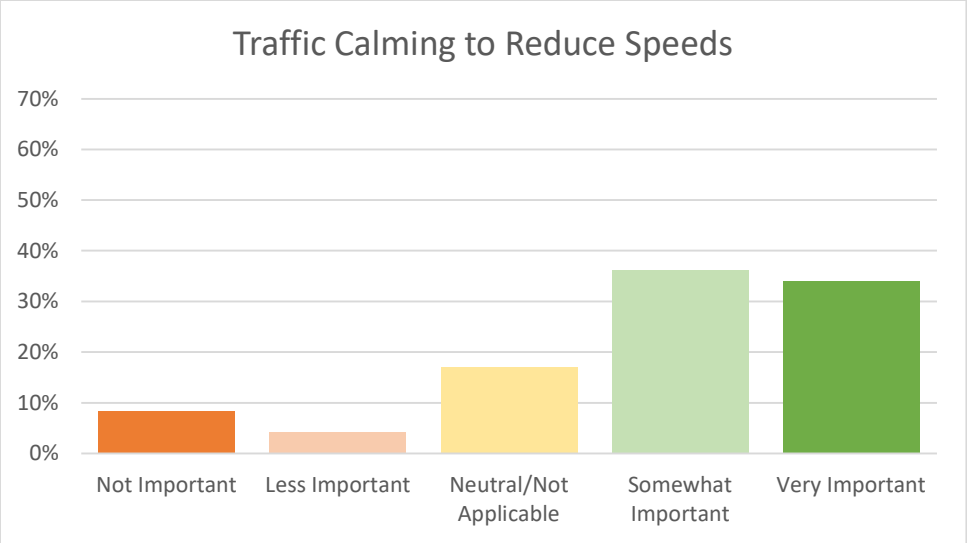
Question 11b: Less Vehicle Congestion – This question attempted to gauge the level of importance to the community of having less vehicle congestion in the study corridor. The majority of responders (91.3%) rank less vehicle congestion as somewhat important or very important, which is illustrated in **Figure 2.25** below.

Figure 2.25: Community Prioritization of Less Vehicle Congestion



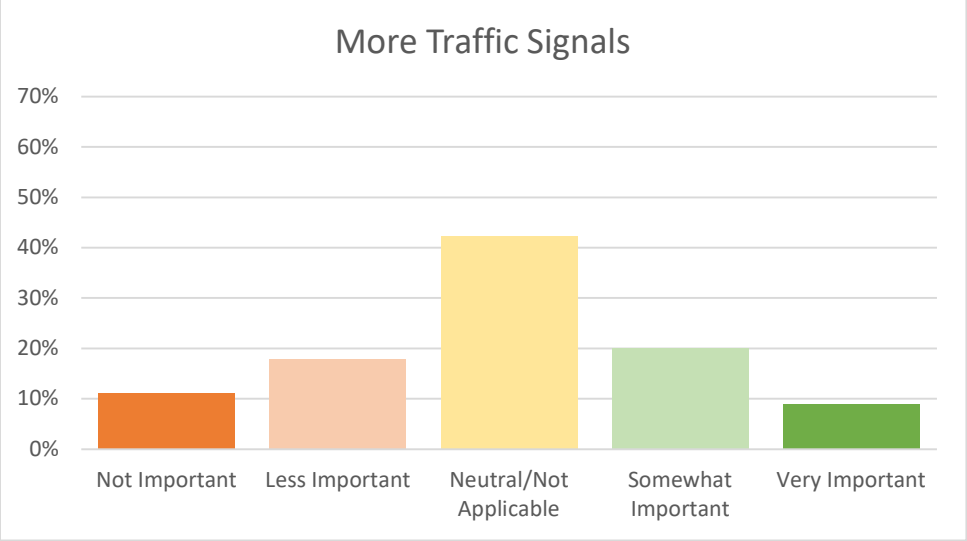
Question 11c: Traffic Calming to Reduce Speeds – This question attempted to gauge the level of importance to the community of implementing traffic calming strategies to reduce speeds in the study corridor. The majority of responders (70.2%) rank traffic calming strategies to reduce speeds as somewhat important or very important, which is illustrated in **Figure 2.26** below.

Figure 2.26: Community Prioritization of Traffic Calming to Reduce Speeds



Question 11d: More Traffic Signals – This question attempted to gauge the level of importance to the community of installing more traffic signals in the study corridor. The same percentages (28.9%) of responders rank more traffic signals as not important or less important as rank this issue as somewhat important or very important, which is illustrated in **Figure 2.27** below.

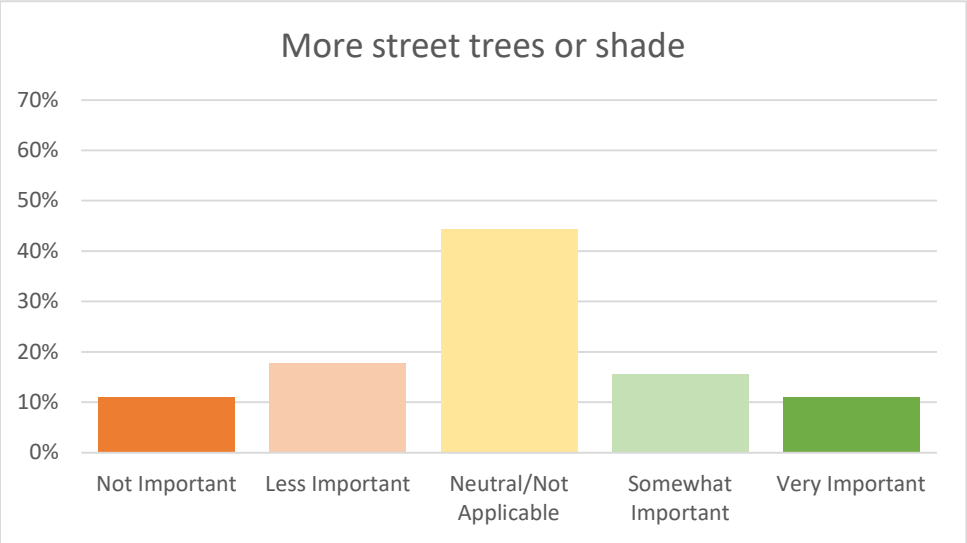
Figure 2.27: Community Prioritization of More Traffic Signals



Question 11e: More Street Trees or Shade – This question attempted to gauge the level of importance to the community of implementing more street trees or shade in the study corridor. Slightly more responders (28.9%) rank more street trees or shade as not important or less important

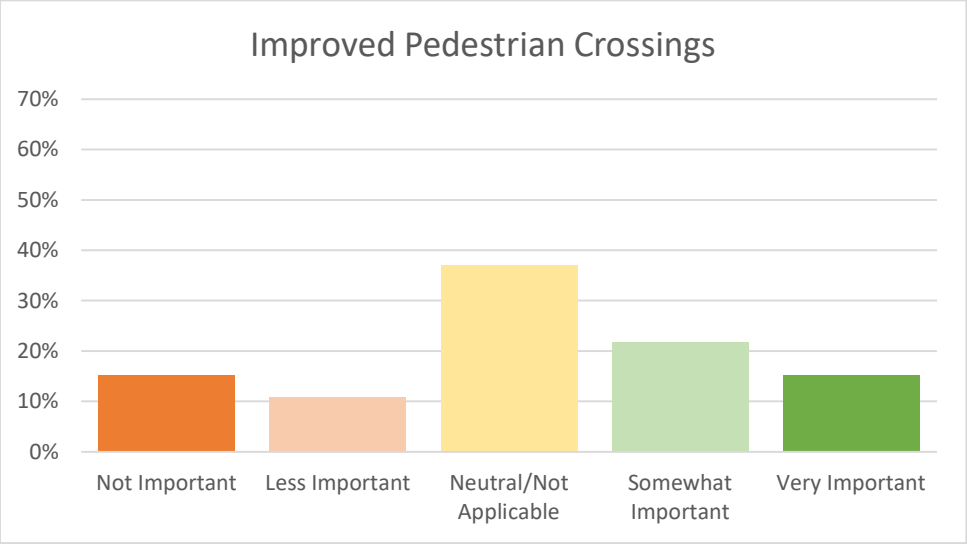
than rank more street trees or shade as somewhat important or very important (26.7%), which is illustrated in **Figure 2.28** on the following page.

Figure 2.28: Community Prioritization of More Street Trees or Shade



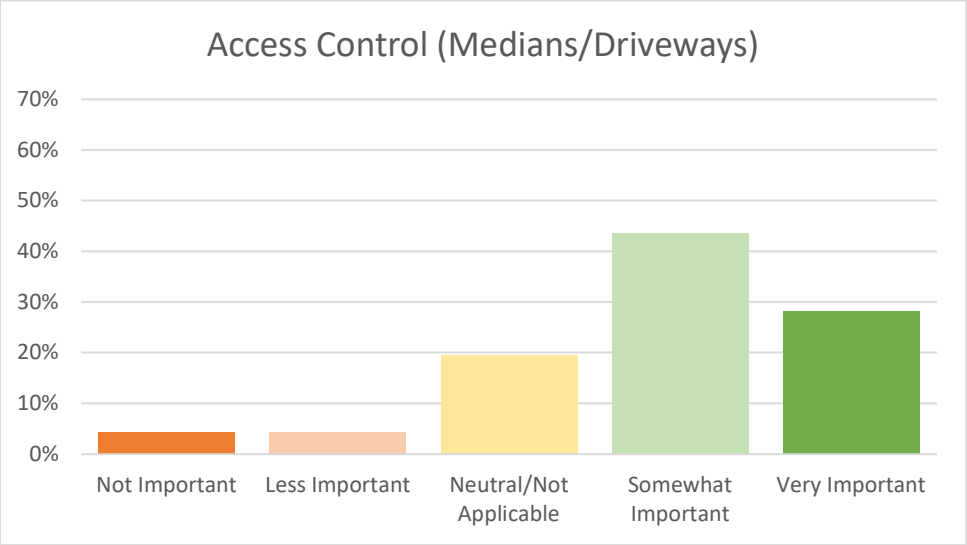
Question 11f: Improved Pedestrian Crossings – This question attempted to gauge the level of importance to the community of implementing improved pedestrian crossings in the study corridor. More responders (37.0%) rank improved pedestrian crossings as somewhat important or very important than rank improved pedestrian crossings as less important or not important (26.1%), which is illustrated in **Figure 2.29** below.

Figure 2.29: Community Prioritization of Improved Pedestrian Crossings



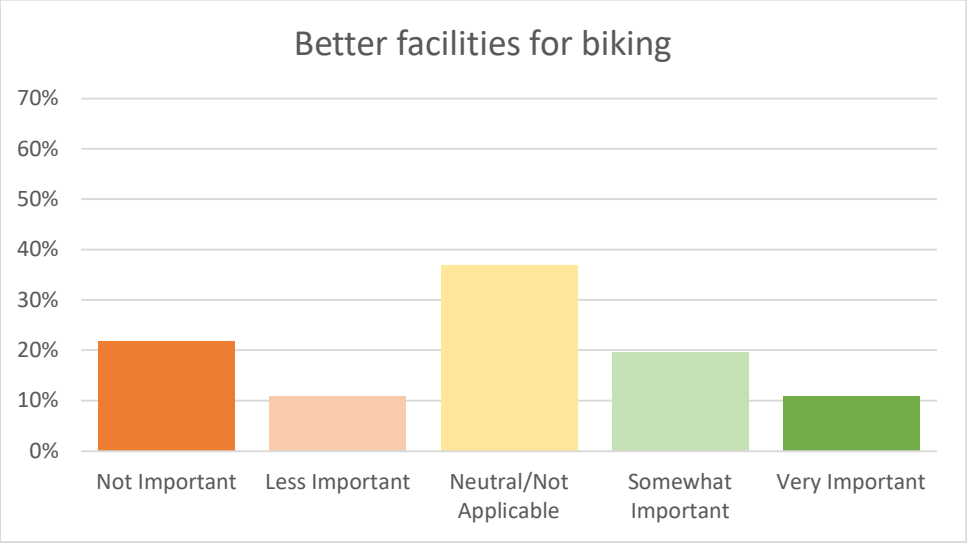
Question 11g: Access Control (Medians/Driveways) – This question attempted to gauge the level of importance to the community of implementing access control for medians and driveways in the study corridor. The majority of responders (71.7%) rank traffic access control for medians and driveways as somewhat important or very important, which is illustrated in **Figure 2.30** on the following page.

Figure 2.30: Community Prioritization of Access Control (Medians/Driveways)



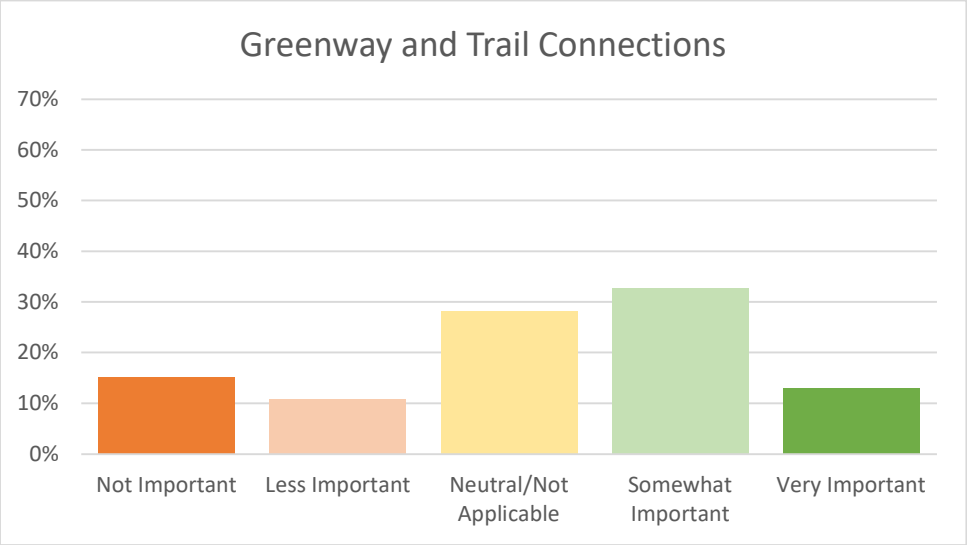
Question 11h: Better Facilities for Biking – This question attempted to gauge the level of importance to the community of implementing better facilities for biking in the study corridor. Similar percentages (approximately 30%) of responders rank better facilities for biking as not important or less important as rank this issue as somewhat important or very important, which is illustrated in **Figure 2.31** below.

Figure 2.31: Community Prioritization of Better Facilities for Biking



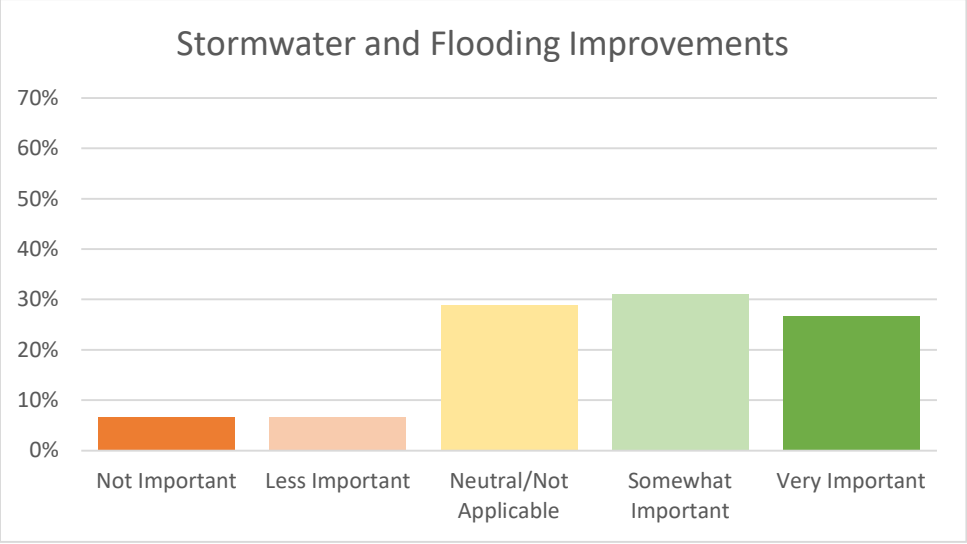
Question 11i: Greenway and Trail Connections – This question attempted to gauge the level of importance to the community of implementing greenway and trail connections in the study corridor. More responders (45.7%) rank greenway and trail connections as somewhat important or very important than rank greenway and trail connections as less important or not important (26.1%), which is illustrated in **Figure 2.32** on the following page.

Figure 2.32: Community Prioritization of Greenway and Trail Connections



Question 11j: Stormwater and Flooding Improvements– This question attempted to gauge the level of importance to the community of implementing stormwater and flooding improvements in the study corridor. The majority of responders (57.8%) rank stormwater and flooding improvements as somewhat important or very important, which is illustrated in **Figure 2.33** below.

Figure 2.33: Community Prioritization of Stormwater and Flooding Improvements



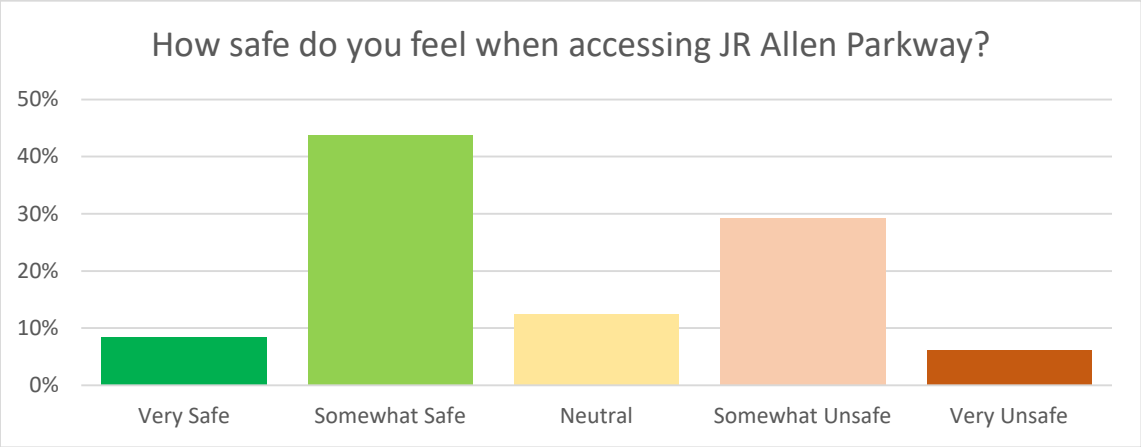
Question 12: Where do you most often access J.R. Allen Parkway? – This question attempted to identify routes that respondents use to access J.R. Allen Parkway. The route that was mentioned most often (8 times) was Flat Rock Road as indicated in **Table 2.5** on the following page. The second most listed route was 2nd Avenue.

Table 2.5: Where Do You Access J.R. Allen Parkway Most Often

Where do you most often access J.R. Allen Parkway?	Frequency Listed
Flat Rock Road	8
2nd Avenue	7
Bradley Park Drive	5
Schomburg Road	5
Moon Road	4
US-27/Veterans Parkway	3
Beaver Run Road (East End)	3
Lynch Road	3
River Road	2
Blackmon Road	2
Manchester Expressway	2
Whitesville Road	1
Interstate 185	1
Warm Springs Road	0

Question 14: How safe do you feel when accessing J.R. Allen Parkway? – This question attempted to determine the perception of safety while accessing the J.R. Allen Parkway corridor. The majority of responders (52.1%) stated that they felt somewhat safe or very safe while accessing the J.R. Allen Parkway corridor, which is illustrated in **Figure 2.34** below.

Figure 2.34: Perception of Safety While Accessing J.R. Allen Parkway



Question 15: If You Could Make One Transportation Improvement to the Roadways Within the J.R. Allen Parkway Study Area It Would Be…? – This question attempted to identify routes in the study corridor that respondents would like to see improved. The comments were divided between highway related comments and multimodal comments in **Table 2.6** below and on the following page.

Table 2.6: If You Could Make One Transportation Improvement to the Roadways Within the Study Area It Would Be…?

Highway ID	Comment	Comment Category
1	Slow the cars down!	Safety
2	Re-designed interchanges	Congestion
3	Vehicles entering need to learn the meaning of YIELD	Safety
4	Ability to get on and off needs to be easier	Safety
5	Traffic congestion nearing Midland area	Congestion
6	Reduce congestion at Kitten Lake Road and at the river	Congestion
7	Less cars	Congestion
8	the hot mess at the Flat Rock/Beaver Run/Kitten Lake intersection	Congestion
9	exit lanes and entrance ramps are the same lane, and it's an incredibly short length of space to have cars merging on at speed while others merging off slowing down hard enough to not run off the road to make the slow and tight turn around the exit. it's a horrible design.	Safety
10	Slow down speeding traffic.	Safety
11	Add a third lane; maybe increase the speed by maybe 5 (70 mph) from the gas station/Walmart in Midland all the way to 2nd Ave	Congestion
12	Adding lane extensions to entry ramps at Bradley Park	Safety
13	Less traffic congestion around Midland area	Congestion
14	Access on and off safely	Safety
15	Reconfigure the on ramp from Bradley Park going east like they did going east bound. I struggle to get on the highway when coming from Bradley Park west taking the east bound ramp.	Safety
16	Reconfigure the on ramp going east on J.R. Allen from Bradley Park West. It is a struggle to get on the highway coming down the ramp and I usually end up stopped in the break down lane while I wait to get over.	Safety
17	Kitten Lake Intersection	Congestion
18	Less traffic congestion during rush hours	Congestion
19	Add a turning land at Psalmond	Safety
20	An extra lane on both sides would make driving more comfortable and would allow better flow and better merging.	Safety
21	Better turning lanes, wider roads and streetlights	Safety
22	Less tractor trailer traffic during peak times	Congestion
23	Make it easier to determine which lane to be in to turn left when Parkway ends at east end.	Safety
24	Exit Only Lane to 2nd Avenue Exit westbound	Safety
25	access for on ramps	Safety

Table 2.6: If You Could Make One Transportation Improvement to the Roadways Within the Study Area It Would Be…? (Continued)

Highway ID	Comment	Comment Category
26	Full limited access to Manchester Expressway if not further	Safety
27	upgrade throughout entire 10 mi length to U.S. interstate standards	Safety
28	Less congestion at Schomburg Road	Congestion
29	Better control the flow of traffic	Safety
30	Upgrade to interstate standards from AL Border to Midland. Limited access along the way and to Talbot County. Improve Traffic flow near Alabama bridge.	Safety
31	Bradley Park ramps	Safety
32	More flow of traffic upon exit with fewer traffic lights	Congestion
33	A third lane across the river	Congestion
34	More lanes	Congestion
35	Roundabouts on Blackmon Road at exit ramps. There are collisions there almost daily.	Safety
36	Update the road	Safety
37	Sound suppression, reduce road noise for homeowners	Noise Abatement
38	Ok I live right by J.R. Allen Parkway for the last 13 years and the road is so busy and continues to get busy and louder. It would really be nice for the homes where the road is behind their house to have some type of retaining wall or noise reduction wall to help the families. We have also heard many accidents and it is very loud and scary. Every Saturday night people drag race on this road and my children are sometimes woke up from the road noise. It would be nice to have some separation between homes and the road with some type of wall	Noise Abatement
39	Headed South at 2nd Avenue	Congestion
Multimodal ID	**Comment**	**Comment Category**
1	Address (N-185; J.R. Allen East; Veterans Pkwy North; Double Churches Road) path	Pedestrian
2	More cycling lanes	Bicycle

2.2.4 Virtual Public Open House

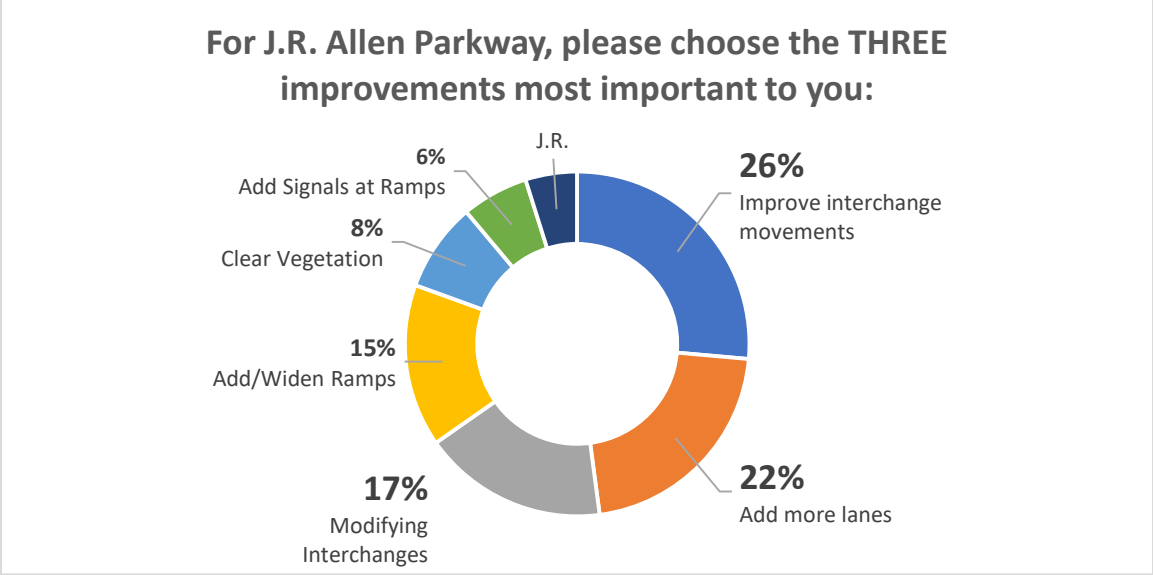
This Virtual Public Open House was held over a 2-week period from October 5, 2020 to October 18, 2020. The website offered online visitors the opportunity to post comments on the preliminary highway and multimodal improvement alternatives via an on-line survey. It also offered visitors an opportunity to rank potential improvements based on various transportation related issues. The majority of comments received via the website and by mail have supported various types of transportation improvements and enhancements in the study corridor.

2.2.4.1 SURVEY COMMENTS

This section summarizes the results of the community input via the project specific survey.

1. Below are the J.R. Allen Parkway Study project objectives. Please rank these objectives in order of their importance to you, from highest importance (1) to lowest (5).
   (average ranking 1-5)
   - *2.42* - Congestion relief along J.R. Allen Parkway
   - *2.68* - Upgrading J.R. Allen to Interstate standards
   - *2.90* - Safety enhancements
   - *3.18* - Congestion relief along other streets
   - *3.82* - Multimodal mobility improvements
2. Think about J.R. Allen Parkway only. Among the following *potential* highway improvements, please choose the THREE improvements most important to you.
   1. Improve interchange movements (26%)
   2. Add more lanes (22%)
   3. Modifying interchanges (17%)

Figure 2.35: Three Most Important J.R. Allen Parkway Highway Improvements



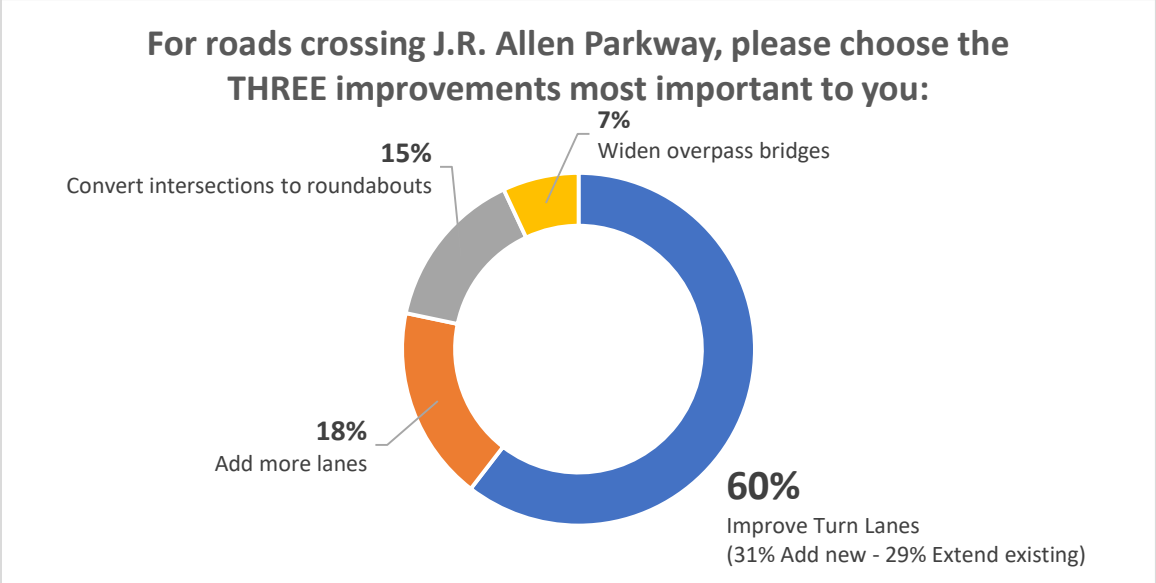
3. Still thinking about the J.R. Allen Parkway only, how would you allocate (out of 100%) available transportation funds to spend on improving the Parkway? (note: must total 100%)

Figure 2.36: Funding Allocation of J.R. Allen Parkway Highway Improvements



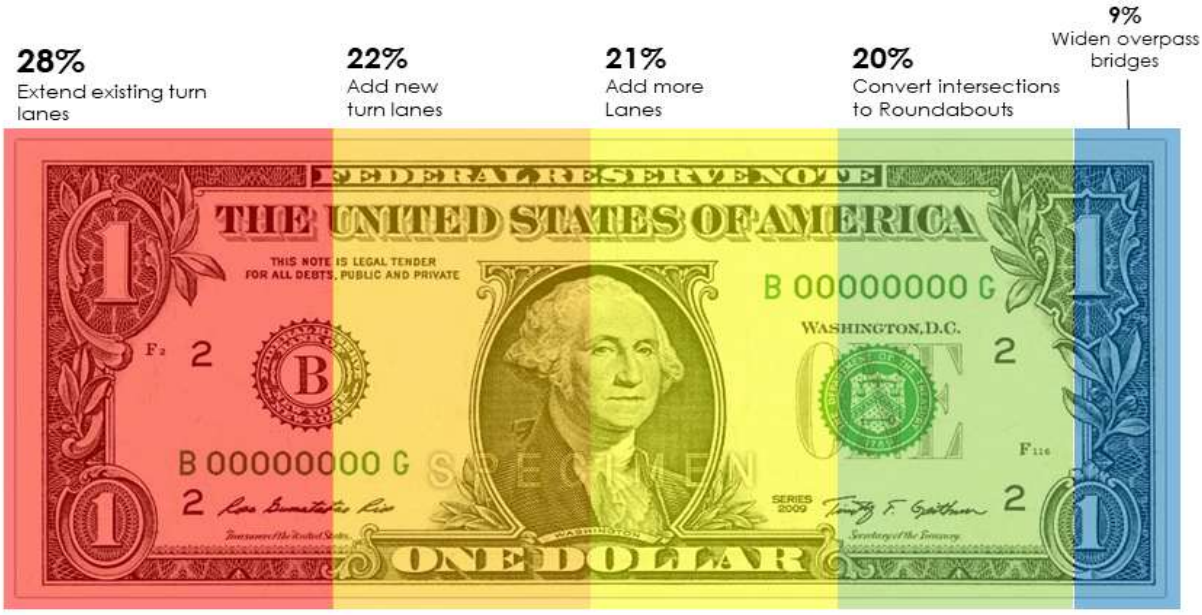
4. Now think about the roads that cross J.R. Allen Parkway. Among the following *potential* roadway improvements, please choose the THREE improvements most important to you.
   1. Add new turn lanes (31%)
   2. Extend existing turn lanes (29%)
   3. Add more lanes (18%)

Figure 2.37: Three Most Important J.R. Allen Parkway Cross Street Improvements



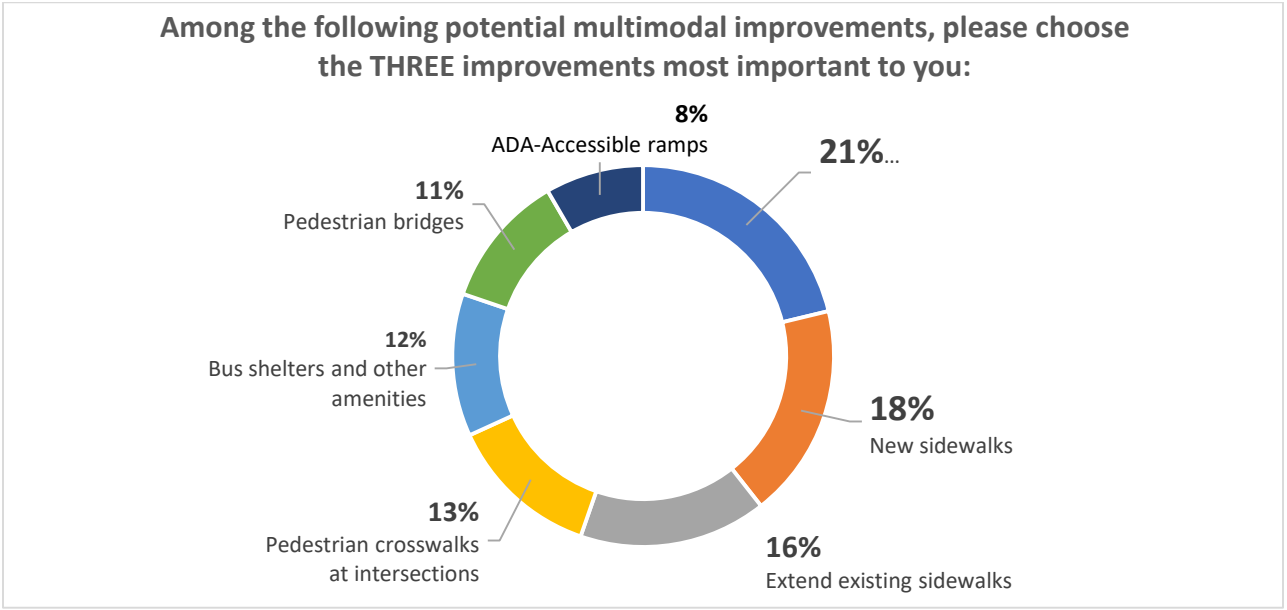
5. Still thinking about the roads that cross J.R. Allen Parkway, how would you allocate (out of 100%) available transportation funds to spend on improving the Parkway?

Figure 2.38: Funding Allocation of J.R. Allen Parkway Cross Street Improvements



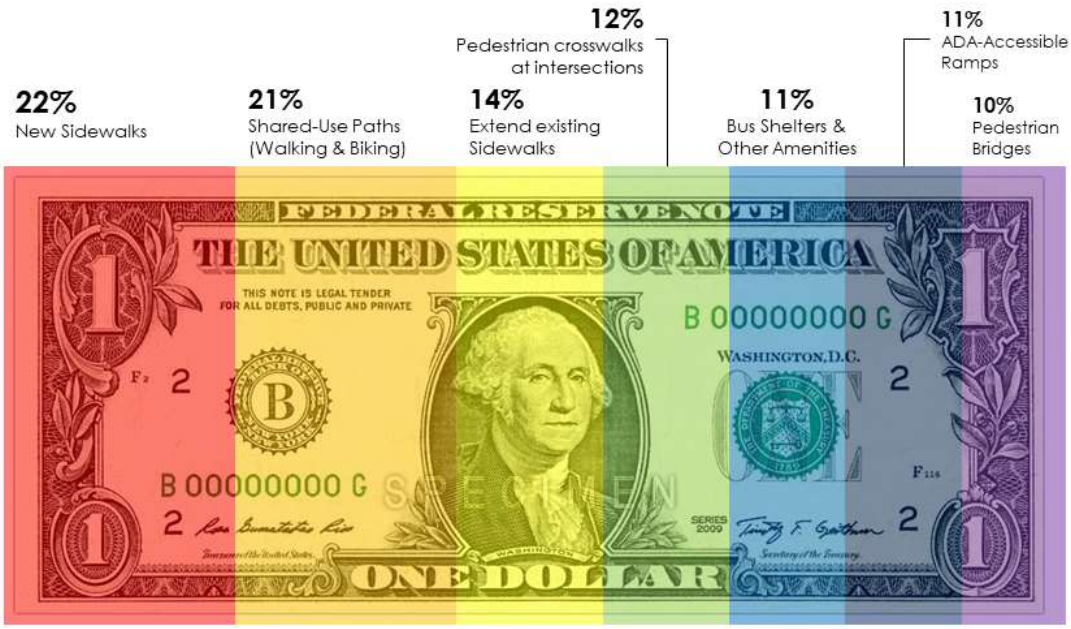
6. Now let's talk about walking, biking, and transit. Among the following *potential* multimodal improvements, please choose the THREE improvements most important to you.
   1. Shared-Use Paths (Walking and Biking) (21%)
   2. New sidewalks (18%)
   3. Extend existing sidewalks (16%)

Figure 2.39: Three Most Important Multimodal Improvements



7. Still thinking about multimodal, how would you allocate (out of 100%) available transportation funds to spend on improving the Parkway? (note: must total 100%)

Figure 2.40: Funding Allocation of J.R. Allen Parkway Multimodal Improvements



8. Is there anything we've missed? If there's anything more we should know about this corridor, please let us know:

- Vegetation clearing and thinning trees is a must to improve safety on this route. Widen the Chattahoochee Bridge to eliminate the hourglass. Work with ALDOT so that they do their side too.
- J.R. Allen and Manchester expressway are the worst part of the corridor by far even when everything is working properly and there is about to be a huge shopping center there.
- I drive this road daily to and from work. I am very concerned with the amount of traffic on J.R. Allen that will generate from the new shopping area, Midland Commons, currently being built. More lanes and better flow of traffic is a must BEFORE the shopping area opens.
- We need guard rails between the divided lanes
- Riverchase sidewalks. Also eliminate the split lanes near I-185 interchange.
- Fix connectors from J.R. Allen to Manchester, 27, etc. example....22 spur is a great alternative, but it falls apart as it approaches 185. It also has no clear connection to Manchester at Miller rd.
- Give people clear connections to the major arteries. You can make J.R. Allen as big as you want...get people off of it.
- Flat rock interchanges need improvement
- There is no mention of sound barriers along the J.R. Allen Pkwy. With the development comes a loss of trees and the sound has grown louder and goes all night long.
- You are doing a fantastic job of keeping us informed.

- Thank You.
- Improved pedestrian/bus access to Bradley Park Dr. west of J.R. Allen is needed. There are several medical providers and other businesses located in Brookstone Centre, as well as Brookstone School in that area, that would likely benefit from increased modes of access other than cars. Yet there is ZERO pedestrian accessibility (sidewalks/crosswalks, etc.) on Bradley Park in that area. When the bus service only gets a rider to the commercial area on Bradley Park Dr East, there is absolutely NO safe way for that person to get across J.R. Allen on Bradley Park Dr.
- Extending exit/entrance ramps. Not necessarily adding more 'lanes the entire length of J.R. Allen Pkwy. For example, between Moon Road and Schomburg road, I think the entrance ramps and exit ramps between both roads should connect (in that area, it would be the 3rd 'lane, but just a continuous exit/entrance ramp).
- The exit ramp off J.R. Allen on to Schomburg Road is DANGEROUS when it backs up out on to J.R. Allen. It funnels traffic down to 1 lane essentially.
- I know at the exit ramp between moon road and Schomburg it would be awesome if it was set up like airport thru way with how people can jump in and out of traffic and not worry about causing an accident.
- Major intersection need lighting. Intersection of J.R. Allen Parkway and 2nd Avenue. Intersection of I-185 and J.R. Allen Parkway. Putting up large light poles would increase safety at night. Intersection of J.R. Allen and Ga. 85/US 27 Alt. needs much improvement.
- Soundproofing for nearby homeowners. The road noise is extremely loud

Two additional comments were received from local residents through the website as follows:

- There is talk that the State is planning to build a reverse diamond interchange at Bradley Park. This would be a total waste of taxpayer's dollars. However, the west bound entrance from Bradley Park onto J.R. Allen is the most dangerous situation in Columbus. There is only a 150-foot space for vehicles to enter and exit J.R. Allen. with vehicles coming off and vehicles trying to get on in a 65-mph environment is crazy. What needs to be done is the loop ramp needs to be closed and traffic going in either direction on Bradley Park must use the other ramp. This would require a small amount of paving. new left turn signal, new signage and striping. This could be done in a short period of time and a very low cost. I have discussed this with Lynn Westmoreland.
- 1) I commute from Mayo Drive to Moon Road daily (Mostly 7:30 a.m. and 5:00 p.m.). I fail to see the purpose of the upcoming ramp signaling devices. For the past 2 years I have never had (nor seen) problems entering or exiting the freeway. 2) My only concern in this area is the Shaw High School traffic around 7:30 a.m. and the 'No Left Turn' (onto S. Stadium Dr.) sign in the afternoon. 3) If this freeway is potentially to become part of the Interstate Highway System, why a discussion on sidewalks? 4) Do models forecasts major commercial growth along this corridor besides the currently-under-construction complex at Manchester and 80?

2.2.4.2 PROJECT RANKINGS FROM PUBLIC RESPONSES

The website visitors were asked to rank various types of transportation improvements in the survey. Based on these rankings, the project related improvements could be divided into five tiers of priority. Improvements with similar ranking (i.e., 1 and 12) received identical scores; therefore, the first eleven improvements have the same priority. **Tables 2.7 through 2. 11** below and on the following pages itemize how the projects landed within the various priority levels.

Table 2.7: Public Ranking of Projects – Tier I

Type	Project Code	Details	Rank	Tier
Highway	H-1	Install a third lane on U.S. 80 EB between the Riverchase Drive and 2nd Avenue interchanges.	1	Tier I Priority
Highway	H-4	Install a third lane on U.S. 80 EB from the 2nd Ave interchange to Bradley Park Drive.	1	Tier I Priority
Highway	H-11	Install a third lane on U.S. 80 EB between Moon Road and Schomburg Road.	1	Tier I Priority
Highway	H-14	Widen road between Blackmon Road and Schomburg Road and the U.S. 80 WB on-ramp to provide a second through lane.	1	Tier I Priority
Highway	H-16	Install a third lane on U.S. 80 EB from Blackmon Road to Kitten Lake Drive/Flat Rock Road (S).	1	Tier I Priority
Highway	H-29	Install a third lane on U.S. 80 WB from Kitten Lake Drive/Flat Rock Road (S) to Blackmon Road.	1	Tier I Priority
Highway	H-30	Install a third lane on U.S. 80 WB between Schomburg Road and Moon Road.	1	Tier I Priority
Highway	H-31	Install a third lane on U.S. 80 WB CD Road from Moon Road to the off-ramp for I-185 NB.	1	Tier I Priority
Highway	H-33	Widen US the right turn lane from Veterans Parkway to the U.S. 80 WB on-ramp to provide a second left turn lane. Install a traffic signal so that this dual right turn movement is no longer free-flowing.	1	Tier I Priority
Highway	H-35	Install a third lane on U.S. 80 WB from the Bradley Park Drive interchange to 2nd Ave.	1	Tier I Priority
Highway	H-38	Install a third lane on U.S. 80 WB between the 2nd Avenue and Riverchase Drive interchanges.	1	Tier I Priority

Table 2.8: Public Ranking of Projects – Tier II

Type	Project Code	Details	Rank	Tier
Highway	H-3	Widen SB 2nd Avenue to provide a second left turn lane. Widen EB Manchester Expressway to provide a dedicated left turn lane and a right turn lane.	12	Tier II Priority
Highway	H-6	Widen the NB and SB approaches of River Road to provide a dedicated right turn lane in each direction. A new traffic signal will be installed by a GDOT D3 Project.	12	Tier II Priority
Highway	H-10	Widen the SB approach of Moon Road to provide a dedicated right turn lane.	12	Tier II Priority
Highway	H-12	Widen the NB approach of Moon Road to provide a dedicated right turn lane to the U.S. 80 EB on-ramp.	12	Tier II Priority
Highway	H-15	Widen the SB approach of Schomburg Road to provide a right turn lane to U.S. 80 WB on-ramp.	12	Tier II Priority
Highway	H-20	Widen Beaver Run Road to construct a second left turn lane on the NB approach. To be constructed by the developer of the Midland Commons project.	12	Tier II Priority
Highway	H-22	Widen Gateway Road to provide a second right turn lane that is dedicated to carrying traffic to SR 85 SB on-ramp.	12	Tier II Priority
Highway	H-23	Widen the SR 85 SB off-ramp to provide a second left turn lane and a shared through/right turn lane. This improvement is part of GDOT Project #0016440-C.	12	Tier II Priority
Highway	H-24	Widen the SR 85 NB off-ramp to provide a dedicated right turn lane. This improvement is part of GDOT Project #0016440-A.	12	Tier II Priority
Highway	H-27	Change the lane assignment of Flat Rock Road (S) and Kitten Lake Drive approaches to provide dual left turn lanes on the NB approahc and a dedicate left turn lane on the SB approach.	12	Tier II Priority

Table 2.9: Public Ranking of Projects – Tier III

Type	Project Code	Details	Rank	Tier
Highway	H-36	GDOT project to reconstruct the Bradley Park Drive interchange to a Divergent Diamond Interchange.	22	Tier III Priority
Highway	H-34	Extend the merge area for the I-185 SB on-ramp to the U.S. 80 WB CD Road.	23	Tier III Priority
Highway	H-40	Change the signage and striping on the EB U.S. 80 CD Road to indicate that drivers should merge left. Construct a 1/2 mile advance guide sign for the Moon Road off-ramp.	23	Tier III Priority
Highway	H-5	Widen the U.S. 80 EB offramp to River Road to add a right turn lane. A traffic signal will be installed by a GDOT D3 Project.	25	Tier III Priority
Highway	H-7	Construct braided ramps for the U.S. 80 EB Bradley Park Drive on-ramp and the off-ramp to the CD Road.	25	Tier III Priority
Highway	H-9	Widen U.S. 80 WB off-ramp to Moon Road to extend tjhe right turn lane storage and provide a dedicated left turn lane.	25	Tier III Priority
Highway	H-13	Widen the Schomburg Road off-ramp from U.S. 80 EB to provide a second left turn lane and a second through lane.	25	Tier III Priority
Highway	H-37	Use CMS signs to warn drivers about sunlight conditions during sunrise and sunset.	29	Tier III Priority
Highway	H-21	Extend the EB and WB left turn storage on the Beaver Run Road bridge over Manchester Expressway.	30	Tier III Priority
Highway	H-32	In order to bring U.S. 80 to interstate standards, construct braided ramps for the I-185 NB on-ramp and the Veterans Parkway off-ramp.	31	Tier III Priority
Highway	H-32	In order to bring U.S. 80 to interstate standards, construct braided ramps for the Bradley Park Drive on-ramp and the River Road off-ramp.	31	Tier III Priority
Highway	H-8	Widen SB approach of Moon Rd to provide 2nd through lane.	33	Tier III Priority
Highway	H-19	Widen Flat Rock Road (N) to construct 2nd left turn lane.	33	Tier III Priority
Highway	H-25	Widen Beaver Run Road WB to provide a third through lane.	33	Tier III Priority
Highway	H-26	Install a third lane on Beaver Run Road EB from Kitten Lake Drive/Flat Rock Road (S) to Wynfield Way/Mallard Drive.	33	Tier III Priority
Highway	H-28	Install a third lane on Beaver Run Road EB from Wynfield Way/Mallard Drive to Kitten Lake Drive/Flat Rock Road (S).	33	Tier III Priority

Table 2.10: Public Ranking of Projects – Tier IV

Type	Project Code	Details	Rank	Tier
Highway	H-17	Construct roundabout at U.S. 80 EB ramp terminal intersection on Blackmon Road.	38	Tier IV Priority
Highway	H-18	Construct roundabout at U.S. 80 WB ramp terminal intersection on Blackmon Road.	38	Tier IV Priority
Multimodal	PB-3	Construct an asphaltic multi-use trail on the SB side of Schomburg Road from Heartford Drive/Sugar Mill Drive to N Stadium Drive. Construct a pedestrian bridge over U.S. 80.	40	Tier IV Priority
Multimodal	PB-1	Construct a sidewalk from the Headquarters Nissan driveway north to Buckeye Way.	41	Tier IV Priority
Multimodal	PB-4	Construct new concrete sidewalk from Flat Rock Park to Flat Rock Road (N). Then continue sidewalk along Flat Rock Road (N) from Warm Spring Road to Fall Line Trace	41	Tier IV Priority
Multimodal	B-9	Construct concrete sidewalk to bus stop on Bear Lane to provide improved access to Veterans Parkway and North Lake Loop. Shift the existing bus shelter back to provide space for the bus stop.	41	Tier IV Priority
Multimodal	B-10	Construct a sidewalk from the corner of Talokas Lane and the Wal-Mart driveway to the bus stop on the southbound side of Talokas Lane. Construct a curb ramp and a crosswalk across Talokas Lane.	41	Tier IV Priority
Multimodal	B-12	Construct a concrete sidewalk from 3rd Avenue to the first bus stop on the eastbound side of Manchester Expressway.	41	Tier IV Priority
Multimodal	B-13	Construct sidewalk from the Adams Farm Drive intersection north to the first bus stop on the northbound side of Veterans Parkway.	41	Tier IV Priority
Highway	H-32	In order to bring U.S. 80 to interstate standards, widen the outside paved shoulder to 12 feet wide and the inside paved shoulder to four feet wide.	47	Tier IV Priority
Highway	H-2	Clear vegetation along U.S. 80 EB to improve visibility of existing signs. Install new ""Welcome to Columbus Sign"".	48	Tier IV Priority
Highway	H-39	Clear vegetation outside of U.S. 80 WB to provide clear sight to the U.S. 80 WB bridge over the Chattahoochee River.	48	Tier IV Priority

Table 2.11: Public Ranking of Projects – Tier V

Type	Project Code	Details	Rank	Tier
Multimodal	PB-2	Extend the existing sidewalk from 7141 Moon Road to Whittlesey Boulevard.	50	Tier V Priority
Multimodal	PB-5	Extend existing sidewalk along the frontage of the Circle K/Shell Service Station. End the extend sidewalk at the southwest corner of the Beaver Run Road intersection.	50	Tier V Priority
Multimodal	B-6	Extend sidewalk from Knology Way south to the bus stop to provide improved access.	50	Tier V Priority
Multimodal	B-7	Extend existing sidewalk from Whittlesey Boulevard to the bus stop just north of U.S. 80 on the NB side of Moon Road.	50	Tier V Priority
Multimodal	B-11	Install a metal bench and a trash receptacle at the four bus stops on Gateway Road. Construct Rectangular Rapid Flashing Beacons to facilitate pedestrian crossings at the northermost bus stops.	54	Tier V Priority
Multimodal	B-8	Install a metal bench and a trash receptacle at this bus stop.	55	Tier V Priority
Multimodal	B-14	Install a metal bench and a trash receptacle at the two bus stops on Veterans Parkway north of Adams Farm Drive and the two bus stops south of Adams Farm Drive.	55	Tier V Priority
Multimodal	B-15	Construct a new concrete pad, bus shelter, metal bench, and trash receptacle at the bus stop on the soutbound side of North Lake Drive in front of the Social Security Administration building.	55	Tier V Priority
Multimodal	B-16	Install a new metal bench and trash receptacle at the bus stop on the southbound side of North Lake Drive just north of North Lake Court.	55	Tier V Priority
Multimodal	B-17	Install a new trash receptacle at the bus stop on the northbound side Whittlesey Blvd just north of Adams Farm Drive.	55	Tier V Priority

2.2.5 Presentation to Columbus City Council

An in-person presentation was given to the Columbus City Council at their September 29th Work Session at the Columbus Civic Center. Rick Jones, Columbus Planning Director, and Keith Strickland, the Stantec Project Manager, reviewed the key Preliminary Alternative Improvement recommendations with the City Council Members, Mayor, City Manager and other City staff members. The Project Data Sheets included in **Appendix N** were used in this PowerPoint presentation. No project specific comments were received during this presentation.

3 DATA COLLECTION

As part of the J.R. Allen Parkway Corridor Study, the Study Team compiled existing available data, as well as collected new traffic count data to assist with identifying needs along J.R. Allen Parkway and intersecting cross streets in the study area.

Table 3-1 illustrates the existing data collected for the J.R. Allen Parkway Corridor Study.

Table 3.1: Study Area Data Sources

Agency	Data Source	Data Type
GDOT Office of Transportation Data	GeoCounts	Historic Roadway Traffic Count Data
GDOT Office of Traffic Safety	Georgia Electronic Accident Reporting System (GEARS)	Historic Roadway Crash Data
GDOT IT Support	Existing Roadway and Intelligent Transportation Systems Construction Plans	Construction As-built Documents for J.R. Allen Parkway including environmentally sensitive areas in the corridor
GDOT District 3	Previous traffic studies, existing signal timing and upcoming construction projects	U.S. 80 Corridor Study, U.S. 80/River Road Interchange Ramp Terminal Improvements, U.S. 80/S.R. 85 Interchange Improvements
CCG Department of Information Technology	Countywide Geographic Information System	Stormwater structures, topographic contours, planning areas, existing and future land use, zoning, land parcels, parks and recreation centers
CCG Engineering Department	On-going Land Development Projects	Midland Commons Development Site Improvements
CCG Metra Transit Department	Bus Route Database	METRA bus route alignments and bus stops
Google	Aerials, Street Views and Traffic Speed Metadata	Aerial mapping, ground level photography, historic traffic speed/congestion data

3.1 TRAFFIC COUNT DATA COLLECTION PROGRAM

In addition to the existing data available, new data was collected for the J.R. Allen Parkway Corridor Study and is summarized in the following paragraphs.

3.1.1 Vehicle Traffic Volume Counts

Collecting accurate traffic volume data along U.S. 80 and intersecting streets was necessary to analyze traffic operations at specific locations during peak congestion times throughout the study area. Traffic counts were collected between January 21, 2020 and February 5, 2020; therefore, were not impacted by COVID-19 related travel pattern changes.

The following type and numbers of traffic counts were collected:

- 6-hour Weekday (Tuesday through Thursday) Intersection Turning Movement Counts between 6:30 AM – 9:30 AM and 3:30 PM – 6:30 PM (17 locations)
- 48-hour Weekday (Tuesday through Thursday) Arterial/Ramp/Driveway Approach Counts (56 locations)
- 48-hour Weekday (Tuesday through Thursday) Arterial Approach Classification Counts (18 locations)
- 48-hour Weekday (Tuesday through Thursday) Freeway Mainline Classification/Speed Counts (26 locations)
- 48-hour Weekday (Tuesday through Thursday) Freeway CD Counts (8 locations)

The intersection turning movement counts included autos, trucks, bicycles and pedestrians. The two-way daily traffic counts on U.S. 80 ranged from 24,000 vehicles per day on the east end around Kitten Lake to 58,000 vehicles per day on the west end near 2nd Avenue. The locations of these counts and their respective traffic volumes are illustrated in **Appendix E**.

3.1.2 Speed Data

Collecting accurate speed data along limited-access facilities was essential to effectively determine the most congested locations and peak congestion times at those locations throughout the study area. Speed data was collected at all locations where classification counts were taken along the U.S. 80 mainline.

The freeway segments of U.S. 80 have a posted speed limit of 65 mph. The nonfreeway segments of U.S. 80 have a posted speed limit of 45 mph. The average speeds over a 24-hour period on U.S. 80 within the congested segment of freeway were approximately 60 mph. In the uncongested freeway segments of U.S. 80, the majority of speeds were greater than 70 mph.

Locations where speed data was collected are illustrated in **Appendix E**. The results of the speed data survey are given in **Appendix F**.

3.2 HISTORIC CRASH DATA

Crash data for the analysis was obtained using GDOT's Georgia Electronic Accident Reporting System (GEARS) for the study intersections along the J.R. Allen Parkway corridor. Crash data from 2015 through 2019 was collected for crash analysis. The crash summaries for the study intersections are included below. **Table 3.2** on the following page summarizes the crash data for the whole study corridor. The crash data maps that illustrate the crashes listed in **Table 3.2** are included in **Appendix G**. A detailed listing of these crashes is included in **Appendix H**.

Table 3.2: Crash Data for J.R. Allen Parkway

Type of Crash → / Year ↓	Angle	Head-On	Not a Collision with Motor Vehicle	Rear End	Sideswipe–Opposite Direction	Sideswipe–Same Direction	Total
2015	211	8	140	501	4	73	937
2016	255	6	127	545	4	72	1009
2017	184	11	141	475	9	80	900
2018	181	10	144	510	5	76	926
2019	203	8	104	498	2	73	888
Total	1034	43	656	2529	24	374	4660
Percentage	22%	1%	14%	54%	1%	8%	100%

A total of 4,660 crashes were reported in the study area, 54% of crashes were rear-end collisions, which is evident as J.R. Allen Parkway for most of the study corridor is a limited-access road. Eleven fatal crashes were reported on U.S. 80 in the study area and were analyzed at their respective interchange locations.

3.3 WINDSHIELD SURVEY

The Study Team conducted a windshield survey of the entire corridor to identify any existing problem areas along J.R. Allen Parkway/Beaver Run Road and all intersecting streets in the vicinity of the study area. The site visits also evaluated locations of limited stopping sight distances and decision sight distances.

3.4 GOOGLE MAPS METADATA

As a method of evaluating the existing state of congestion on the J.R. Allen Parkway corridor, preliminary research was conducted using the "typical traffic" function on Google Maps to access the systems metadata of traffic congestion along the corridor from satellite imaging. Along the corridor, all interchanges and intersections with any regular congestion are assessed. A sample of the week (from Wednesday through Saturday) is assessed to get an approximate estimate of congestion patterns. Underlined below are the names of interchanges, with italicized subtitles beneath them which indicate the points that are at the roots of congestion along the interchange.

J.R. Allen Parkway at 2nd Avenue Interchange

J.R. Allen Parkway Off Ramp to 2nd Avenue Southbound

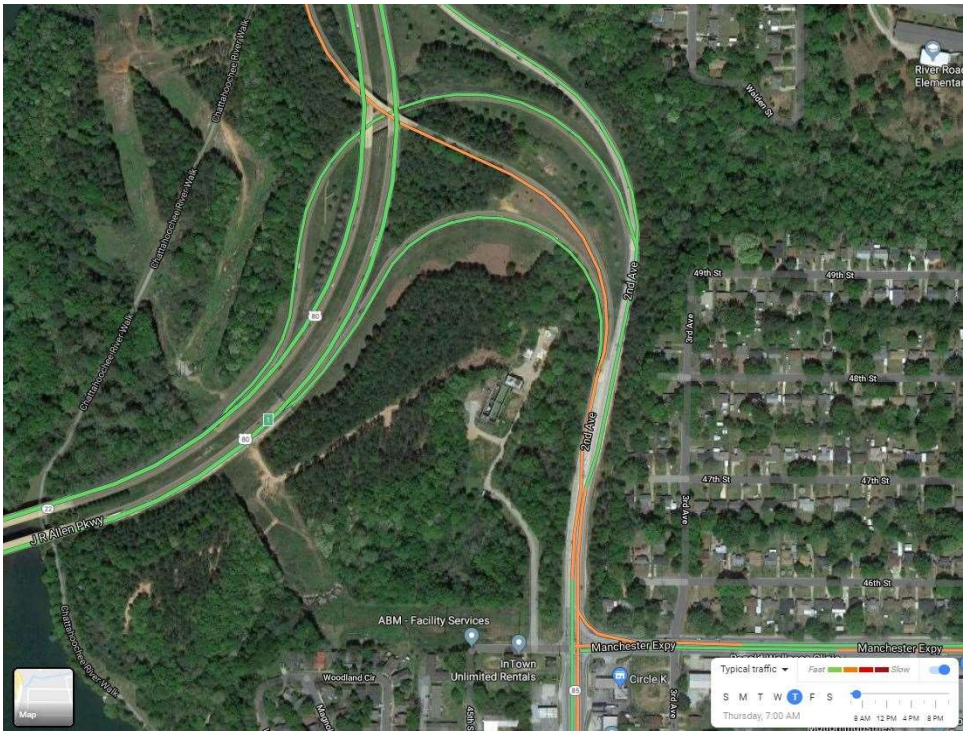
The problem area at this location occurs where two off-ramps, both stemming from J.R. Allen Parkway converge at 2nd Avenue Southbound. Time periods and days of the week with high congestion are shown in **Table 3.3** on the following page.

Table 3.3: Congested Time Periods – J.R. Allen Parkway Off-ramps to 2nd Avenue Southbound

Day	Time
Wednesday	6:40 – 7:30 AM & 3:40 – 5:05 PM
Thursday	6:40 – 7:30 AM & 4:00 – 5:25 PM
Friday	8:45 AM – 5:55 PM
Saturday	No Major Congestion

Often, at the onset of periods of major congestion in the area, it stems from the signalized intersection south of the location at Manchester Expressway @ 2nd Avenue and migrates towards the problem area. This congestion is likely due to the addition of high volumes of commuter traffic on this section from J.R. Allen Parkway to 2nd Avenue in very close proximity to the signalized intersection with a short weave section for vehicles destined to Manchester Expressway. No lanes are dropped after convergence of ramps. Illustrated below in **Figure 3.1** is the problem area at a particularly congested period, Thursday at 7:00 AM.

Figure 3.1: J.R. Allen Parkway Off-Ramp to 2nd Avenue Southbound



J.R. Allen Parkway Westbound at 2nd Avenue On-Ramp

The problem area at this location occurs as J.R. Allen Parkway Westbound merges with traffic coming from 2nd Avenue. Time periods and days of the week with high congestion are shown in **Table 3.4** on the following page.

Table 3.4: Congested Time Periods – J.R. Allen Parkway Westbound at 2nd Avenue On-Ramp

Day	Time
Wednesday	4:15 – 5:15 PM
Thursday	4:15 – 5:15 PM
Friday	4:15 – 4:45 PM
Saturday	No Major Congestion

The traffic congestion at this location seems to be PM commuter traffic that mirrors that which went from J.R. Allen Parkway to 2nd Avenue and caused the aforementioned congestion there in the morning. An increase in volume coupled with a short merge condition where the on-ramp lane ends in approximately 250 feet likely causes this congestion. Illustrated below in **Figure 3.2** is the problem area at a particularly congested period, Thursday 4:15 PM.

Figure 3.2: J.R. Allen Parkway Westbound at Westbound at 2nd Avenue On-Ramp



J.R. Allen Parkway at River Road Interchange

The majority of congestion that occurs on the mainline through this interchange is residual backup resulting from congestion at the 2nd Avenue interchange. However, the stop-controlled intersections at the ends of the eastbound and westbound ramps seem to create additional congestion.

J.R. Allen Parkway Westbound Ramp Congestion at River Road

The problem area at this location occurs at the two-way, stop-controlled approach which connects the ramp to River Road, and adversely affects vehicles accessing River Road for many hours of the day. The fourth approach leg, Lake Oliver Road, appears to increase congestion at this intersection.

Those accessing J.R. Allen Parkway from River Road experience minimal delay, except during PM peaks on weekdays, likely due to mainline congestion. Time periods and days of the week with high congestion are shown in **Table 3.5** below.

Table 3.5: Congested Time Periods – J.R. Allen Parkway Westbound Ramps at River Road

Day	Time
Wednesday	6:30 AM – 6:30 PM
Thursday	6:00 AM – 6:50 PM
Friday	6:15 AM – 5:55 PM
Saturday	11:00 – 11:15 AM, 12:00 – 12:15 PM & 4:55 – 5:15 PM

This area of congestion occurs for extremely long periods of time and is present predominantly on the J.R. Allen Parkway off-ramp leg of the intersection, even when River Road seems to have little to no congestion. This seems to indicate the absence of adequate gaps between successive vehicles on River Road for stopped vehicles coming from the ramp and Lake Oliver Road. Growth on J.R. Allen Parkway and River Road may have exceeded the capacity of this stop-controlled intersection. The problem area at a particularly congested period, Wednesday 4:15 PM, is illustrated below in **Figure 3.3**.

Figure 3.3: J.R. Allen Parkway Westbound Ramps Congestion at River Road



J.R. Allen Parkway Eastbound Ramp Congestion at River Road

The problem area at this location occurs at the one-way, stop-controlled approach which connects the eastbound ramps to River Road, the problem area and overall pattern is very similar to that which occurs at the other off-ramp at this interchange previously analyzed. Congestion is not as severe as

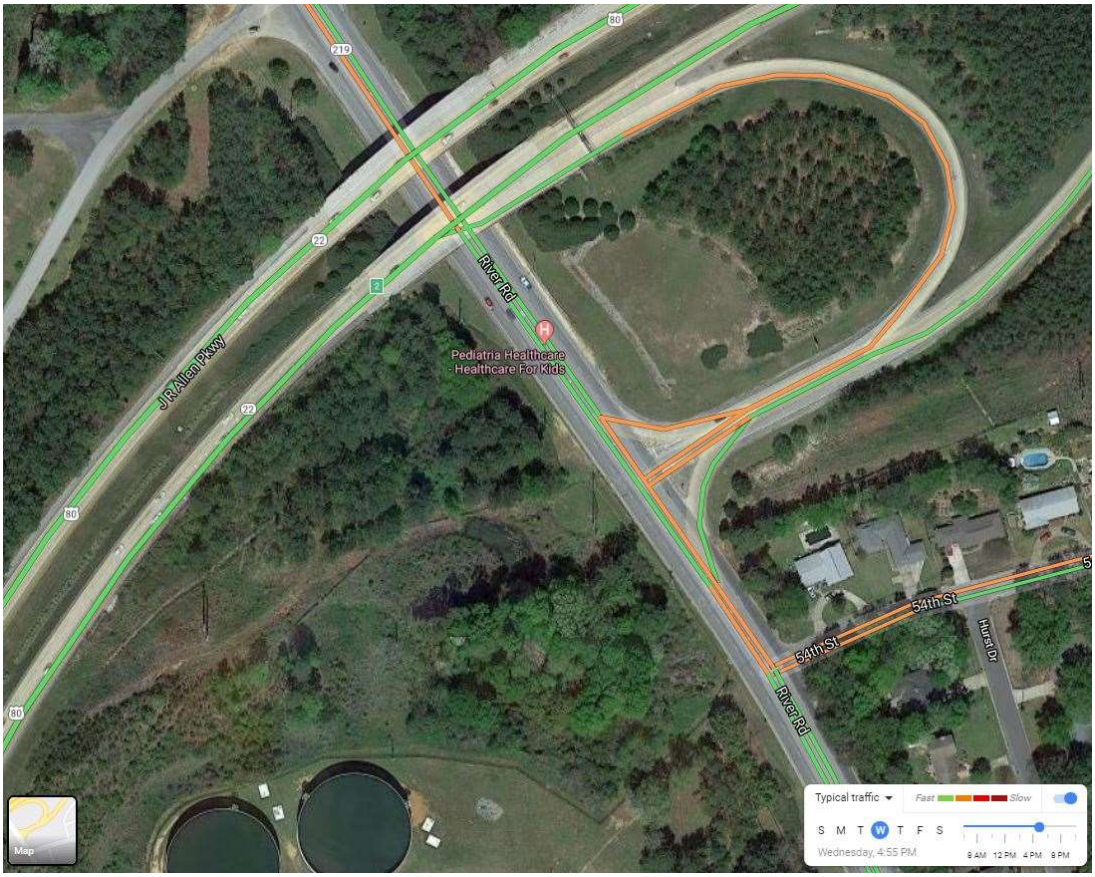
the opposite ramp terminal intersection partly due to the absence of a fourth leg. Time periods and days of the week with high congestion are shown in **Table 3.6** on the following page.

Table 3.6: Congested Time Periods – J.R. Allen Parkway Eastbound Ramp Congestion at River Road

Day	Time
Wednesday	6:00 AM – 6:30 PM
Thursday	6:00 AM – 8:55 AM & 10:30 AM – 5:55 PM
Friday	6:00 – 10:30 AM, 11:30 AM – 12:25 PM & 1:25 – 6:30 PM
Saturday	7:30 – 8:45 AM, 12:55 – 4:00 PM & 4:25 – 5:55 PM

As previously stated, this area follows a very similar pattern to the off-ramp on the other side of J.R. Allen Parkway, except there are some, seemingly random gaps in congestion that occur. This likely is because this is a "T"-intersection as compared to a four-legged intersection, so there are times where little congestion exists due to low volumes. Illustrated in **Figure 3.4** below is the problem area at a particularly congested period, Wednesday 4:55 PM.

Figure 3.4: J.R. Allen Parkway Eastbound Ramp Congestion at River Road



J.R. Allen Parkway at Bradley Park Drive

J.R Allen Parkway Westbound On-Ramp at Bradley Park Drive

This area of congestion occurs when vehicles from Bradley Park Drive attempt to merge onto J.R. Allen Parkway Westbound and weave with vehicles exiting at the downstream off-ramp at River Road. This conflict causes congestion both on the Bradley Park Drive on-ramp, and on the mainline of J.R. Allen Parkway Westbound. Time periods and days of the week with high congestion are shown in **Table 3.7** below.

Table 3.7: Congested Time Periods - J.R. Allen Parkway Westbound On-Ramp at Bradley Park Drive

Day	Time
Wednesday	5:15 – 5:55 PM
Thursday	5:05 – 5:55 PM
Friday	No Major Congestion
Saturday	No Major Congestion

The cause of the congestion likely is a result of a large volume of weaving vehicles during the evening peak. It is worth noting that this ramp serves all travelers from Bradley Park Drive accessing J.R. Allen Parkway Westbound, whereas the eastbound on-ramps from Bradley Park Drive are split with the cloverleaf configuration that this direction lacks. These conditions will change after the GDOT-sponsored interchange improvements at Bradley Park Drive with PI#0013373 are implemented. The problem area at a particularly congested period, Wednesday 5:25 PM, is illustrated below in **Figure 3.5**.

Figure 3.5: J.R Allen Parkway Westbound On-Ramp at Bradley Park Drive



J.R. Allen Parkway at Veterans Parkway Interchange

J.R. Allen Parkway Eastbound Off-ramp at Veterans Parkway

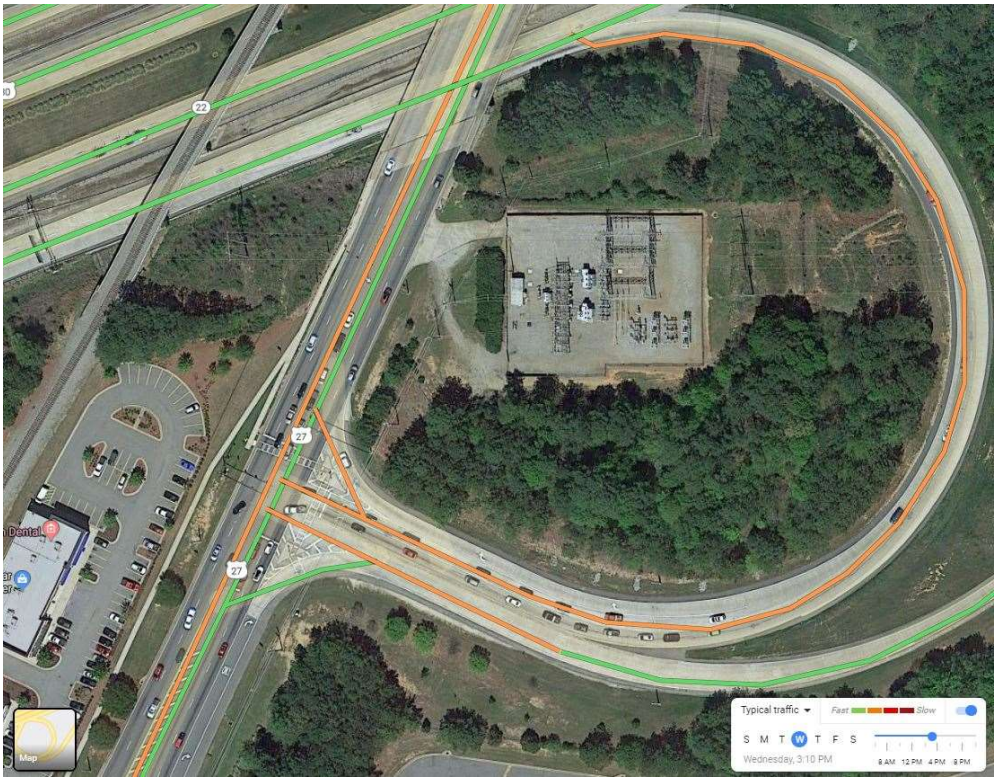
This congested condition occurs as J.R. Allen Parkway Eastbound vehicles merge onto Veterans Parkway. Congestion begins at the signalized intersection at the end of the off-ramp. The congestion first effects J.R. Allen Parkway Eastbound vehicles turning left to Veterans Parkway Southbound, but as traffic on Veterans Parkway increases around peak times, right turning vehicles become congested as well. Time periods and days of the week with high congestion are shown in **Table 3.8** below.

Table 3.8: Congested Time Periods - J.R. Allen Parkway Eastbound Off-ramp at Veterans Parkway

Day	Time
Wednesday	10:40 AM – 8:45 PM
Thursday	10:40 AM – 8:00 PM
Friday	10:30 AM – 9:45 PM
Saturday	10:10 AM – 8:45 PM

Overall, this area has very consistent and prevalent congestion for vehicles accessing Veterans Parkway. It seems that from the beginning of the congested time period until late into the day, severe congestion on Veterans Parkway Southbound results in excessive left turn queues on the ramp. Congestion increases on Veterans Parkway Northbound during the evening peak which increases queues for right turning vehicles from J.R. Allen Parkway Eastbound. The problem area at a particularly congested period, Wednesday 3:10 PM, is illustrated below in **Figure 3.6.**

Figure 3.6: J.R Allen Parkway Eastbound Off-ramp at Veterans Parkway



J.R. Allen Parkway Westbound Off-Ramp at Veterans Parkway

This congested condition occurs as J.R. Allen Parkway Westbound vehicles merge onto Veterans Parkway. Congestion begins at the signalized intersection at the end of the off-ramp. The fourth approach leg, Double Churches Road, appears to increase congestion at this intersection. Time periods and days of the week with high congestion are shown in **Table 3.9** below.

Table 3.9: Congested Time Periods - J.R. Allen Parkway Westbound Off-ramp at Veterans Parkway

Day	Time
Wednesday	7:00 – 8:25 AM & 12:00 – 7:00 PM
Thursday	7:30 – 9:55 AM –& 12:25 – 7:30 PM
Friday	7:00 – 9:25 AM & 10:30 AM – 8:25 PM
Saturday	12:55 – 3:00 PM, 4:55 – 5:55 PM & 7:00 – 8:00 PM

Ramp queues are impacted by congestion on Veterans Parkway and Double Churches Road, and possibly by temporary road closures at the at-grade Norfolk Southern Railroad crossing at Double Churches Road, which is immediately west of the intersection. The problem area at a particularly congested period, Wednesday 6:00 PM, is illustrated below in **Figure 3.7**.

Figure 3.7: J.R. Allen Parkway Westbound Off-ramp at Veterans Parkway



J.R. Allen Parkway Westbound On-Ramp at Veterans Parkway

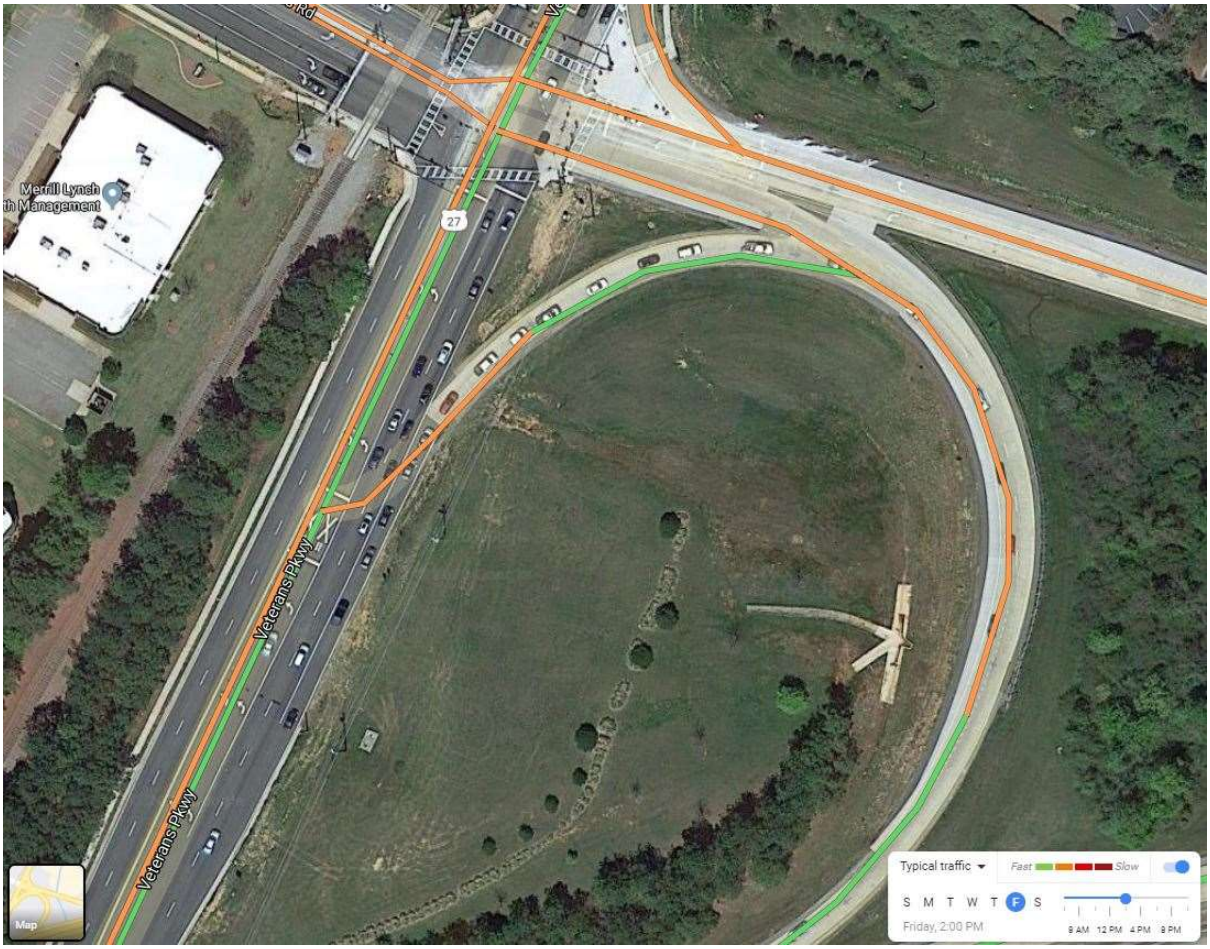
This problem area is most likely the combination of two conflicting maneuvers. The first conflicting maneuver is near the beginning of the ramp and is the merge of Veterans Parkway Northbound vehicles with all other vehicles from Veterans Parkway Southbound and Double Churches Road. The second conflicting maneuver is near the midpoint of the ramp and is the merge point for the two lanes of traffic on the ramp to a single ramp lane, which occurs before merging onto the J.R. Allen Parkway Westbound CD road. Time periods and days of the week with high congestion are shown in **Table 3.10** below.

Table 3.10: Congested Time Periods - J.R. Allen Parkway Westbound On-Ramp at Veterans Parkway

Day	Time
Wednesday	8:00 – 8:25 AM, 10:40 AM – 1:55 PM, 2:30 PM – 4:25 PM & 4:45 – 6:40 PM
Thursday	7:30 – 8:15 AM, 10:40 AM – 12:00 PM, 12:45 – 1:25 PM & 1:45 PM – 7:00 PM
Friday	8:45 – 9:15 AM & 10:30 AM – 8:00 PM
Saturday	10:10 AM – 4:00 PM & 6:10 – 9:15 PM

The problem area at a particularly congested period, Friday 2:00 PM, is illustrated in **Figure 3.8** below.

Figure 3.8: J.R. Allen Parkway Westbound On-Ramp at Veterans Parkway



J.R. Allen Parkway at Moon Road Interchange

J.R. Allen Parkway Eastbound Off-Ramp at Moon Road

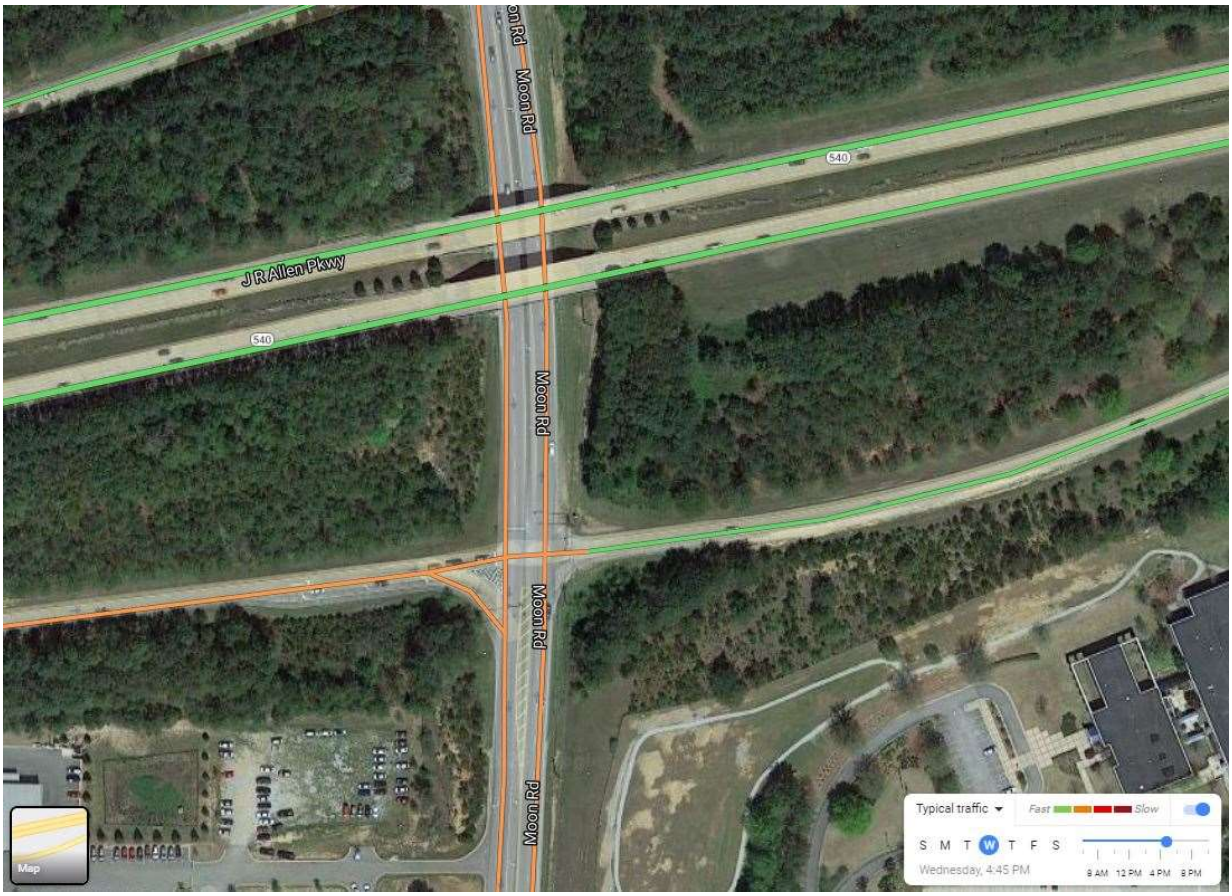
This area of congestion begins at the ramp terminal intersections at Moon Road and extends upstream along the off-ramp and Moon Road between ramp terminal intersections. Time periods and days of the week with high congestion are shown below in **Table 3.11**.

Table 3.11: Congested Time Periods - J.R. Allen Parkway Eastbound Off-ramp at Moon Road

Day	Time
Wednesday	7:00 AM – 10:00 PM
Thursday	6:40 AM – 9:55 PM
Friday	6:40 AM – 9:45 PM
Saturday	6:40 AM – 8:55 PM

This congestion buildup is indicative of an inadequate number of through and/or turn lanes at this intersection. The problem area at a particularly congested period, Wednesday 4:45 PM is illustrated in **Figure 3.9** below.

Figure 3.9: J.R. Allen Parkway Eastbound Off-ramp at Moon Road



J.R. Allen Parkway Westbound Off-Ramp at Moon Road

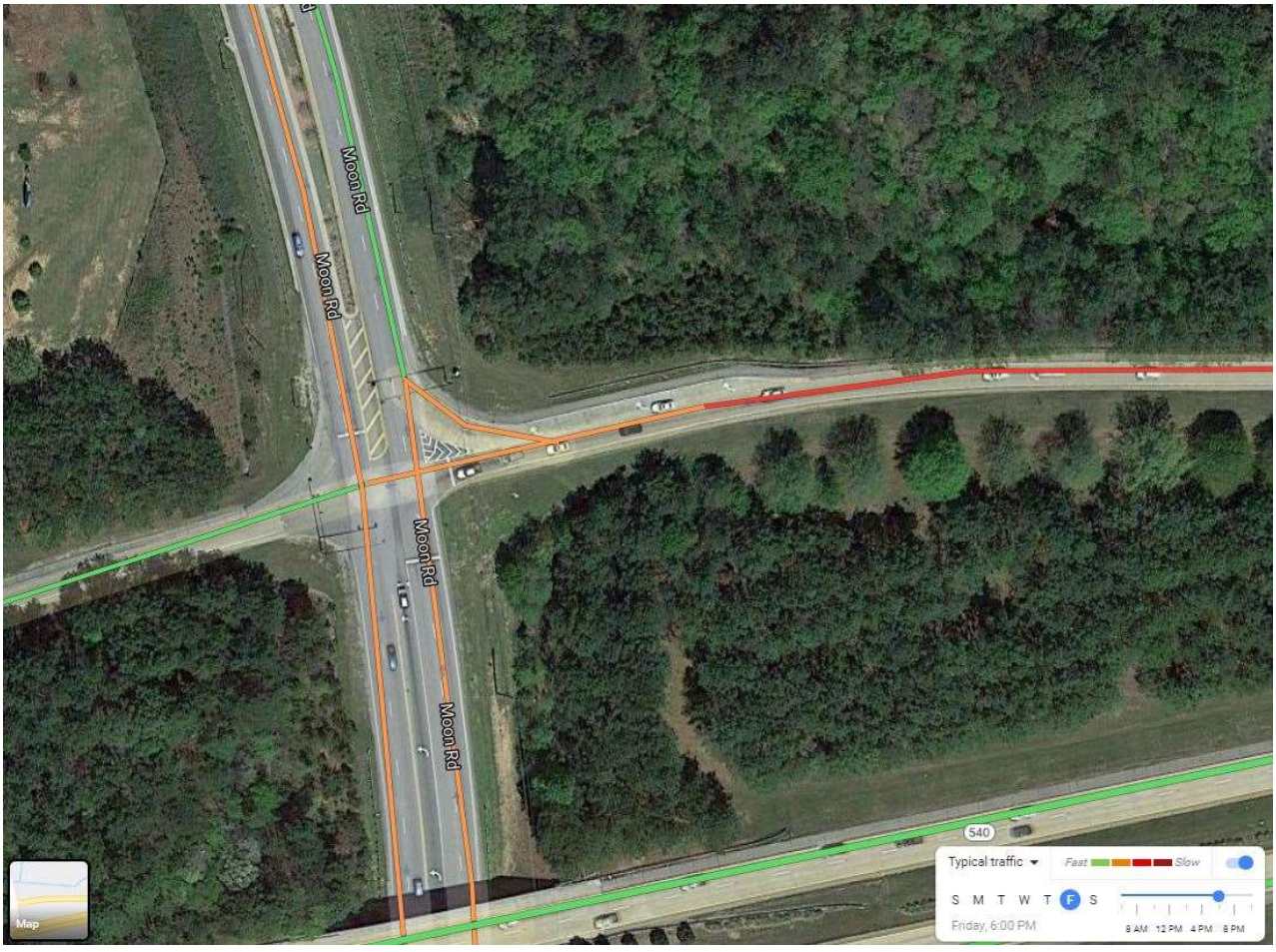
Similar to the J.R. Allen Parkway Eastbound intersection, this area of congestion begins at the ramp terminal intersections at Moon Road and extends upstream along the off-ramp and Moon Road between ramp terminal intersections. Time periods and days of the week with high congestion are shown in **Table 3.12** below.

Table 3.12: Congested Time Periods - J.R. Allen Parkway Westbound Off-ramp at Moon Road

Day	Time
Wednesday	7:10 – 8:25 AM, 9:55 – 10:10 AM, 11:10 AM – 2:10 PM & 4:15 – 7:00 PM
Thursday	7:10 – 8:25 AM, 11:00 - 1:55 PM & 3:40 – 7:40 PM
Friday	7:10 – 9:15 AM, 10:30 AM - 8:00 PM
Saturday	11:30 AM – 1:45 PM

This congestion buildup is indicative of inadequate number of through and/or turn lanes at this intersection. The problem area at a particularly congested period, Friday 6:00 PM is illustrated in **Figure 3.10** below.

Figure 3.10: J.R. Allen Parkway Westbound Off-ramp at Moon Road



J.R. Allen Parkway at Schomburg Road Interchange

J.R. Allen Parkway Eastbound Off-Ramp at Schomburg Road

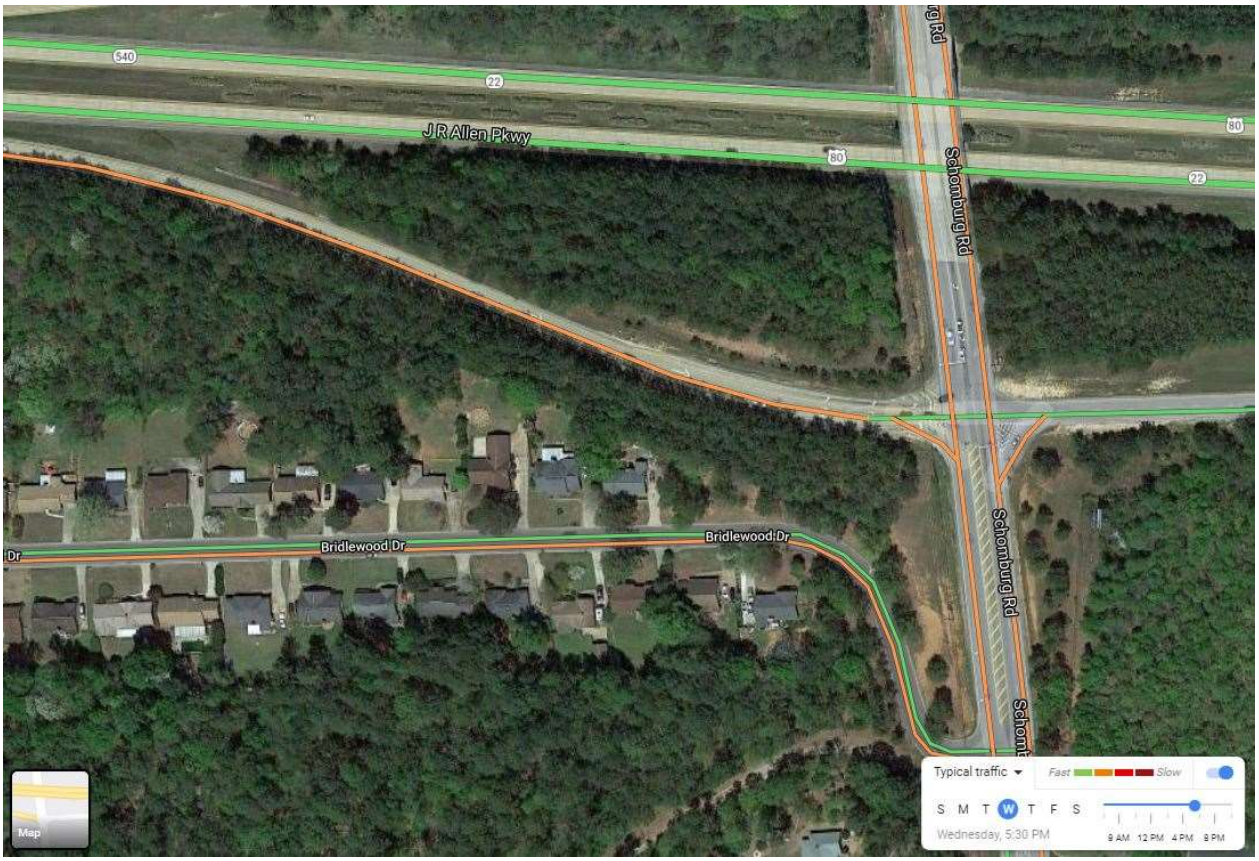
This area of congestion begins at the ramp terminal intersections at Schomburg Road and extends upstream along the off-ramp to the J.R. Allen Parkway Eastbound mainline and along Schomburg Road through the ramp terminal intersections. This area experiences congestion primarily in the evenings, and this congestion tends to cover significant distances, spanning from Bridlewood Drive to Maple Ridge Trail. Time periods and days of the week with high congestion are shown in **Table 3.13** below.

Table 3.13: Congested Time Periods - J.R. Allen Parkway Eastbound Off-Ramp at Schomburg Road

Day	Time
Wednesday	4:00 – 6:10 PM
Thursday	4:55 PM – 7:10 PM
Friday	Random times
Saturday	No Major Congestion

The off-ramp congestion at this location essentially exists in a three-hour window where there is a huge spike that quickly drops off. Ramp congestion appears to originate from the Schomburg Road congestion since Schomburg Road becomes congested much sooner than the ramp. The problem area at a particularly congested period, Wednesday 5:30 PM is illustrated in **Figure 3.11** below.

Figure 3.11: J.R. Allen Parkway Eastbound Off-Ramp at Schomburg Road



J.R. Allen Parkway Westbound Frontage Road at Schomburg Road

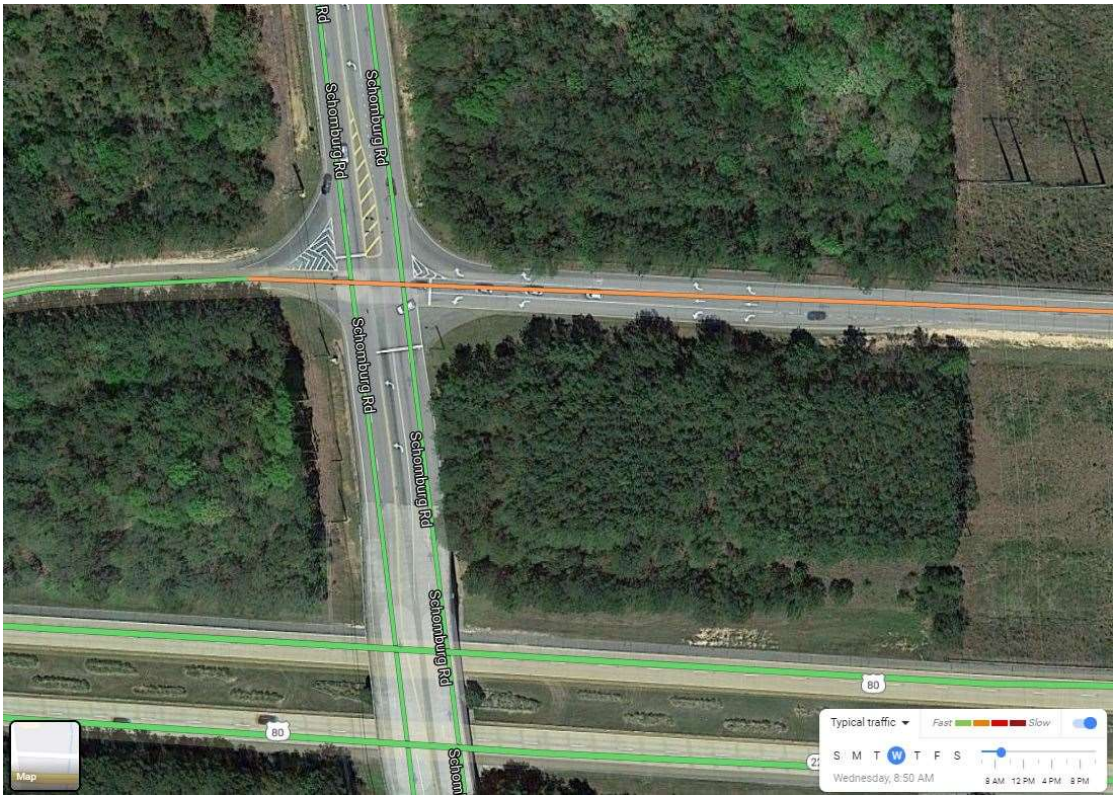
This area of congestion begins at the frontage road intersection at Schomburg Road and extends upstream along the frontage road to Blackmon Road and along Schomburg Road through the ramp terminal/frontage road intersections. This area experiences congestion primarily in the mornings, and this congestion tends to cover significant distances, spanning from Bridlewood Drive to Maple Ridge Trail. This congestion mirrors that of the eastbound exit ramp. Time periods and days of the week with high congestion are shown in **Table 3.14** below.

Table 3.14: Congested Time Periods - J.R. Allen Parkway Westbound Frontage Road at Schomburg Road

Day	Time
Wednesday	7:30 – 9:15 AM
Thursday	7:30 – 8:55 AM
Friday	7:30 – 8:25 AM
Saturday	No Major Congestion

Morning delays are likely due to increased areawide volumes partially related to the traffic from the schools north of the interchange, and begins with congestion on Schomburg Road, which precedes congestion on the frontage road by about 30 minutes. The problem area at a particularly congested period, Wednesday 7:30 AM is illustrated in **Figure 3.12** below.

Figure 3.12: J.R. Allen Parkway Westbound Frontage Road at Schomburg Road



J.R. Allen Parkway at Blackmon Road Interchange

J.R. Allen Parkway Eastbound Frontage Road at Blackmon Road

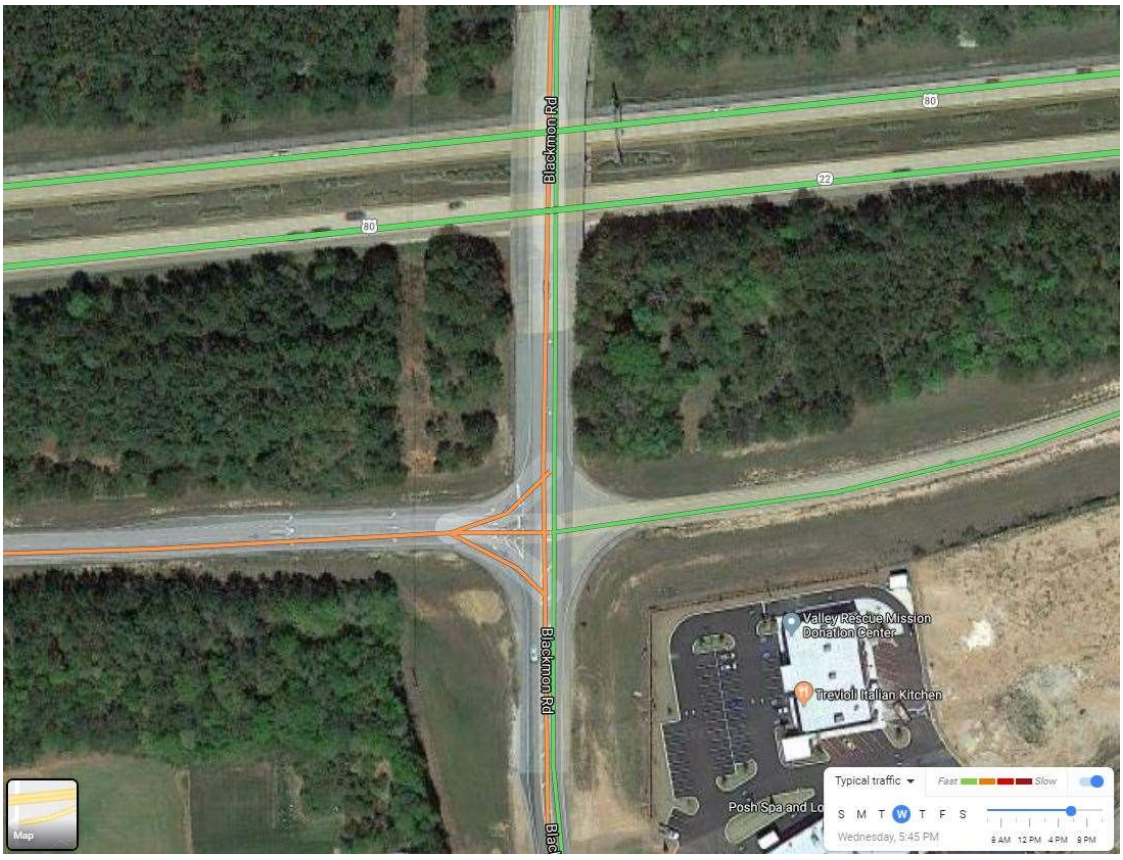
This area of congestion occurs as vehicles travel through the Schomburg Road intersection at the beginning of the frontage road to turn left onto Blackmon Road. The frontage road intersects with Blackmon Road at a one-way stop-controlled intersection, where frontage road vehicles yield right-of-way to Blackmon Road traffic. Time periods and days of the week with congestion are shown in the **Table 3.15** below.

Table 3.15: Congested Time Periods - J.R. Allen Parkway Eastbound Frontage Road at Blackmon Road

Day	Time
Wednesday	7:00 – 10:00 AM & 3:00 – 7:20 PM
Thursday	6:40 – 10:20 AM, 1:25 – 1:50 PM & 3:00 – 7:50 PM
Friday	6:30 – 9:15 AM, 12:55 – 1:45 PM & 3:00 – 8:15 PM
Saturday	8:55 – 11:20 AM, 12:25 – 1:45 PM & 2:50 – 7:20 PM

The most likely sources congestion in this area are the stop-controlled approach on the frontage road and the congestion on Blackmon Road south of the interchange. The problem area at a particularly congested period, Friday 3:40 PM is illustrated in **Figure 3.13** below.

Figure 3.13: J.R. Allen Parkway Eastbound Frontage Road at Blackmon Road



J.R. Allen Parkway Westbound Off-Ramp at Blackmon Road

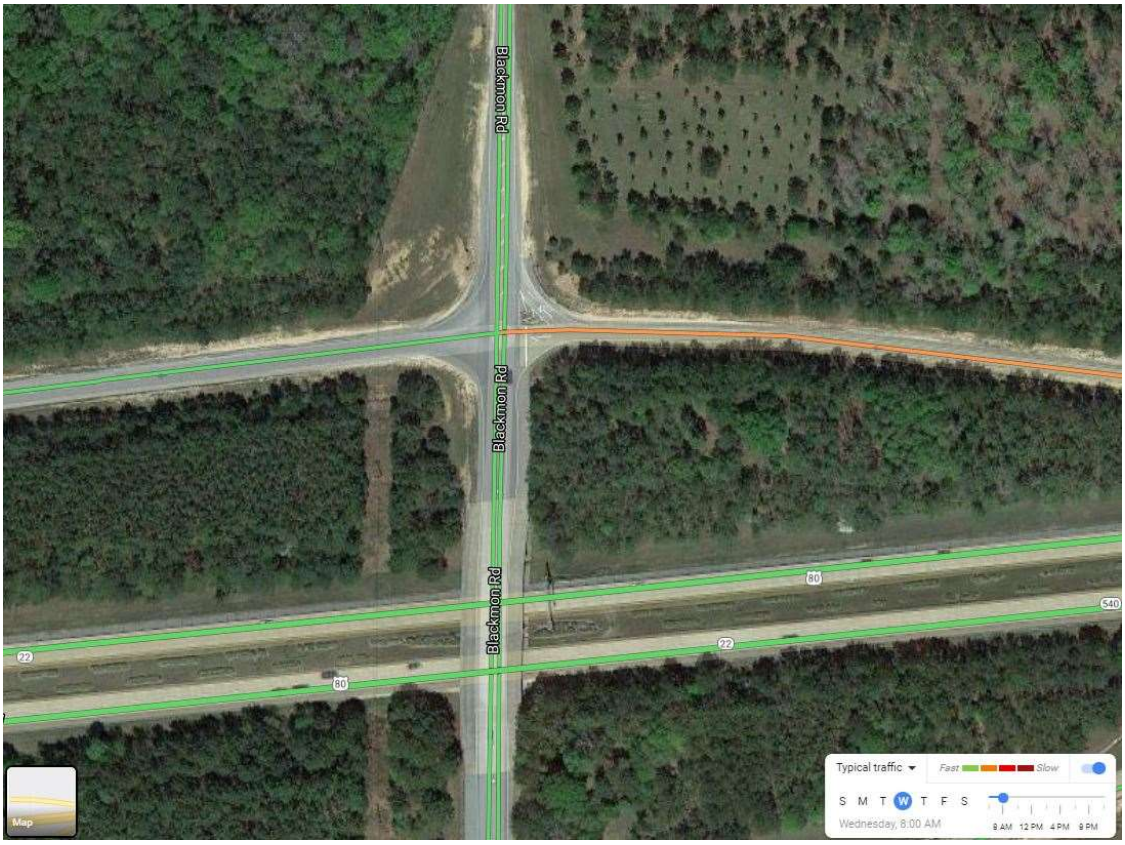
This area of congestion occurs as vehicles exit J.R. Allen Parkway Westbound and travel through the ramp terminal intersection at Blackmon Road. Similar to the eastbound intersection, the off-ramp intersects with Blackmon Road at a stop-controlled intersection, where off-ramp vehicles yield right-of-way to Blackmon Road traffic. Time periods and days of the week with high congestion are shown in **Table 3.16** below.

Table 3.16: Congested Time Periods - J.R. Allen Parkway Westbound Off-Ramp at Blackmon Road

Day	Time
Wednesday	7:40 – 8:15 AM & 5:15 – 6:40 PM
Thursday	7:40 – 8:25 AM & 5:15 – 7:00 PM
Friday	7:30 – 8:45 AM & 5:25 – 6:30 PM
Saturday	No Major Congestion

Congestion on this leg is considerably more significant than it is on the eastbound frontage road intersecting with Blackmon Road. Congestion backs up much farther (queuing for the entire off-ramp). At specific times in the morning, the westbound frontage road congestion extends all the way from Schomburg Road. At specific times in the evening, southbound Blackmon Road congestion extends all the way from the roundabout at Greystone Drive. The problem area at a particularly congested period, Thursday 7:50 AM is illustrated in **Figure 3.14** below.

Figure 3.14: J.R. Allen Parkway Westbound Off-Ramp at Blackmon Road



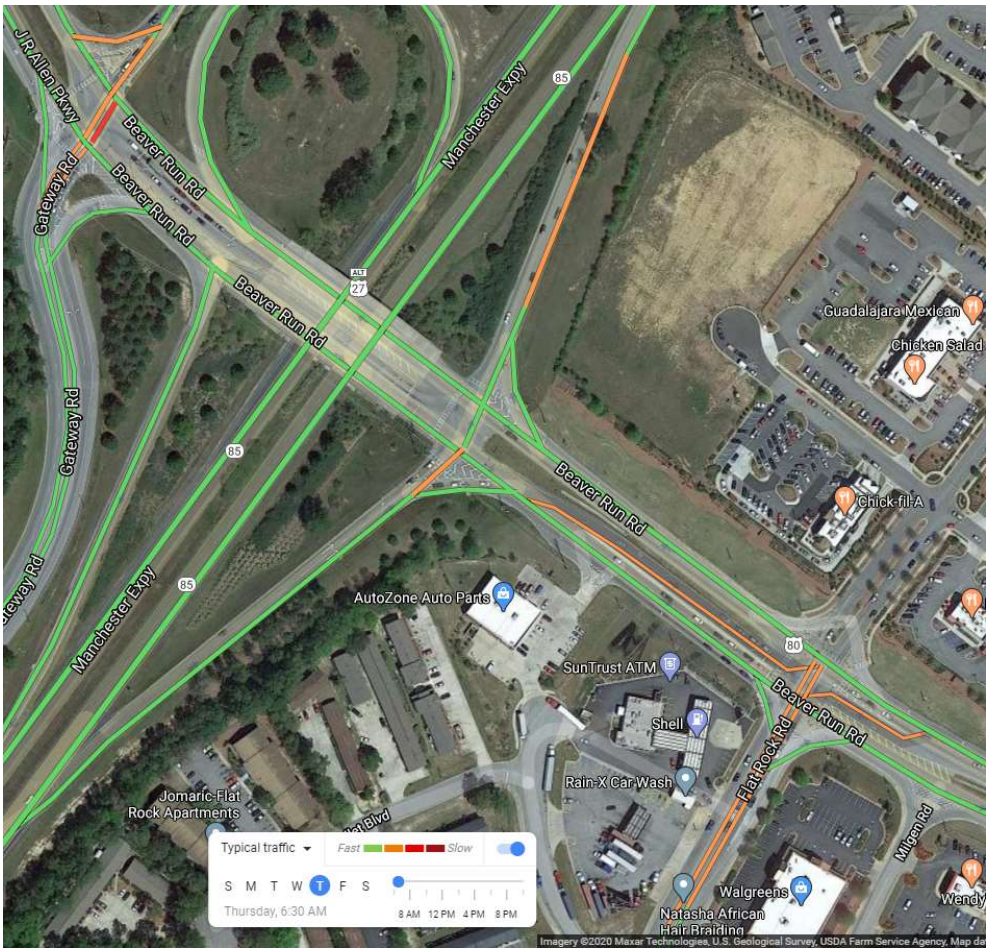
J.R. Allen Parkway/Beaver Run Road from Flat Rock Road to Milgen Road Intersections

This segment of the corridor spans approximately 1.5 miles and passes through four signalized intersections. The intersecting streets, from west to east, are as follows: Flat Rock Road (North), Manchester Expressway Southbound Off-Ramp/Gateway Road, Manchester Expressway Northbound Off-Ramp/Manchester Expressway Northbound On-Ramp, and Flat Rock Road (South)/Kitten Lake Drive. The corridor segment undergoes severe congestion throughout the entire area; therefore, analysis of individual intersections does not produce an accurate assessment of traffic congestion because the intersections can greatly affect each other's congestion. Instead this area will be approached as a single arterial roadway segment and divided by characteristic time periods throughout the day.

Typical Weekday 6:00 – 8:00 AM

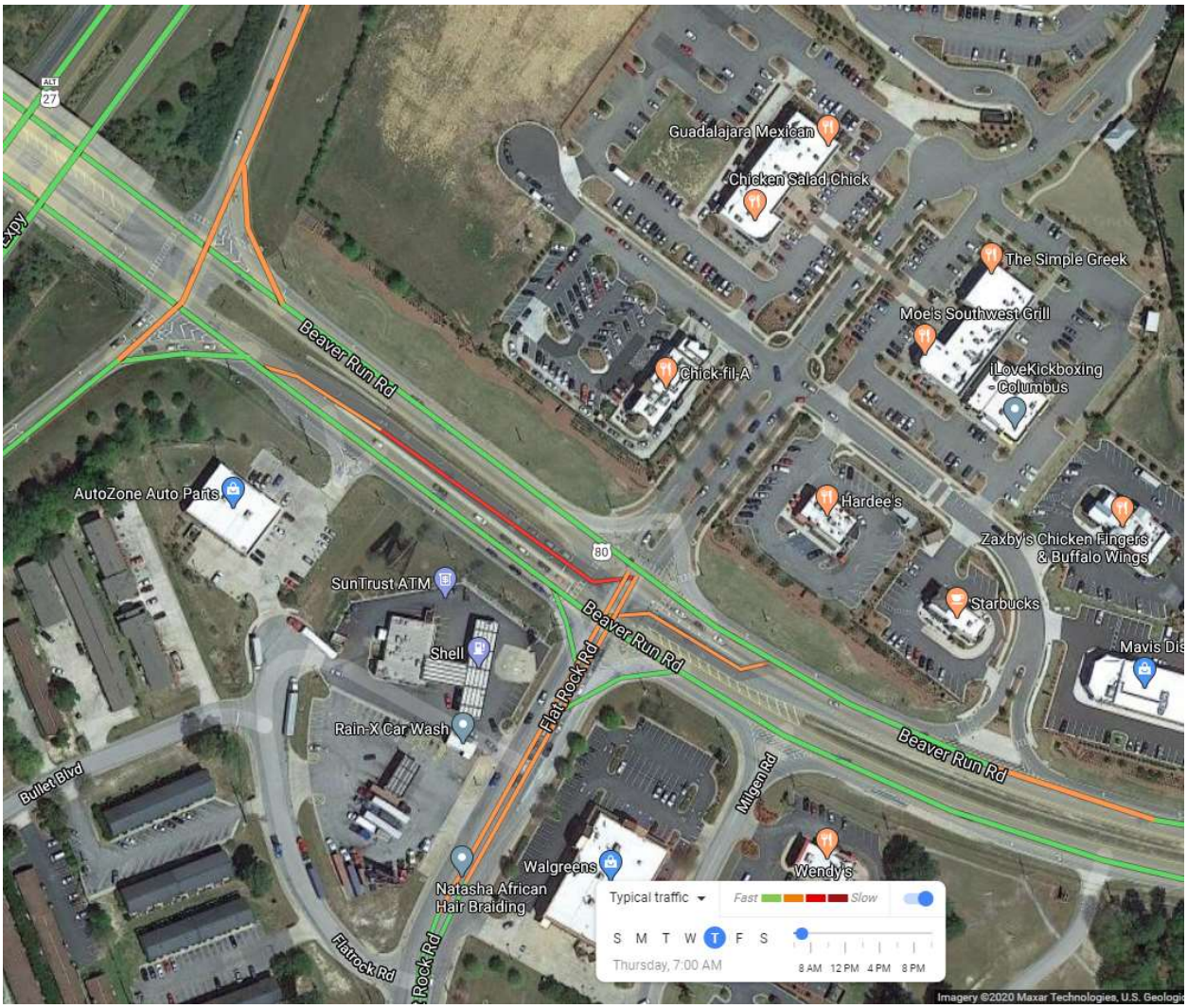
This segment of J.R. Allen Parkway/Beaver Run carries significant traffic volumes that result in congested intersections as early as 6:30 AM at both the Manchester Expressway Southbound Off-Ramp/Gateway Road intersection and the Flat Rock Road (South)/Kitten Lake Drive intersection, which is illustrated in **Figure 3.15** below.

Figure 3.15: J.R. Allen Parkway at Flat Rock Road (South), 6:30 AM



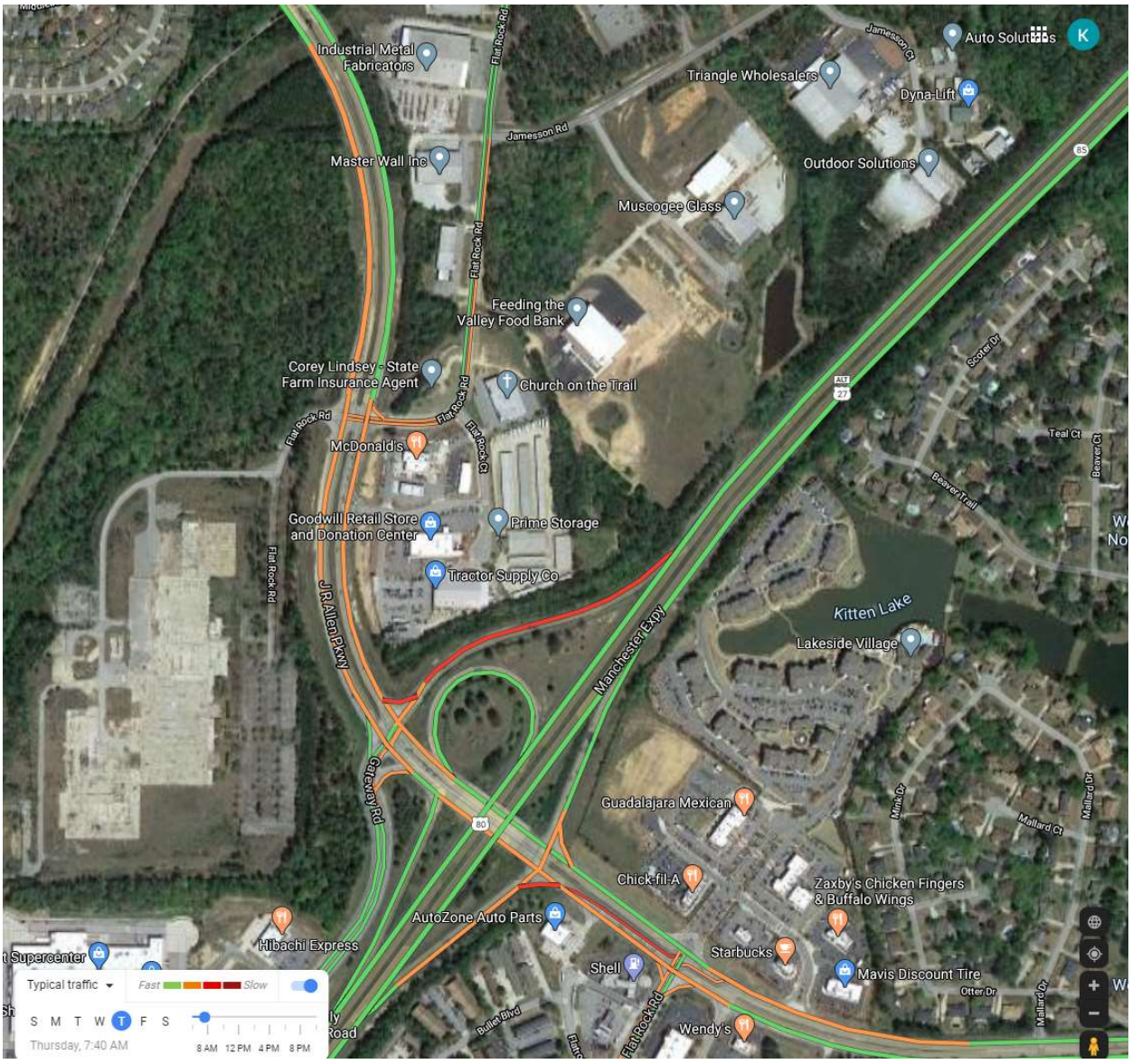
Thirty minutes later at 7:00 AM, the intersection of Beaver Run Road and Flat Rock Road (South)/Kitten Lake Drive begins to break down., which is illustrated in **Figure 3.16** below.

Figure 3.16: J.R. Allen Parkway at Flat Rock Road (South), 7:00 AM



By 7:40 mainline congestion along eastbound Beaver Run Road extends to Fall Line Trace, west of Flat Rock Road (North), which is illustrated in **Figure 3.17** on the following page.

Figure 3.17: J.R. Allen Parkway at Flat Rock Road (North), 7:40 AM

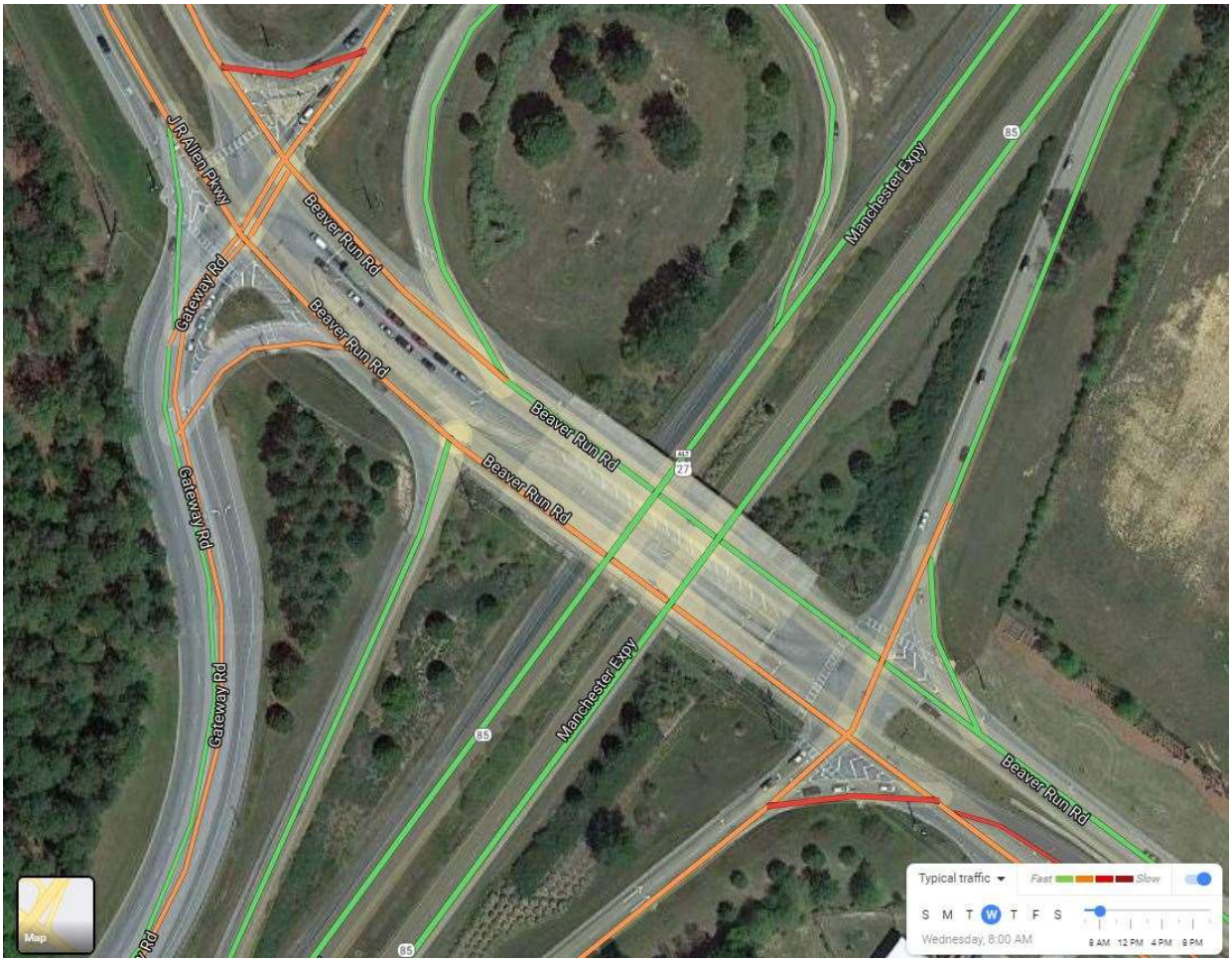


Typical Weekday 8:00 AM – 10:00 AM

The intersections that are congested by 7:40 AM, remain congested until after 10:00 AM. High levels of congestion are a result of heavy turning movement volumes in the corridor. There are multiple auxiliary lanes along Beaver Run Road Eastbound between intersections that produce large numbers of weaving vehicles.

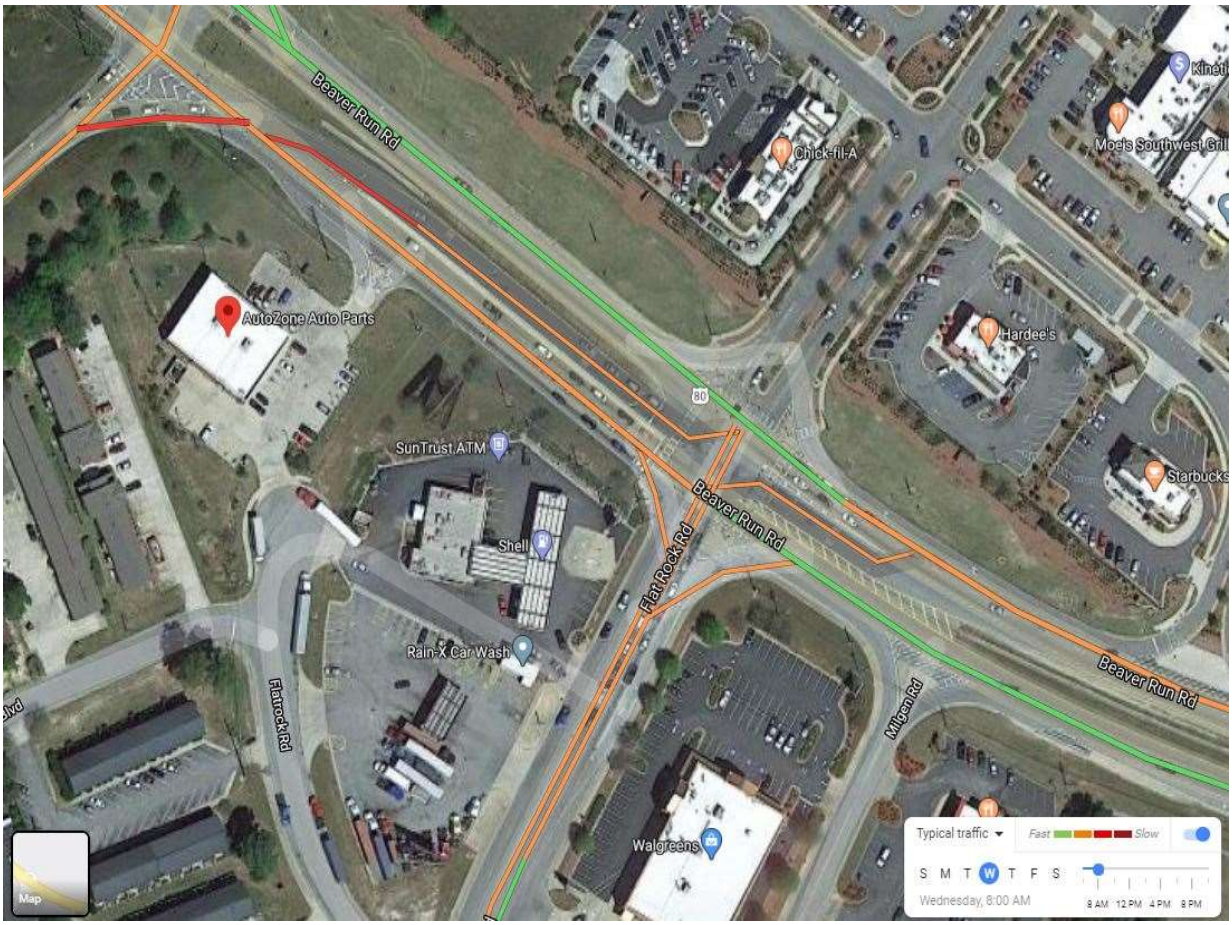
During the 8:00 AM time period, which is illustrated in **Figure 3.18** on the following page, heavy traffic volumes are entering from and exiting to the Manchester Expressway, an exchange that is a major source of congestion in the area. Right turning vehicles from Manchester Expressway Southbound entering the Beaver Run Road corridor have a limited window of sufficient gaps to make a right turn under a yield condition.

Figure 3.18: J.R. Allen Parkway at Manchester Expressway, 8:00 AM



Eastbound vehicles on Beaver Run Road continue to be queued at the Flat Rock Road (South) intersection, which appears to impact the Manchester Expressway Northbound ramp terminal intersection, which is illustrated in **Figure 3.19** on the following page.

Figure 3.19: J.R. Allen Parkway at Flat Rock Road (South), 8:00 AM

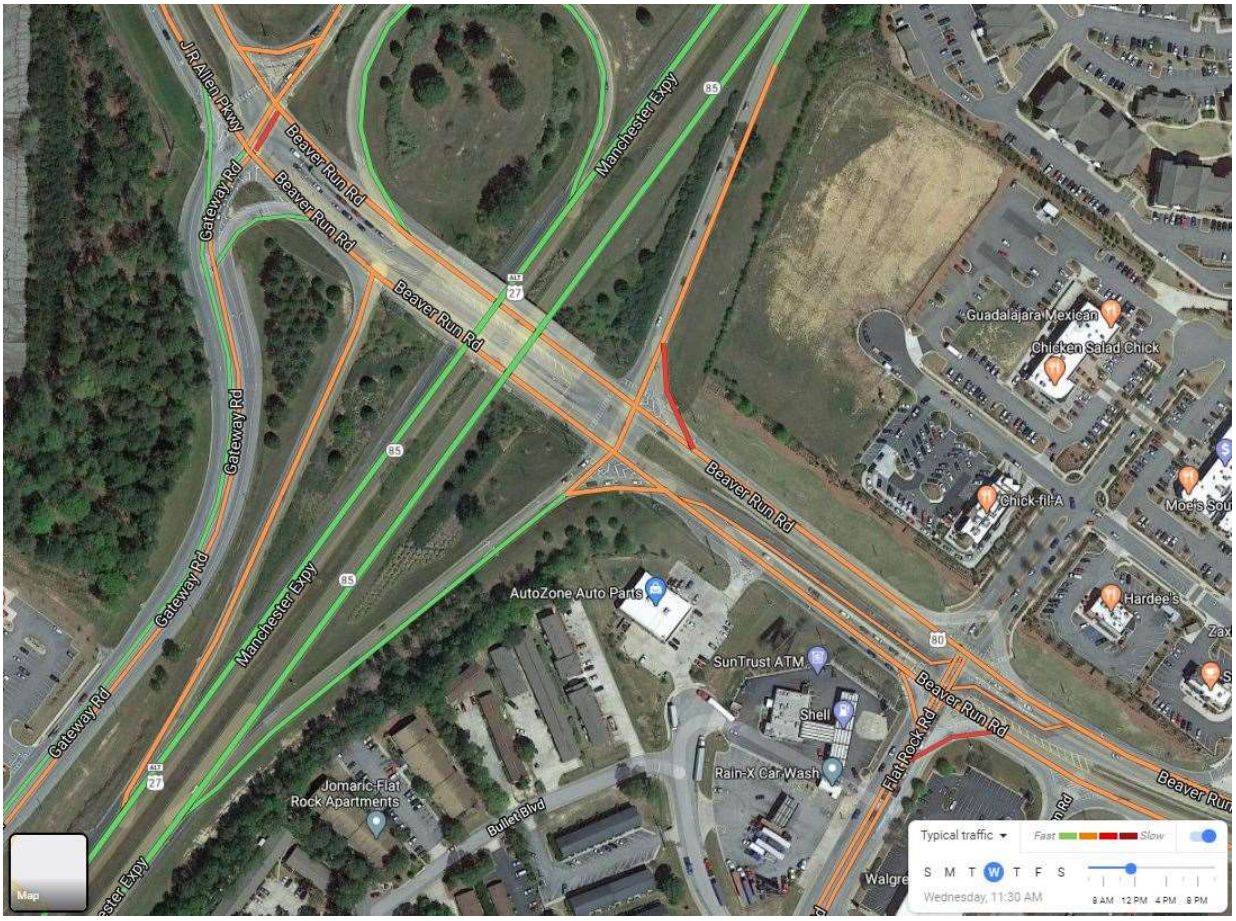


Typical Weekday 10:00 AM – 1:00 PM

Between 10:00 AM and 10:30 AM, there are notably less vehicles that appear to be coming from Manchester Expressway, and instead it seems that many vehicles are turning onto Manchester Expressway Northbound. Mainline congestion remains relatively constant, exhibiting the same problem areas; however, congestion originating from east of Flat Rock Road (South) has subsided.

Between 11:30 AM and 12:00 PM, it appears that volume is increasing, and a significant number of vehicles are entering Manchester Expressway, while fewer vehicles seem to be exiting from this roadway. Notably, congestion from Flat Rock Road (North) appears to have subsided, which is illustrated in **Figure 3.20** on the following page.

Figure 3.20: J.R. Allen Parkway at Manchester Expressway, 11:30 AM



Typical Weekday 1:00 PM – 4:00 PM

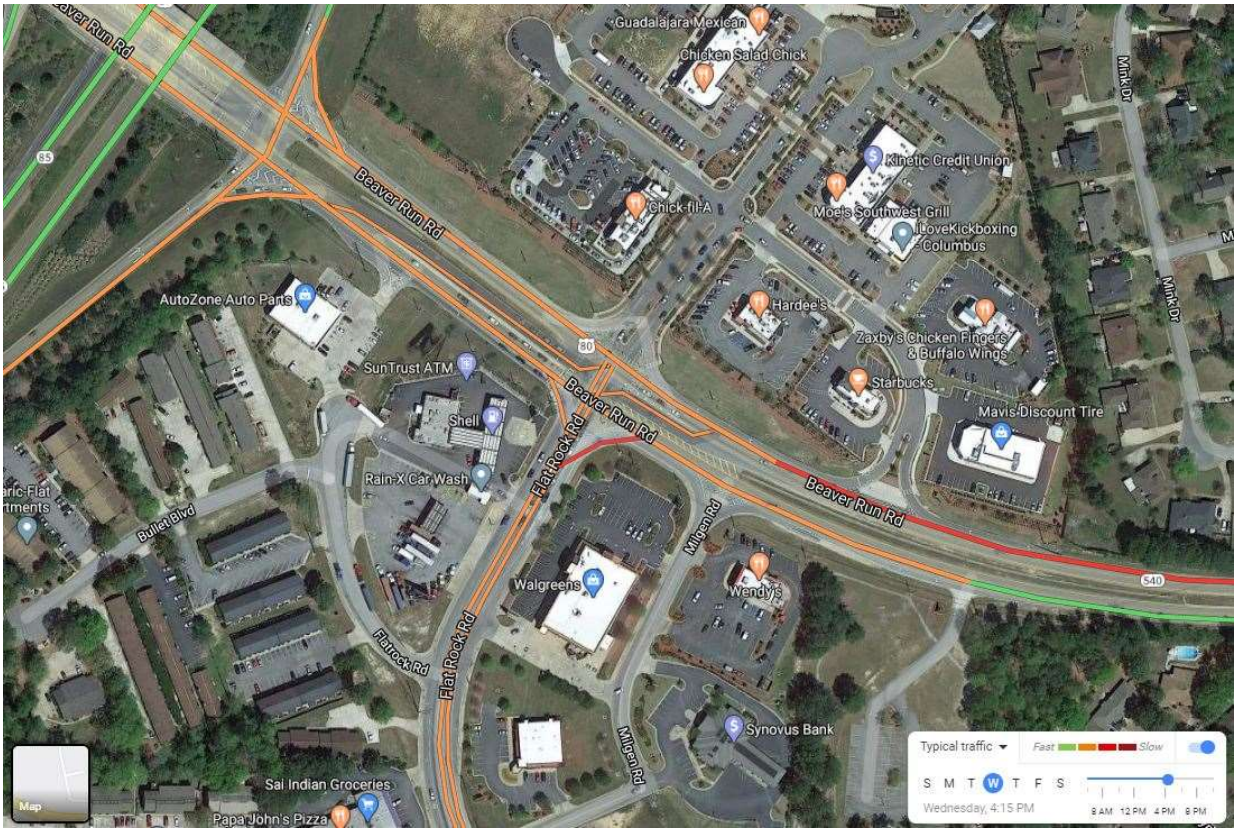
Between 1:00 PM and 4:00 PM, little changes, except that it appears that several more vehicles are exiting the area via Beaver Run Road headed westbound. Still, the largest volume appears to be leaving and entering from Manchester Expressway. Between 2 and 3:30 PM there is an influx of congestion that occurs, stemming from Gateway Road, but quickly dies down thereafter.

Typical Weekday 4:00 PM – 6:00 PM

Around 4:00 PM there are several changes in the patterns of congestion as it is likely that volume on the corridor is increasing as a result of commuter traffic. There is seemingly a smaller exchange between the mainline and Manchester Expressway at this time, as no major increases in congestion occur. Additionally, it seems that not many vehicles are entering from J.R. Allen Parkway on the west end, while many appear to be leaving heading west.

Between 4:00 PM and 5:00 PM, the number of vehicles exiting the area headed west on J.R. Allen Parkway increases, which is illustrated in **Figure 3.21** on the following page. Evidence of this occurs from the east end of the study area, where a great deal of congestion occurs on Beaver Run Road coming from the east, headed west.

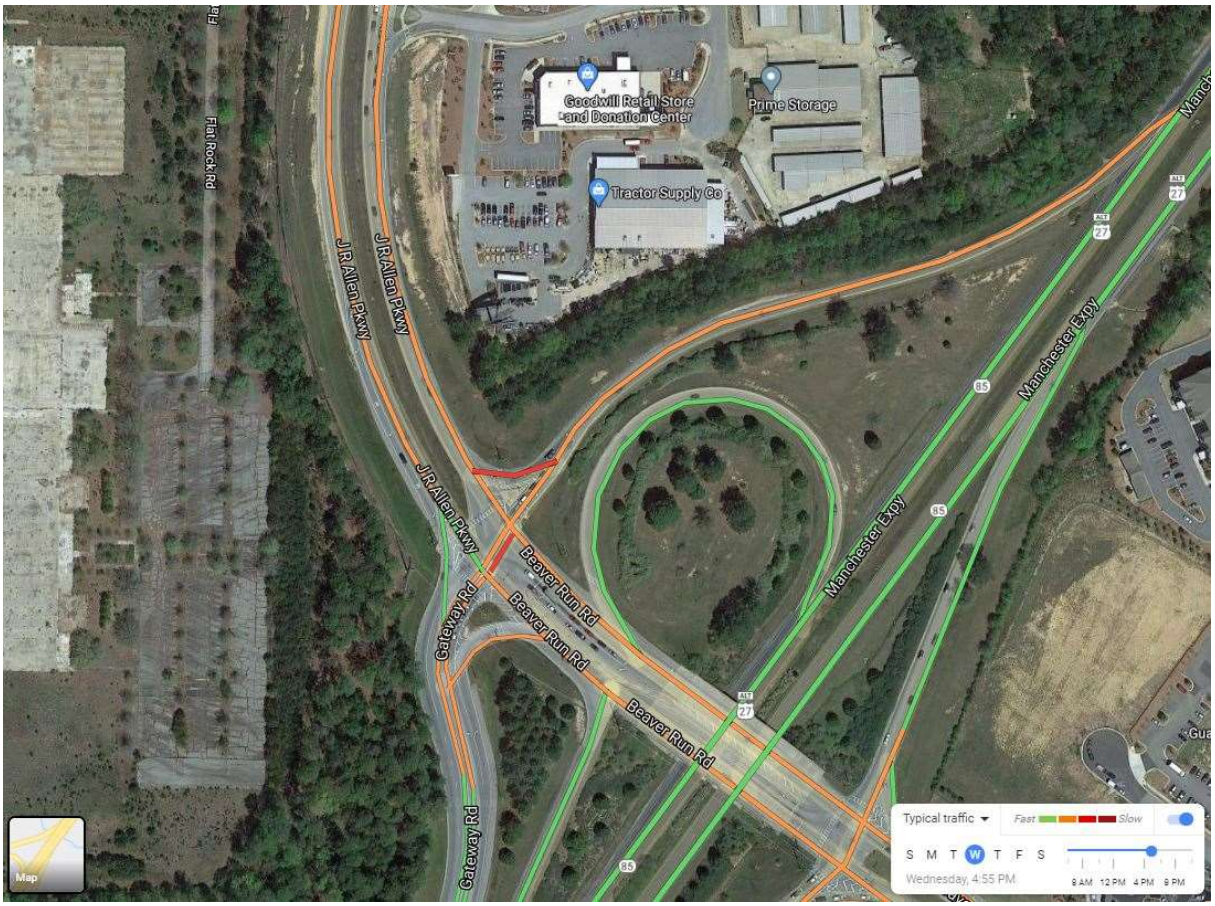
Figure 3.21: J.R. Allen Parkway at Flat Rock Road (South), 4:15 PM



This is the first time period that this much congestion occurs at this intersection in this direction, indicative of a reverse commuting patterns of vehicles navigating the area. At this time, there are also fewer vehicles exiting to Manchester Expressway Northbound as before, and significantly more actually entering the area from Manchester Expressway Northbound, especially as it gets closer to 5:30 PM, heading east on Beaver Run Road.

On the opposite side of this area, Manchester Expressway Southbound has an influx of vehicles that enter, heading both east and west on Beaver Run Road, creating more congestion, which is illustrated in **Figure 3.22** on the following page. The westbound movement congestion continues for an extended period of time.

Figure 3.22: J.R. Allen Parkway at Manchester Expressway, 4:55 PM



Typical Weekday 6:00 PM – 8:00 PM

This time period experiences a decrease over time of vehicles exiting west from the area on Beaver Run Road. There appears to be fewer vehicles exiting on Manchester Expressway Northbound. The most significant movements that remain congested in the area are those headed east on the mainline, especially from Manchester Expressway Northbound and Flat Rock Road (South).

4 NEEDS ASSESSMENT

This chapter will document the needs assessment that was conducted based on the existing conditions analysis and identification and understanding of congested and/or high crash areas that could benefit from future transportation improvements. The existing conditions analysis builds upon the data inputs outlined in Chapter 3 of this report. Three key factors were used in this analysis: congestion duration/geographic extent, congestion impacting freeway operations and high crash areas.

4.1 CRASH ANALYSIS

The GEARS crash data from 2015 to 2019 are analyzed in detail in the following sections. The crash data maps that illustrate the crashes listed in the following tables are included in **Appendix G**. A detailed listing of these crashes is included in **Appendix H**.

4.1.1 Crash Analysis at Manchester Expressway and 2nd Avenue

Crash data for the intersection at Manchester Expressway and 2nd Avenue were analyzed. A total of 289 crashes were reported on the intersection with 45 crashes resulting in injuries and zero fatalities. No pedestrians were involved in the crashes. Crash data for the intersection is summarized in **Table 4.1** below.

Table 4.1: Crash Data at Manchester Expressway and 2nd Avenue

Type of Crash → / Year ↓	Angle	Head-On	Not a Collision with Motor Vehicle	Rear End	Sideswipe–Opposite Direction	Sideswipe–Same Direction	Total
2015	11	3	1	46	0	3	64
2016	18	1	0	44	0	1	64
2017	17	1	2	35	3	2	60
2018	11	0	0	41	0	3	55
2019	15	0	1	25	1	4	46
Total	72	5	4	191	4	13	289
Percentage	25%	2%	1%	66%	1%	5%	100%

As shown in **Table 4.1**, the most common crash type at the intersection of Manchester Expressway at 2nd Avenue are rear-end crashes, as is typical for any signalized intersection. A pattern was observed for rear-end type crashes at the channelized right turn lane on Manchester Expressway. The reason for most of the crashes was the vehicle in front would suddenly yield after travelling past the crosswalk, causing a rear-end crash.

Almost 25% of the crashes at the intersection are angle crashes and most of which occurred while making a left turn from 2nd Avenue to Manchester Expressway. The reason for the crashes was noted as left-turning vehicles failed to yield.

4.1.2 Crash Analysis at J.R. Allen Parkway and 2nd Avenue Interchange

Crashes on the interchange of J.R. Allen Parkway and 2nd Avenue were analyzed. A total of 196 crashes were reported on the interchange of J.R. Allen Parkway and 2nd Avenue. Sixty-nine of these crashes were injury crashes, and one was a fatal crash. Crash data for the intersection is summarized in **Table 4.2** below.

Table 4.2: Crash Data at J.R. Allen Parkway and 2nd Avenue Interchange

Type of Crash → / Year ↓	Angle	Head-On	Not a Collision with Motor Vehicle	Rear End	Sideswipe–Opposite Direction	Sideswipe–Same Direction	Total
2015	9	0	15	26	0	3	53
2016	5	1	10	24	0	3	43
2017	3	0	11	10	0	4	28
2018	0	0	19	10	1	3	33
2019	7	0	14	13	0	5	39
Total	24	1	69	83	1	18	196
Percentage	12%	0%	36%	42%	0%	10%	100%

The primary issue observed at this interchange was the horizontal curve on J.R. Allen Parkway. Most of the rear-end crashes were located on J.R. Allen Parkway. These rear- end crashes could be attributed to limited sight distance along the curve. Another reason for the rear-end and sideswipe crashes could be related to the curvature of the ramp that makes it more difficult for vehicles trying to merge onto U.S. 80 from 2nd Avenue on-ramp. Limited sight distance on the southbound on-ramp could be due to the trees between vehicles traveling on the on-ramp and vehicles traveling southbound on U.S. 80.

Another major crash type at the interchange is not a collision with motor vehicle. 65% of these crashes occurred mostly on the ramps, where most drivers lost control of their vehicle. 35% of these crashes were due to wet conditions.

One fatal crash was reported near U.S. 80 southbound off-ramp and can be excluded from the study because the driver of the vehicle was under the influence when the crash occurred. Two fatal crashes were observed near the Chattahoochee River bridge. In both of the fatal crashes, drivers lost control of their vehicle during wet/rainy conditions on U.S. 80 curve at 2nd Avenue interchange.

4.1.3 Crash Analysis at J.R. Allen Parkway and River Road Interchange

Crash data at U.S. 80 and River Road interchange were analyzed. Crash analysis at U.S. 80 and River Road interchange also includes the crashes reported on the intersection at River Road and 54th Street. A total of 214 crashes were reported on the intersection with 59 crashes resulting in injuries and two fatalities. **Table 4.3** below summarizes the crash data at River Road.

Table 4.3: Crash Data at J.R. Allen Parkway and River Road Interchange

Type of Crash → / Year ↓	Angle	Head-On	Not a Collision with Motor Vehicle	Rear End	Sideswipe–Opposite Direction	Sideswipe–Same Direction	Total
2015	25	1	7	8	1	2	44
2016	31	0	6	15	0	4	56
2017	21	0	7	7	0	4	39
2018	17	0	8	14	0	2	41
2019	19	1	4	9	0	1	34
Total	113	2	32	53	1	13	214
Percentage	53%	0%	15%	25%	0%	7%	100%

Crashes on U.S. 80 and U.S. 80 ramps involved mostly rear-end, sideswipe-same direction and not a collision with motor vehicle type crashes. Thirty crashes at this location were of the kind mentioned above. One fatal crash was reported on U.S. 80 near the westbound off-ramp. It was not a collision with motor vehicle type crash were the driver lost control of the vehicle. Results for alcohol and drug test are pending; therefore, it cannot be concluded if the driver was driving under the influence.

The intersections of U.S. 80 ramps at River Road are unsignalized, and 113 crashes were reported at these two intersections. Approximately 98 % of the crashes on these two intersections were either angle or rear-end type crashes. One fatal crash was reported on the intersection of River Road at U.S. 80 westbound ramps, which was an angle crash and was during rainy conditions. Failure to yield while making a left turn from River Road onto U.S. 80 westbound on-ramp was mentioned as the reason for the crash.

The crashes on U.S. 80 between the interchange of River Road and Bradley Park Drive involved 30 "Not a Collision with Motor Vehicle" type crashes as a primary crash type. The reason mostly involved the loss of control while negotiating the curve, rainy/wet conditions.

One fatal crash was reported, which occurred in rainy conditions and was due to the driver losing control of his vehicle. No other vehicle was involved in the crash.

4.1.4 Crash Analysis at J.R. Allen Parkway and Bradley Park Drive Interchange

Crashes on J.R. Allen Parkway and Bradley Park Drive Interchange were analyzed. The crash summary does not include the signalized intersections of U.S. 80 Ramps and Bradley Park Drive. 189 crashes observed along U.S. 80 were the only crashes covered for crash analysis. Out of 189 crashes, 37 were injury crashes and one was a fatal crash. Crash data analyzed along U.S. 80 is summarized in **Table 4.4** below.

Table 4.4: Crash Data at J.R. Allen Parkway and Bradley Park Drive Interchange

Type of Crash → / Year ↓	Angle	Head-On	Not a Collision with Motor Vehicle	Rear End	Sideswipe–Opposite Direction	Sideswipe–Same Direction	Total
2015	3	0	18	7	0	11	39
2016	5	0	13	12	0	5	35
2017	7	0	14	15	0	5	41
2018	4	0	21	8	0	8	41
2019	4	0	12	13	0	4	33
Total	23	0	78	55	0	33	189
Percentage	12%	0%	41%	29%	0%	18%	100%

As summarized in **Table 4.4**, a significant number of crashes on this section of U.S. 80 were not a collision with motor vehicle crashes. No trend was observed for this type of crashes, but approximately 44% of crashes out of 78 crashes were during wet conditions. The remaining crashes can be attributed to the short length of the 200-foot length weaving section between loop ramps on U.S. 80 eastbound.

4.1.5 Crash Analysis at Interstate 185 and J.R. Allen Parkway Interchange

Crash data at U.S. 80 and I-185 interchange were analyzed. 448 Crashes were reported at the interchange of I-185 and U.S. 80 with 90 injury crashes and 2 fatal crashes. Most crashes observed on I-185 were to the south of the interchange close to the weaving sections of frontage roads and on the ramps. Crash data for the interchange is summarized in **Table 4.5** on the following page.

Two fatal crashes were reported on the interchange. The first fatal crash was on I-185 northbound lanes near the start of I-185 northbound frontage road. The collision involved a vehicle from a previous accident and vehicle driven by a person under the influence.

The other fatal crash was on the I-185 northbound frontage road near the U.S. 80 westbound off-ramp. The collision involved a vehicle rear-ending a car parked on the shoulder. The reason for the crash was mentioned as distracted driving due to cellphone use.

Table 4.5: Crash Data at J.R. Allen Parkway and Interstate 185 Interchange

Type of Crash → / Year ↓	Angle	Head-On	Not a Collision with Motor Vehicle	Rear End	Sideswipe–Opposite Direction	Sideswipe–Same Direction	Total
2015	4	1	31	30	0	9	75
2016	12	1	34	31	0	13	91
2017	9	0	37	33	1	14	94
2018	12	0	35	29	0	13	89
2019	20	1	29	31	0	18	99
Total	57	3	166	154	1	67	448
Percentage	13%	1%	37%	34%	0%	15%	100%

Out of 166 crashes, 51 crashes were due to losing control of the vehicle, and 38 crashes were due to speeds over the speed limit. No pattern was observed for "Not a Collision with Motor Vehicle" type crashes.

The rear-end, sideswipe-same direction, and angle crashes were mostly observed near the weaving section on frontage roads. 145 crashes were due to the vehicle in the front was followed to closes by car in the rear. No trend was observed in the collisions apart from being located near the weaving section.

4.1.6 Crash Analysis at J.R. Allen Parkway and Veterans Parkway Interchange

Crashes on the interchange of J.R. Allen Parkway and Veterans Parkway were analyzed. This interchange is a crash hotspot for this U.S. 80 study corridor with 965 crashes. 818 crashes on this interchange were property damage only (PDO) crashes, so the crashes are not severe. Out of 965 crashes, 146 were injury crashes and one was a fatal crash. **Table 4.6** on the following page summarizes the crashes based on crash type.

One fatal crash was reported at the interchange. The vehicle was leaving U.S. 80 frontage road and was on the exit ramp. The collision involved a pedestrian who should not be present on the roadway. The driver of the vehicle was under the influence; therefore, so this crash was not related to a roadway geometric issue.

Most of the crashes on the interchange were on the Veterans Parkway Bridge. Out of 965 crashes, 230 angle crashes were mostly at the intersection of Veterans Parkway and U.S. 80 eastbound and westbound ramp intersections and at the intersection of Veterans Parkway and North Lake Parkway. Rear-end crashes were highest with 618, most of them located on the Veterans Parkway bridge over U.S. 80.

Rear-end crashes on U.S. 80 westbound exit ramp are due to vehicles queuing back up to U.S. 80 frontage road. The channelized right turn lane on the U.S. 80 ramp at the intersection of Veterans Parkway and Double Churches Road is where 13 rear-end crashes were observed.

Table 4.6: Crash Data at J.R. Allen Parkway and Veterans Parkway Interchange

Type of Crash → / Year ↓	Angle	Head-On	Not a Collision with Motor Vehicle	Rear End	Sideswipe–Opposite Direction	Sideswipe–Same Direction	Total
2015	53	1	6	128	0	12	200
2016	76	2	10	127	0	13	228
2017	38	3	9	109	2	14	175
2018	32	2	9	128	1	11	183
2019	31	3	3	126	0	13	176
Total	230	11	37	618	3	63	962
Percentage	24%	1%	4%	64%	0%	7%	100%

It should be noted that roadway improvements were made at the intersection of Veterans Parkway and Double Churches Road during the study period. The angle crashes have reduced after the improvements were made on the intersection at Veterans Parkway and Double Churches Road.

4.1.7 Crash Analysis at J.R. Allen Parkway and Moon Road Interchange

U.S. 80 and Moon Road interchange crashes were analyzed for the study area, which consists of two signalized U.S. 80 ramp intersections and the intersection at Moon Road and Whittlesey Boulevard. A total of 475 crashes were reported at the Moon Road interchange. Out of which 87 crashes resulted in injury to at least one person, and one crash was fatal. Crash data is summarized in **Table 4.7** on the following page.

The fatal crash reported was at the intersection of Moon Road at U.S. 80 westbound ramps. The driver of the vehicle who failed to yield while making a left turn from Moon Road was under the influence. But similar angle crashes were observed at all the study intersections on Moon Road. 21% percent of the crashes on the Moon Road were angle crashes.

There were 269 rear-end crashes, which are approximately 57% of the crashes on Moon Road. Upon further investigation, it was determined that the channelized right turn lane on U.S. 80 off-ramps is where 95 rear-end crashes were reported. A major trend was observed at the intersection of Moon Road at Whittlesey Boulevard where 121 rear-end crashes were reported. Most of the rear-end crashes were on the southbound and westbound approaches.

Table 4.7: Crash Data at J.R. Allen Parkway and Moon Road Interchange

Type of Crash → / Year ↓	Angle	Head-On	Not a Collision with Motor Vehicle	Rear End	Sideswipe–Opposite Direction	Sideswipe–Same Direction	Total
2015	23	0	21	52	1	6	103
2016	25	0	14	66	3	4	112
2017	20	4	13	44	0	8	89
2018	16	1	11	55	0	5	88
2019	15	0	7	52	1	8	83
Total	99	5	66	269	5	31	475
Percentage	21%	1%	14%	57%	1%	7%	100%

Fifty-six crashes were reported on U.S. 80 between Moon Road and Schomburg Road interchange. Twenty-five crashes were rear-end collisions, and 11 crashes were sideswipes -same direction accidents.

4.1.8 Crash Analysis at J.R. Allen Parkway and Schomburg Road/Blackmon Road Interchange

Crash analysis for this split diamond interchange of J.R. Allen Parkway and Schomburg Road/Blackmon Road included both crossing routes. A total of 550 crashes were reported with 85 injury crashes and zero fatalities. Crashes between Blackmon Road and Schomburg Road are summarized in **Table 4.8** on the following page along with collisions at the interchanges of Schomburg Road and Blackmon Road.

The study area includes the intersections at South Stadium Road and Publix Driveways to the north of the intersection at Schomburg Road and U.S. 80 westbound on-ramp. To the south of the intersection at Schomburg Road and U.S. 80 eastbound off-ramp, the study includes the intersection at Bridlewood Drive and Schomburg Road. On Blackmon Road to the south of U.S. 80 eastbound on-ramp, the study area includes of the intersection at Blackmon Road and Walmart driveways.

Most of the rear-end crashes were reported on the channelized right-turn lanes at the four U.S. 80 ramp intersections. These intersections were also a hotspot for angle crashes. Apart from that, 30 rear-end crashes and 26 not a collision with motor vehicle crashes were reported on U.S. 80 between Schomburg Road and Blackmon Road, but no pattern was found in the crashes.

Table 4.8: Crash Data at J.R. Allen Parkway and Schomburg Road/Blackmon Road Interchange

Type of Crash → / Year ↓	Angle	Head-On	Not a Collision with Motor Vehicle	Rear End	Sideswipe–Opposite Direction	Sideswipe–Same Direction	Total
2015	40	2	12	43	1	6	104
2016	36	0	16	49	0	5	106
2017	23	0	19	64	1	5	112
2018	34	4	13	59	1	11	122
2019	37	2	10	50	0	7	106
Total	170	8	70	265	3	34	550
Percentage	31%	1%	13%	48%	1%	6%	100%

4.1.9 Crash Analysis at J.R. Allen Parkway from Blackmon Road to Flat Rock Road (North)

Crash analysis was carried out for the study area on U.S. 80, which stretches from Blackmon Road to the intersection at U.S. 80 and Flat Rock Road (North). The study area also includes the private driveway just to the south of the Flat Rock Road (North) intersection. There were 217 crashes observed in the study area, but around 145 crashes were in the vicinity of the intersection at U.S. 80 and Flat Rock Road (North). Out of 217, 33 crashes were injury crashes and no fatal crashes. The number of crashes per crash type is summarized in **Table 4.9** below.

Table 4.9: Crash Data at J.R. Allen Parkway from Blackmon Road to Flat Rock Road (North)

Type of Crash → / Year ↓	Angle	Head-On	Not a Collision w/Motor Vehicle	Rear End	Sideswipe–Opposite Direction	Sideswipe–Same Direction	Total
2015	7	0	12	29	1	2	51
2016	4	0	3	20	1	7	35
2017	10	1	6	25	0	1	43
2018	9	0	5	26	1	5	46
2019	12	0	3	26	0	1	42
Total	42	1	29	126	3	16	217
Percentage	19%	0%	13%	58%	1%	7%	100%

Out of the total of 217 crashes within this segment of U.S. 80, 145 crashes were located at the intersection of U.S. 80 at Flat Rock Road (North). Of these 145 crashes, 106 crashes were rear-end collisions, and 27 crashes were injury crashes. A contributing factor was either following closely or distracted driving. No pattern was observed in the collisions in the study area.

4.1.10 Crash Analysis at Beaver Run Road and Manchester Expressway Interchange

Crash data at Beaver Run Road and Manchester Expressway interchange were analyzed. This interchange is the last in the study corridor. Crash data from Gateway Road near the southbound interchange ramp is also included in this crash analysis. Out of 625 crashes, 111 resulted in injury crashes, and one fatal crash was reported on the southbound on-ramp to the north of Beaver Run Road. The number of crashes per crash type is summarized in **Table 4.10** below.

The fatal crash was between a vehicle and a pedestrian. This collision was not related to a roadway geometric issue since a pedestrian should not be accessing Manchester Expressway as it is a limited-access road.

Table 4.10: Crash Data at Beaver Run Road and Manchester Expressway Interchange

Type of Crash → / Year ↓	Angle	Head-On	Not a Collision with Motor Vehicle	Rear End	Sideswipe–Opposite Direction	Sideswipe–Same Direction	Total
2015	13	0	8	97	0	13	131
2016	13	0	6	110	0	8	137
2017	13	0	8	85	0	6	112
2018	11	1	5	80	0	3	100
2019	17	1	10	112	0	5	145
Total	67	2	37	484	0	35	625
Percentage	11%	0%	6%	77%	0%	6%	100%

Approximately 347 crashes were reported near the southbound ramps and 199 at the northbound ramps. Most crash reported were rear-end collisions at both intersections. Most of the rear-end crashes were observed in the right-turn channelized lanes.

4.1.11 Crash Analysis at Beaver Run Road and Kitten Lake Drive/Flat Rock Road (South) Intersection

Crash data at the intersection of Beaver Run Road and Flat Rock Road (South)/Kitten Lake Drive were analyzed. As shown in **Table 4.11** on the following page, 303 crashes were reported in the study area with 32 injury crashes and 1 fatal crash. The intersection at Beaver Run Road and Flat Rock Road (South)/Kitten Lake Drive is a signalized intersection and includes crash data of all

private driveways along Flat Rock Road (South) and Beaver Run Road. Out of 303 crashes, 230 crashes were observed at the signalized intersection. Two major crash types at the intersection were rear-end collisions and angle crashes, which are typical crashes at a signalized intersection.

One fatal crash was reported along the 6300 block of Flat Rock Road (South). The deadly crash involved a pedestrian, but based on the crash report, the vehicle that hit the pedestrian drove over the sidewalk and hit the pedestrian. This fatal crash was a hit and run case, and no other fatal crashes were observed in the study area.

Table 4.11: Crash Data at Beaver Run Road and Kitten Lake Drive/Flat Rock Road (South) Intersection

Type of Crash → / Year ↓	Angle	Head-On	Not a Collision with Motor Vehicle	Rear End	Sideswipe–Opposite Direction	Sideswipe–Same Direction	Total
2015	15	0	2	31	0	3	51
2016	23	1	6	39	0	6	75
2017	13	0	3	22	1	8	47
2018	24	1	1	34	1	10	71
2019	18	0	3	35	0	3	59
Total	93	2	15	161	2	30	303
Percentage	31%	1%	5%	53%	1%	10%	100%

4.1.12 Conclusion

The J.R. Allen Parkway study corridor starts at the Georgia state border in the south and ends near Manchester Expressway and J.R. Allen Parkway interchange in the north. The study corridor is approximately 10 miles long. A total of 4,660 crashes were reported in the study area. Fifty-four percent of crashes were rear-end collisions, which is expected as J.R. Allen Parkway for most of the study corridor is a limited-access road.

Veterans Parkway interchange on U.S. 80 is one with the highest number of crashes recorded. At all interchanges in the study area, most crashes were observed at the U.S. 80 ramp intersections. Eleven fatal crashes were found in the study area. A few included pedestrians but many collisions were on the limited-access roadways where pedestrians are not normally found.

4.2 TRAFFIC CAPACITY ANALYSIS

Traffic capacity analyses were performed for all roadways within the J.R. Allen Parkway corridor study limits. The capacity analysis determined level of service for all freeway facilities, key

unsignalized intersections and all signalized arterial intersections. Capacity analyses of the study intersections were completed using procedures in the Transportation Research Board's Highway Capacity Manual, Sixth Edition (HCM). The software program HCS7 was used to perform capacity analyses for freeway facilities. The software program Synchro 10 was used to perform capacity analyses for the key unsignalized intersections and all signalized intersections.

4.2.1 Freeway Capacity Analysis

Freeway capacity analyses are divided by facility type including freeway segments, freeway weaving areas, collector-distributor (C-D) road weaving areas, and ramp merge/diverge areas. Each facility type uses different criteria for determining level of service. Detailed HCS freeway capacity analysis reports for all No-Build and Build freeway facilities are included in **Appendix I** and **Appendix J,** respectively.

Freeway segment level of service is determined by estimating the density in passenger cars per mile per lane. The cutoff densities by level of service are listed in **Table 4.12** below.

Table 4.12: HCM Freeway Segment Level of Service Criteria

LOS	Density (Passenger Cars/Mile/Lane)
A	≤ 11
B	>11 and 18
C	>18 and 26
D	>26 and 35
E	>35 and 45
F	> 45 or any component segment v_d/c ratio > 1.00

Source: Highway Capacity Manual, Sixth Edition

Freeway weaving and C-D road weaving areas level of service are also determined by estimating the density in passenger cars per mile per lane in the weaving sections. The cutoff densities by level of service are listed in **Table 4.13** on the following page.

Table 4.13: HCM Freeway Weaving and C-D Weaving Level of Service Criteria

LOS	Density (Passenger Cars/Mile/Lane)	
	Freeway Weaving Segments	C-D Road Weaving Segments
A	≤ 10	≤ 12
B	>10 and 20	>12 and 24
C	>20 and 28	>24 and 32
D	>28 and 35	>32 and 36
E	>35 and 43	>36 and 40
F	> 43 or demand exceeds capacity	> 40 or demand exceeds capacity

Source: Highway Capacity Manual, Sixth Edition

Freeway ramp merge areas (on-ramps) and diverge areas (off-ramps) level of service are determined by estimating the density in passenger cars per mile per lane where the ramps exit or enter the freeway. The cutoff densities by level of service are listed in **Table 4.14** below.

Table 4.14: HCM Freeway Ramp Merge and Diverge Areas Level of Service Criteria

LOS	Density (Passenger Cars/Mile/Lane)
A	≤ 10
B	>10 and 20
C	>20 and 28
D	>28 and 35
E	>35
F	Demand exceeds capacity

Source: Highway Capacity Manual, Sixth Edition

4.2.1.1 Future No - Build Conditions (2045)

The Future No-Build freeway segment operational analysis was performed for the year 2045 with future volumes and existing freeway geometry. Some assumptions were made for the future year analysis conditions based on the reconfiguration of the existing U.S. 80/Bradley Park Drive cloverleaf interchange into a diverging diamond interchange (PI#0013373). Level of service and density results are list in **Table 4.15** below.

Table 4.15: Future No-Build J.R. Allen Parkway Freeway Segment Level of Service in 2045

Segment Type	Dir	Location		No-Build			
				AM		PM	
		From	To	Density pc/mi/ln	LOS	Density pc/mi/ln	LOS
US-80 Mainline	EB	River Chase Dr Onramp	2nd Ave Offramp	33.0	D	18.9	C
		2nd Ave Offramp	2nd Ave Onramp	23.8	C	15.8	B
		2nd Ave Onramp	River Rd Offramp	28.6	D	24.8	C
		River Rd Offramp	River Rd Onramp	25.7	C	22.1	C
		River Rd Onramp	Bradley Park Dr EB Offramp	28.5	D	25.7	C
		Bradley Park Dr EB Offramp	Bradley Park Dr EB Onramp	26.4	D	20.2	C
		C-D Rd Diverge	C-D Rd Merge	10.0	A	11.7	B
		C-D Rd Merge	Moon Rd Onramp	15.7	B	19.6	C
		Moon Rd Onramp	Schomburg Rd Offramp	19.7	C	26.4	D
		Schomburg Rd Offramp	Blackmon Rd Onramp	12.4	B	12.3	B
		Blackmon Rd Onramp	Warm Springs Rd Overpass	23.0	C	23.0	C
		Warm Springs Rd Overpass	Flat Rock Rd	22.7	C	22.8	C
	WB	Flat Rock Rd	Warm Springs Rd Overpass	19.7	C	21.6	C
		Warm Springs Rd Overpass	Blackmon Rd Offramp	19.0	C	20.7	C
		Blackmon Rd Offramp	Schomburg Rd Onramp	15.1	B	14.8	B
		Schomburg Rd Onramp	Moon Rd Offramp	27.0	D	22.4	C
		Moon Rd Offramp	C-D Rd Diverge	23.6	C	18.1	C
		C-D Rd Diverge	C-D Rd Merge	12.9	B	10.1	A
		Bradley Park Dr WB Offramp	Bradley Park Dr WB Onramp	25.1	C	20.5	C
		River Rd Offramp	River Rd Onramp	22.9	C	22.8	C
		River Rd Onramp	2nd Ave Offramp	26.9	D	27.4	D
		2nd Ave Offramp	2nd Ave Onramp	9.5	A	22.8	C
		2nd Ave Onramp	River Chase Dr Offramp	15.5	B	27.3	D

The Future No-Build C-D road segment operational analysis was performed for the year 2045 with future volumes and existing freeway geometry. The level of service and density results are list in **Table 4.16** below.

Table 4.16: Future No-Build J.R. Allen Parkway C-D Road Segment Level of Service in 2045

Segment Type	Dir	Location		No-Build			
				AM		PM	
		From	To	Density pc/mi/ln	LOS	Density pc/mi/ln	LOS
US-80 C-D Road	EB	C-D Road Diverge	I-185 SB Offramp	18.0	B	18.6	C
		I-185 SB Offramp	I-185 SB Onramp	8.8	A	11.3	B
		I-185 NB Offramp	I-185 NB Onramp	12.1	B	11.6	B
		Veterans Pkwy Offramp	Veterans Pkwy Onramp	10.5	A	12.4	B
		Veterans Pkwy Onramp	Moon Rd Offramp	13.3	B	16.7	B
		Moon Rd Offramp	C-D Road Merge	7.1	A	9.7	A
	WB	C-D Road Diverge	Moon Rd Onramp	10.4	A	8.8	A
		Moon Rd Onramp	Veterans Pkwy Offramp	22.2	C	20.4	C
		Veterans Pkwy Offramp	Veterans Pkwy Onramp	13.5	B	9.5	A
		Veterans Pkwy Onramp	I-185 NB Offramp	21.1	C	19.1	C
		I-185 NB Offramp	I-185 NB Onramp	18.9	C	15.9	B
		I-185 SB Offramp	I-185 SB Onramp	12.1	B	13.9	B
		I-185 SB Onramp	C-D Road Merge	21.5	C	16.3	B

The Future No-Build weave area operational analysis was performed for the year 2045 with future volumes and existing freeway geometry. The level of service and density results are list in **Table 4.17** on the following page.

Table 4.17: Future No-Build J.R. Allen Parkway Weave Area Level of Service in 2045

Dir	Corridor	Location		No-Build			
				AM		PM	
		From	To	Density pc/mi/ln	LOS	Density pc/mi/ln	LOS
EB	US-80	Bradley Park Dr WB Onramp	C-D Rd Diverge	27.3	C	29.3	D
	CD-Rd	I-185 SB Onramp	I-185 NB Offramp	11.5	A	12.8	B
		I-185 NB Onramp	Veterans Pkwy Offramp	17.4	B	23.6	B
WB	CD-Rd	I-185 NB Onramp	I-185 SB Offramp	22.6	B	19.9	B
	US-80	C-D Rd Merge	Bradley Park Dr Offramp	**35.9**	**E**	25.8	C
		Bradley Park Dr Onramp	River Rd Offramp	19.5	B	19.0	B

The Future No-Build ramp merge and diverge area operational analysis was performed for the year 2045 with future volumes and existing freeway geometry. The level of service and density results are list in **Table 4.18** on the following page.

Table 4.18: Future No-Build J.R. Allen Parkway Ramp Merge/Diverge Area Level of Service in 2045

Interchange	Direction	Ramp Type	No-Build			
			AM		PM	
			Density pc/mi/ln	LOS	Density pc/mi/ln	LOS
2nd Avenue	EB	Off-Ramp	**35.3**	**E**	22.0	C
		On-Ramp	25.1	C	24.6	C
	WB	Off-Ramp	26.9	C	27.3	C
		On-Ramp	10.1	B	24.6	C
River Road	EB	Off-Ramp	29.6	D	26.1	C
		On-Ramp	26.1	C	23.1	C
	WB	Off-Ramp	*WEAVE*	*WEAVE*	*WEAVE*	*WEAVE*
		On-Ramp	22.3	C	22.6	C
Bradley Park Drive	EB	Off-Ramp	30.4	D	27.5	C
		On-Ramp	*WEAVE*	*WEAVE*	*WEAVE*	*WEAVE*
	WB	Off-Ramp	*WEAVE*	*WEAVE*	*WEAVE*	*WEAVE*
		On-Ramp	*WEAVE*	*WEAVE*	*WEAVE*	*WEAVE*
I-185	EB	C-D Rd Diverge	*WEAVE*	*WEAVE*	*WEAVE*	*WEAVE*
		Off-Ramp (SB)	21.4	C	22.2	C
		On-Ramp (SB)	*WEAVE*	*WEAVE*	*WEAVE*	*WEAVE*
		Off-Ramp (NB)	*WEAVE*	*WEAVE*	*WEAVE*	*WEAVE*
		On-Ramp (NB)	*WEAVE*	*WEAVE*	*WEAVE*	*WEAVE*
	WB	Off-Ramp (NB)	23.9	C	21.8	C
		On-Ramp (NB)	*WEAVE*	*WEAVE*	*WEAVE*	*WEAVE*
		Off-Ramp (SB)	*WEAVE*	*WEAVE*	*WEAVE*	*WEAVE*
		On-Ramp (SB)	22.1	C	17.9	B
		C-D Rd Merge	*WEAVE*	*WEAVE*	*WEAVE*	*WEAVE*
Veterans Parkway	EB	Off-Ramp	*WEAVE*	*WEAVE*	*WEAVE*	*WEAVE*
		On-Ramp	13.4	B	16.5	B
	WB	Off-Ramp	24.5	C	23.2	C
		On-Ramp	18.4	B	14.7	B
U.S. 80 CD Road	EB	On-Ramp	18.5	B	23.3	C
	WB	Off-Ramp	28.7	C	21.9	C
Moon Road	EB	Off-Ramp	15.4	B	20.3	C
		C-D Rd Merge	15.3	B	19.2	B
		On-Ramp	19.8	B	25.5	C
	WB	Off-Ramp	30.1	D	25.8	C
		C-D Rd Diverge	27.4	C	21.7	C
		On-Ramp	14.7	B	13.0	B
Schomburg Road/Blackmon Road	EB	Off-Ramp	22.4	C	29.0	D
		On-Ramp	25.1	C	24.5	C
	WB	Off-Ramp	22.0	C	23.7	C
		On-Ramp	26.3	C	21.2	C

4.2.1.2 Future Build Conditions (2045)

The Future Build freeway segment operational analysis was performed for the year 2045 with future volumes and future freeway geometry. Specific assumptions were made for the future year analysis conditions based on the recommended alternative improvements within the location of the analysis. The level of service and density results are list in **Table 4.19** below.

Table 4.19: Future Build J.R. Allen Parkway Freeway Segment Level of Service in 2045

Segment Type	Dir	Alt ID #	Location		Build			
					AM		PM	
			From	To	Density pc/mi/ln	LOS	Density pc/mi/ln	LOS
US-80 Mainline	EB	1	River Chase Dr Onramp	2nd Ave Offramp	20.9	C	12.6	B
		N/A	2nd Ave Offramp	2nd Ave Onramp	23.8	C	15.8	B
		4	2nd Ave Onramp	River Rd Offramp	19.1	C	16.5	B
		4	River Rd Offramp	River Rd Onramp	17.1	B	14.8	B
		4, 36	River Rd Onramp	Bradley Park Dr EB Offramp	19.0	C	17.2	B
		4, 36	Bradley Park Dr EB Offramp	Bradley Park Dr EB Onramp	17.6	B	13.5	B
		N/A	C-D Rd Diverge	C-D Rd Merge	10.0	A	11.7	B
		N/A	C-D Rd Merge	Moon Rd Onramp	15.7	B	19.6	C
		11	Moon Rd Onramp	Schomburg Rd Offramp	13.2	B	17.4	B
		N/A	Schomburg Rd Offramp	Blackmon Rd Onramp	12.4	B	12.3	B
		16	Blackmon Rd Onramp	Warm Springs Rd Overpass	15.3	B	15.3	B
		16	Warm Springs Rd Overpass	Flat Rock Rd	15.1	B	15.2	B
	WB	29	Flat Rock Rd	Warm Springs Rd Overpass	13.1	B	14.4	B
		29	Warm Springs Rd Overpass	Blackmon Rd Offramp	12.7	B	13.8	B
		N/A	Blackmon Rd Offramp	Schomburg Rd Onramp	15.1	B	14.8	B
		30	Schomburg Rd Onramp	Moon Rd Offramp	17.7	B	14.9	B
		N/A	Moon Rd Offramp	C-D Rd Diverge	23.6	C	18.1	C
		N/A	C-D Rd Diverge	C-D Rd Merge	12.9	B	10.1	A
		35, 36	Bradley Park Dr Offramp	Bradley Park Dr Onramp	16.8	B	13.7	B
		35	River Rd Offramp	River Rd Onramp	15.3	B	15.2	B
		35	River Rd Onramp	2nd Ave Offramp	17.9	B	18.3	C
		N/A	2nd Ave Offramp	2nd Ave Onramp	9.5	A	22.8	C
		38	2nd Ave Onramp	River Chase Dr Offramp	10.2	A	18.2	C

The Future Build C-D road segment operational analysis was performed for the year 2045 with future volumes and improved freeway geometry. The level of service and density results are list in **Table 4.20** below.

Table 4.20: Future Build J.R. Allen Parkway C-D Road Segment Level of Service in 2045

Segment Type	Dir	Alt ID #	Location		Build			
					AM		PM	
			From	To	Density pc/mi/ln	LOS	Density pc/mi/ln	LOS
US-80 C-D Road	EB	N/A	C-D Road Diverge	I-185 SB Offramp	18.0	B	18.6	C
		N/A	I-185 SB Offramp	I-185 SB Onramp	8.8	A	11.7	B
		N/A	I-185 NB Offramp	I-185 NB Onramp	12.1	B	11.6	B
		N/A	Veterans Pkwy Offramp	Veterans Pkwy Onramp	10.5	A	12.4	B
		N/A	Veterans Pkwy Onramp	Moon Rd Offramp	13.3	B	16.7	B
		N/A	Moon Rd Offramp	C-D Road Merge	7.1	A	9.7	A
	WB	N/A	C-D Road Diverge	Moon Rd Onramp	10.4	A	8.8	A
		31	Moon Rd Onramp	Veterans Pkwy Offramp	14.8	B	13.6	B
		31	Veterans Pkwy Offramp	Veterans Pkwy Onramp	9.0	A	6.4	A
		31	Veterans Pkwy Onramp	I-185 NB Offramp	14.1	B	12.7	B
		N/A	I-185 NB Offramp	I-185 NB Onramp	18.9	C	15.9	B
		N/A	I-185 SB Offramp	I-185 SB Onramp	12.1	B	13.9	B
		N/A	I-185 SB Onramp	C-D Road Merge	21.5	C	16.3	B

The Future Build weave area operational analysis was performed for the year 2045 with future volumes and improved freeway geometry. The level of service and density results are list in **Table 4.21** on the following page.

Table 4.21: Future Build J.R. Allen Parkway Weave Area Level of Service in 2045

Dir	Corridor	Alt ID #	Location		Build			
					AM		PM	
			From	To	Density pc/mi/ln	LOS	Density pc/mi/ln	LOS
EB	US-80	1	Riverchase Dr Onramp	2nd Avenue Offramp	25.6	C	14.5	B
		11	Moon Rd Onramp	Schomburg Rd Offramp	16.6	B	24.5	C
	CD-Rd	N/A	I-185 SB Onramp	I-185 NB Offramp	11.5	A	12.8	B
		N/A	I-185 NB Onramp	Veterans Pkwy Offramp	22.6	B	23.6	B
WB	CD-Rd	N/A	I-185 NB Onramp	I-185 SB Offramp	22.6	B	19.9	B
	US-80	31	Schomburg Rd Onramp	Moon Rd Offramp	24.5	C	18.4	B
		4	Bradley Park Dr Onramp	River Rd Offramp	14.3	B	14.0	B
		38	2nd Avenue Onramp	Riverchase Dr Offramp	6.7	A	22.8	C

The Future Build ramp merge and diverge area operational analysis was performed for the year 2045 with future volumes and improved freeway geometry. The level of service and density results are list in **Table 4.22** on the following page.

Table 4.22: Future Build J.R. Allen Parkway Ramp Merge/Diverge Area Level of Service in 2045

Interchange	Direction	Alt ID #	Ramp Type	Build			
				AM		PM	
				Density pc/mi/ln	LOS	Density pc/mi/ln	LOS
2nd Avenue	EB	1	Off-Ramp	*WEAVE*	-	*WEAVE*	-
		4	On-Ramp	LANE ADD	-	LANE ADD	-
	WB	35	Off-Ramp	LANE DROP	-	LANE DROP	-
		38	On-Ramp	*WEAVE*	-	*WEAVE*	-
River Road	EB	4	Off-Ramp	21.3	C	17.7	B
		4	On-Ramp	20.7	B	18.2	B
	WB	35	Off-Ramp	*WEAVE*	-	*WEAVE*	-
		35	On-Ramp	18.0	B	18.2	B
Bradley Park Drive	EB	4, 36	Off-Ramp	20.9	C	18.6	C
		7, 36	On-Ramp	12.0	A	13.7	B
	WB	32, 36	Off-Ramp	29.3	C	23.2	C
		35, 36	On-Ramp	*WEAVE*	-	*WEAVE*	-
I-185	EB	7	C-D Rd Diverge	30.8	C	14.7	B
		N/A	Off-Ramp (SB)	21.4	C	22.2	C
		N/A	On-Ramp (SB)	*WEAVE*	-	*WEAVE*	-
		N/A	Off-Ramp (NB)	*WEAVE*	-	*WEAVE*	-
		32	On-Ramp (NB)	LANE ADD	-	LANE ADD	-
	WB	31	Off-Ramp (NB)	LANE DROP	-	LANE DROP	-
		N/A	On-Ramp (NB)	*WEAVE*	-	*WEAVE*	-
		N/A	Off-Ramp (SB)	*WEAVE*	-	*WEAVE*	-
		N/A	On-Ramp (SB)	23.5	C	18.1	B
		32	C-D Rd Merge	LANE ADD	-	LANE ADD	-
Veterans Parkway	EB	32	Off-Ramp	LANE DROP	-	LANE DROP	-
		N/A	On-Ramp	14.4	B	18.1	B
	WB	31	Off-Ramp	16.3	B	15.6	B
		31	On-Ramp	13.2	B	10.4	B
U.S. 80 CD Road	EB	N/A	On-Ramp	18.5	B	23.3	C
	WB	N/A	Off-Ramp	28.7	C	21.9	C
Moon Road	EB	N/A	Off-Ramp	15.4	B	21.5	C
		N/A	C-D Rd Merge	15.3	B	19.2	B
		11	On-Ramp	*WEAVE*	-	*WEAVE*	-
	WB	30	Off-Ramp	*WEAVE*	-	*WEAVE*	-
		N/A	C-D Rd Diverge	27.4	C	21.7	C
		31	On-Ramp	LANE ADD	-	LANE ADD	-
Schomburg Road/Blackmon Road	EB	11	Off-Ramp	*WEAVE*	-	*WEAVE*	-
		16	On-Ramp	LANE ADD	-	LANE ADD	-
	WB	29	Off-Ramp	LANE DROP	-	LANE DROP	-
		30	On-Ramp	*WEAVE*	-	*WEAVE*	-

4.2.2 Intersection Capacity Analysis

Operating conditions at intersections are evaluated in terms of Levels of Service (LOS). LOS A through D are generally considered to be adequate peak hour operations. LOS E and F are generally considered inadequate conditions. However, in urban areas, LOS D and E are generally considered acceptable. The study area is considered an urban area, but the measured traffic volumes are lower than might be recorded in most urban areas. Therefore, LOS scores of E or F will be considered as failing scores in this analysis.

Levels of Service for signalized intersections are reported in composite fashion, i.e., one LOS for the entire intersection or approach, and are based on average control delay. Individual turning movements at a signalized intersection may experience inadequate LOS, particularly where those volumes are relatively low, while the intersection as a whole has an adequate LOS. This is because the major movements on the major roadway are given priority in assigning signal green time. For the signalized intersections, Synchro software was used to determine LOS, based on the following input data:

- Intersection geometry
- Lane configuration
- Turning movement volumes
- Existing traffic signal timing

For unsignalized intersections, where a stop sign controls side streets or minor streets, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Methodology from the HCM to determine the delay and LOS for these turning movements is based on the following input data:

- Intersection geometry
- Lane configuration
- Turning movement volumes

Detailed Synchro 10 traffic signal analysis reports for No-Build, No-Build with Signal Timing Adjustments and Build intersections are included in **Appendix K, Appendix L** and **Appendix M,** respectively.

The Highway Capacity Manual Level of Service criteria for signalized and unsignalized intersections are shown in **Table 4.23** on the following page.

Table 4.23: HCM Intersection Level of Service Criteria

LOS	Control Delay (seconds per vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	> 80	>50

Source: Highway Capacity Manual, Sixth Edition

4.2.2.1 Future No - Build Conditions (2045)

The operational analysis was performed for the year 2045 with future volumes and existing intersection geometry and traffic signal timings. Some assumptions were made for the future year analysis conditions based on programmed projects within the study limits. Intersection geometry configuration for the intersection at 2nd Avenue and Manchester Expressway was modified to match approved PI 0016442 SR 22 Connector at SR 85 concept layout, which is included in **Appendix N**. The project construction is expected to be completed by 2022.

U.S. 80 / J.R Allen Parkway ramp intersections at River Road are programmed to be signalized by the end of 2025 and were included in the analysis. Recommendations from the traffic study of DRI #2766 for Midland Commons Mixed-Use Development were also included in the analysis. Geometric and signal plan changes recommended at River Road and the intersection affected by DRI #2766 are included in **Appendix N.**

Turning movement volumes at the intersection of River Road at 54th Street were calculated based on the 48-hour counts collected on River Road and 54th Street and intersection turning movement counts collected at the intersection of River Road and U.S. 80 eastbound ramps.

All the intersections with 5-section left-turn signal heads are assumed to be replaced with a 4-section flashing yellow arrow (FYA) signal heads. Existing traffic signal timing for the study intersections was provided by the City of Columbus. The summary of the intersection analysis is shown in **Table 4.24** on the following page. Detailed No-Build summary and Synchro reports for all the study intersections are included in **Appendix K**.

Table 4.24: Future No-Build J.R. Allen Parkway Corridor Level of Service in 2045

Intersection	Type of Control	Intersection Delay (LOS)	
		AM Peak Hour	PM Peak Hour
Beaver Run Road at Flat Rock Road (S)/Kitten Lake Drive	Signalized	39 (D)	**81 (F)**
Beaver Run Road at Manchester Expressway Northbound On & Off Ramps	Signalized	11 (B)	53 (D)
Beaver Run Road at Gateway Road/Manchester Expressway Southbound On & Off Ramps	Signalized	33 (C)	24 (C)
Beaver Run Road at Flat Rock Road (N)	Signalized	54 (D)	**75 (E)**
U.S. 80 Eastbound On-Ramp/ Frontage Road Eastbound at Blackmon Road	Unsignalized	**> 300 (F)***	**> 300 (F)***
U.S. 80 Westbound Off-Ramp/Frontage Road Westbound at Blackmon Road	Unsignalized	11 (B)	22 (C)
U.S. 80 Eastbound Off-Ramp/ Frontage Road Eastbound at Schomburg Road	Signalized	27 (C)	**88 (F)**
U.S. 80 Westbound On-Ramp/ Frontage Road Westbound at Schomburg Road	Signalized	**65 (E)**	20 (B)
Moon Road at Whittlesey Boulevard/Stone Mill Drive	Signalized	39 (D)	**56 (E)**
U.S. 80 Eastbound On-Ramp/C-D Road Eastbound Off-Ramp at Moon Road	Signalized	23 (C)	40 (D)
U.S. 80 Westbound Off-Ramp/C-D Road Westbound On-Ramp at Moon Road	Signalized	23 (C)	32 (C)
C-D Road Eastbound Ramps at Veterans Parkway	Signalized	**65 (E)**	**68 (E)**
C-D Road Westbound Ramps/Double Churches Road at Veterans Parkway	Signalized	**56 (E)**	**63 (E)**
US-80 Eastbound Ramps at River Road	Signalized	14 (B)	14 (B)
US-80 Westbound Ramps/Lake Oliver Road at River Road	Signalized	11 (B)	11 (B)
2nd Avenue at Manchester Expressway	Signalized	10 (A)	24 (C)
River Road at 54th Street	Unsignalized	**282 (F)**	**162 (F)**

*U.S. 80 Eastbound On-Ramp/C-D Road Eastbound at Blackmon Road intersection delay cannot be calculated due to volume exceeding lane capacity.

The following intersections are expected not to operate at acceptable levels of service with existing conditions and future volumes:

- US-80/Beaver Run Road at Flat Rock Road (South)/Kitten Lake Drive intersection is expected to fail during PM peak hour, LOS F.
- US-80/J.R. Allen Parkway at Flat Rock Road (North) intersection is expected to operate at LOS E during PM peak hours.

- U.S. 80 Eastbound On-Ramp/Frontage Road Eastbound and Blackmon Road (unsignalized) is expected to fail in the design year. The projected volume for the minor street at this intersection is over lane capacity, so the delay for the minor-street could not be calculated.
- U.S. 80 Eastbound Off-Ramp/Frontage Road Eastbound at Schomburg Road intersection is expected to fail during PM peak hour. The intersection of U.S. 80 Westbound On-Ramp/Frontage Road Westbound at Schomburg Road is likely to fail during AM peak hour. This failure at the intersections could be due to highly directional traffic flow on Frontage road.
- Moon Road at Whittlesey Boulevard/Stone Mill Road is expected to fail during PM peak hour with an expected delay of 56 seconds.
- Veterans Parkway at C-D Road Eastbound ramps and C-D Road Westbound ramps/Double Churches Road are expected to fail during both AM and PM peak hours, LOS E.

All other intersections are expected to operate acceptably, LOS A-D, with existing conditions and future volumes.

4.2.2.2 Future No - Build Conditions with Timing Improvements (2045)

To determine if intersection operations could be improved through signal timing adjustments, signal times were modified for the failing study intersections. Existing signal timing parameters provided by the City of Columbus were considered when adjusting the signal times. Intersections that were failing with future volumes with existing signal timings were analyzed with the modified signal timings. The analysis is summarized in **Table 4.25** below. Detailed No-Build with Signal Timing Adjustments summary and Synchro reports for all the study intersections are included in **Appendix L**.

Table 4.25: Future No-Build J.R. Allen Parkway Corridor Level of Service in 2045 (with Timing Adjustments)

Intersection	Type of Control	Intersection Delay (LOS)	
		AM Peak Hour	PM Peak Hour
Beaver Run Road at Flat Rock Road (S)/Kitten Lake Drive	Signalized	41 (D)	**82 (F)**
U.S. 80 Eastbound Off-Ramp/Frontage Road Eastbound at Schomburg Road	Signalized	23 (C)	25 (C)
U.S. 80 Westbound On-Ramp/Frontage Road Westbound at Schomburg Road	Signalized	39 (D)	19 (B)
Moon Road at Whittlesey Boulevard/Stone Mill Drive	Signalized	35 (C)	42 (D)
C-D Road Eastbound Ramps at Veterans Parkway	Signalized	49 (D)	55 (D)
C-D Road Westbound Ramps/Double Churches Road at Veterans Parkway	Signalized	48 (D)	50 (D)

The following intersections which failed with existing signal timings are expected to operate acceptably with timing adjustments:

- U.S. 80 Eastbound Off-Ramp/Frontage Road Eastbound at Schomburg Road was failing during PM peak hour but is expected to operate at LOS C with timing adjustments.

- U.S. 80 Westbound On-Ramp/Frontage Road Westbound at Schomburg Road intersection operation during AM peak hour was at LOS F. The intersection is expected to operate at LOS D, with timing adjustments.
- Moon Road at Whittlesey Boulevard/Stone Mill Drive was failing during PM peak hour but is expected to operate acceptably, LOS D, with timing adjustments.
- Veterans Parkway intersections (both) were failing but are performing acceptably with timing adjustments.

Future 2045 No-Build operational analysis was conducted for J.R. Allen Parkway Corridor Study near the City of Columbus, Georgia. Seventeen intersections along the study corridor were analyzed for intersection operations based on the HCM methodology. Nine of the intersections operated at LOS E or worse throughout the day, four at LOS F, with existing conditions and future year traffic volumes. Seven signalized intersections are expected to operate at an unacceptable level of service, LOS E-F. Signal timing at these failing signalized intersections was modified. Resulting in all intersections operating acceptably, expect for the Beaver Run Road at Flat Rock Road (S)/Kitten Lake Drive intersection which will still operate at LOS F during the PM peak hour.

4.2.2.3 Future Build Conditions (2045)

The operational analysis was performed for the year 2045 with future volumes and future intersection geometry and traffic signal timings. Specific assumptions were made for the future year analysis conditions based on the recommended alternative improvements within the location of the analysis. The summary of the intersection analysis is, as shown in **Table 4.26** on the following page. Detailed Build summary and Synchro reports for all the study intersections are included in **Appendix M**.

Table 4.26: Future Build J.R. Allen Parkway Corridor Level of Service in 2045

Intersection	Alt ID #	Type of Control	Intersection Delay (LOS)	
			AM Peak Hour	PM Peak Hour
Beaver Run Road at Flat Rock Road (S)/Kitten Lake Drive	16, 26, & 29	Signalized	53 (D)	**95 (F)**
Beaver Run Road at Flat Rock Road (S)/Kitten Lake Drive	27	Signalized	**60 (E)**	**96 (F)**
Beaver Run Road at Flat Rock Road (S)/Kitten Lake Drive	16, 28, & 29	Signalized	**58 (E)**	**96 (F)**
Beaver Run Road at Flat Rock Road (S)/Kitten Lake Drive	16, 26, 27, 28, & 29	Signalized	49 (D)	**77 (E)**
Beaver Run Road at Manchester Expressway Northbound On & Off Ramps	24	Signalized	17 (B)	47 (D)
Beaver Run Road at Manchester Expressway Northbound On & Off Ramps	25	Signalized	16 (B)	37 (D)
Beaver Run Road at Manchester Expressway Northbound On & Off Ramps	16 & 29	Signalized	17 (B)	46 (D)
Beaver Run Road at Manchester Expressway Northbound On & Off Ramps	16, 21, 24, 25, & 29	Signalized	17 (B)	31 (C)
Beaver Run Road at Gateway Road/Manchester Expressway Southbound On & Off Ramps	22	Signalized	30 (C)	30 (C)
Beaver Run Road at Gateway Road/Manchester Expressway Southbound On & Off Ramps	23	Signalized	21 (C)	30 (C)
Beaver Run Road at Gateway Road/Manchester Expressway Southbound On & Off Ramps	16 & 29	Signalized	33 (C)	21 (C)
Beaver Run Road at Gateway Road/Manchester Expressway Southbound On & Off Ramps	16, 22, 23, & 29	Signalized	23 (C)	20 (C)
Beaver Run Road at Flat Rock Road (N)	19	Signalized	54 (D)	**75 (E)**
Beaver Run Road at Flat Rock Road (N)	20	Signalized	**57 (E)**	**76 (E)**
Beaver Run Road at Flat Rock Road (N)	16 & 29	Signalized	41 (D)	54 (D)
Beaver Run Road at Flat Rock Road (N)	16, 19, 20, & 29	Signalized	41 (D)	54 (D)
U.S. 80 Eastbound On-Ramp/ Frontage Road Eastbound at Blackmon Road	17	Roundabout	10 (B)	12 (B)
U.S. 80 Westbound Off-Ramp/Frontage Road Westbound at Blackmon Road	18	Roundabout	11 (B)	10 (B)
U.S. 80 Eastbound Off-Ramp/ Frontage Road Eastbound at Schomburg Road	13	Signalized	18 (B)	21 (C)
U.S. 80 Westbound On-Ramp/ Frontage Road Westbound at Schomburg Road	14	Signalized	25 (C)	16 (B)
U.S. 80 Westbound On-Ramp/ Frontage Road Westbound at Schomburg Road	15	Signalized	36 (D)	18 (B)
U.S. 80 Westbound On-Ramp/ Frontage Road Westbound at Schomburg Road	14, 15	Signalized	21 (C)	14 (B)
Moon Road at Whittlesey Boulevard/Stone Mill Drive	8	Signalized	33 (C)	55(D)

Intersection	Alt ID #	Type of Control	Intersection Delay (LOS)	
			AM Peak Hour	PM Peak Hour
U.S. 80 Eastbound On-Ramp/C-D Road Eastbound Off-Ramp at Moon Road	12	Signalized	20 (B)	26 (C)
U.S. 80 Westbound Off-Ramp/C-D Road Westbound On-Ramp at Moon Road	9	Signalized	21 (C)	28 (C)
U.S. 80 Westbound Off-Ramp/C-D Road Westbound On-Ramp at Moon Road	10	Signalized	18 (B)	29 (C)
U.S. 80 Westbound Off-Ramp/C-D Road Westbound On-Ramp at Moon Road	9, 10	Signalized	17 (B)	24 (C)
C-D Road Eastbound Ramps at Veterans Parkway	N/A	Signalized	**65 (E)**	**68 (E)**
C-D Road Westbound Ramps/Double Churches Road at Veterans Parkway	33	Signalized	43 (D)	**63 (E)**
US-80 Eastbound Ramps at River Road	5	Signalized	8.5 (A)	12 (B)
US-80 Westbound Ramps/Lake Oliver Road at River Road	6	Signalized	8.4 (A)	10 (B)
2nd Avenue at Manchester Expressway	3	Signalized	23 (C)	31 (C)
River Road at 54th Street	N/A	Unsignalized	**282 (F)**	**162 (F)**

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The following intersections are expected to operate at unacceptable levels of service (LOS E or F) in 2045 even with build improvements:

- Beaver Run Road at Flat Rock Road (S)/Kitten Lake Drive
- Beaver Run Road at Flat Rock Road (N)
- C-D Road Eastbound Ramps at Veterans Parkway
- C-D Road Westbound Ramps/Double Churches Road at Veterans Parkway
- River Road at 54th Street

5 DEVELOPMENT OF ALTERNATIVE IMPROVEMENTS

5.1 ALTERNATIVE DEVELOPMENT PROCESS

The Alternative Development Process was a multiple step process resulting in recommended alternative improvements in the final report. These steps include the following:

1. Determine the most congested areas in the corridor
2. Determine crash hot spot areas in the corridor
3. Identify areas with substandard pedestrian, bicycle and transit facilities
4. Incorporate ongoing and previously programmed projects
5. Incorporate public input on potential transportation improvements

5.1.1 Congested Areas

The most highly congested freeway and arterials areas identified during the analysis are as follows:

- U.S. 80 Westbound at 2nd Avenue On-ramp
- U.S. 80 Westbound between Bradley Park Drive and River Road interchanges
- Beaver Run Road between Flat Rock Road (North) and Flat Rock Road (South)
- 2nd Avenue at Manchester Expressway
- U.S. 80 Westbound Ramps at River Road
- U.S. 80 Westbound Ramps at Veterans Parkway
- U.S. 80 Eastbound Ramps at Veterans Parkway
- U.S. 80 Westbound Ramps at Moon Road
- U.S. 80 Eastbound Ramps at Moon Road
- U.S. 80 Eastbound Ramps at Schomburg Road
- U.S. 80 Westbound Ramps at Blackmon Road
- Schomburg Road-Blackmon Road Connector at Schomburg Road
- Schomburg Road-Blackmon Road Connector at Blackmon Road

5.1.2 Crash Hot Spot Areas

The most highly congested freeway and arterials areas identified during the analysis are as follows:

- U.S. 80 at 2nd Avenue
- U.S. 80 at Veterans Parkway
- 2nd Avenue at Manchester Expressway
- U.S. 80 at Moon Road
- U.S. 80 at Schomburg Road/Blackmon Road
- Beaver Run Road and Manchester Expressway

5.1.3 Substandard Pedestrian, Bicycle and Transit Facilities

Areas were identified that could benefit from enhanced pedestrian/bicycle facilities and bus stop facilities including:

- Whitesville Road
- Moon Road
- Veterans Parkway
- Schomburg Road
- Flat Rock Road (South)
- Gateway Road
- North Lake Drive

5.1.4 Previously Programmed Projects

The previously programmed projects by GDOT and the Midland Commons Developer are as follows:

- U.S. 80 Eastbound and Westbound Ramps at River Road (GDOT)
- 2nd Avenue at Manchester Expressway (GDOT)
- U.S. 80 at Bradley Park Drive (GDOT)
- Manchester Expressway at Beaver Run Road (GDOT)
- Beaver Run Road at Flat Rock Road (Midland Commons)

5.1.5 Projects Developed through Public Input

Additional projects that were considered in response to public input during the Virtual Design Workshop are as follows:

- Warm Springs Road Sidewalks
- Sunshine Glare Effects on U.S. 80
- Norfolk Southern Railroad Grade Crossing at Double Churches Road

5.2 PRELIMINARY ALTERNATIVES DEVELOPMENT

Based on the process described in the previous section, the Study Team developed a preliminary list of forty-two (42) highway improvement projects and eighteen (18) multimodal improvement projects. This list was screened at a very high level to eliminate projects that were not considered feasible. The remaining projects were evaluated in greater detail including the development of project implementation cost estimates, the identification of potential funding sources, and preliminary project prioritization. **Table 5.1** on the following two pages itemizes the Preliminary Highway Improvement Projects and **Table 5.2** on Page 99 itemizes the Preliminary Multimodal Improvement Projects.

Table 5.1: Preliminary Highway Improvement Projects

Alt #	Route	Dir	Description
1	U.S. 80	EB	Add U.S. 80 EB auxiliary lane between interchanges
2	U.S. 80	EB	Remove vegetation along the outside shoulder of U.S. 80 EB immediately east of the east end of the Chattahoochee River Bridge
3	2nd Ave	SB/WB	Add second left turn lane on 2nd Ave (SB) approach. Add second right turn lane, dedicated left turn lane and dedicated through lane on SR 85 (WB) approach.
4	U.S. 80	EB	Add third lane U.S. 80 EB from 2nd Ave to Bradley Park Drive
5	U.S. 80	EB	Widen U.S. 80 EB off-ramp to River Rd to develop right turn lane at ramp terminal intersection and new signal (GDOT D3 Project)
6	River Rd	NB/SB	Widen River Rd to develop NB and SB right turn lanes at U.S. 80 WB ramp terminal intersection and new signal (GDOT D3 Project)
7	U.S. 80	EB	Drop new third U.S. 80 EB lane at new I-185 off-ramp prior to Bradley Park Drive on-ramp to U.S. 80 and cross over Bradley Park Drive on-ramp; split U.S. 80 EB on-ramp from Bradley Park Drive to provide separate ramp to I-185 CD Road.
8	U.S. 80 CD	EB	Replace U.S. 80 EB to I-185 NB Loop Ramp w/flyover ramp
9	I-185	NB	Relocate ramp (I-185 NB to U.S. 80 EB CD) to tie into U.S. 80 EB CD road further west.
10	Moon Rd	SB	Add Moon Road SB right turn lane at Whittlesey Blvd.
11	U.S. 80	WB	Widen U.S. 80 WB off-ramp to Moon Rd to develop dual left turn lanes at ramp terminal intersection and extend right turn lane.
12	Moon Rd	SB	Add Moon Rd SB right turn lane at U.S. 80 WB ramp terminal intersection.
13	U.S. 80	EB	Add U.S. 80 EB auxiliary lane between Moon Rd and Schomburg Rd
14	Moon Rd	NB	Add Moon Rd NB right turn lane at U.S. 80 EB ramp terminal intersection.
15	U.S. 80	EB	Widen U.S. 80 EB off-ramp to Schomburg Rd to develop dual left turns and two through lanes at ramp terminal intersection.
16	U.S. 80	WB	Widen U.S. 80 WB off-ramp to Schomburg Rd and Schomburg Rd on-ramp to U.S. 80 to develop two through lanes at ramp terminal intersection
17	Schomburg Rd	SB	Add Schomburg Rd SB right turn lane at U.S. 80 WB ramp terminal intersection and widen U.S. 80 WB on-ramp to receive Schomburg Rd SB right turn.
18	U.S. 80	EB	Add EB lane on U.S. 80 from Blackmon Rd on-ramp to Flat Rock Rd (S)/Kitten Lake Dr
19	U.S. 80	EB	Construct roundabout at U.S. 80 EB ramp terminal intersection with Blackmon Road
20	U.S. 80	WB	Construct roundabout at U.S. 80 WB ramp terminal intersection with Blackmon Road
21	Flat Rock Road (N)	SB	Add one additional southbound lane on Flat Rock Rd (N) approach to U.S. 80, which extends through Flat Rock Ct intersection and develop dual left turns and shared through and right turn lane.
22	U.S. 80	WB	Add second left turn lane to U.S. 80 WB approach to Flat Rock Rd. (N) (Developer)

Alt #	Route	Dir	Description
23	U.S. 80	EB/WB	Extend EB and WB Left Turn lane storage on U.S. 80 bridge over SR 85 (GDOT)
24	Gateway Road	NB	Add 2nd right turn lane (NB) on Gateway Rd at U.S. 80 dedicated to SR 85 SB on-ramp
25	SR 85	SB	Widen SR 85 (SB) Off-ramp at U.S. 80 to develop second dedicated right turn, shared through and right turn lane and dual left turn lanes (GDOT)
26	SR 85	NB	Add third approach lane (NB) on SR 85 Off-ramp for dedicated right turn lane at U.S. 80 (GDOT);
27	U.S. 80	WB	Add U.S. 80 westbound through lane and designated right turn lane at SR 85 NB ramp terminal intersection (GDOT)
28	U.S. 80	EB	Add EB lane on U.S. 80 from Flat Rock/Kitten Lake Drive to west of Wynfield Way/Mallard Drive.
29	Flat Rock Rd (S)	NB	For Flat Rock Rd (S) northbound approach, convert shared left and through lane to dedicated left turn lane and convert right turn lane to shared through and right turn lane.
30	U.S. 80	WB	Add WB lane on U.S. 80/Beaver Run Rd from west of Wynfield Way/Mallard Drive to Flat Rock/Kitten Lake Drive
31	U.S. 80	WB	Add U.S. 80 WB lane from Flat Rock/Kitten Lake to Blackmon Rd off-ramp
32	U.S. 80	WB	Add U.S. 80 WB auxiliary lane between Schomburg Rd and Moon Rd
33	U.S. 80 CD Road	WB	Add U.S. 80 CD WB auxiliary lane between Moon Rd and I-185
34	Double Churches Rd	EB/WB	Grade Separate Double Churches Road and intersection with Veterans Parkway and Norfolk Southern Railroad tracks
35	Veterans Parkway	NB	Eliminate existing merge condition by converting Veterans Parkway (NB) free-flow right turn to signalized dual right turn
36	U.S. 80 CD Road	WB	Extend merge area for I-185 SB to U.S. 80 CD WB or replace I-185 NB to U.S. 80 WB loop with flyover that joins I-185 SB ramp to cross over Whitesville Rd and braids with U.S. 80 WB off-ramp to Bradley Park Dr before merging with U.S. 80 WB mainline
37	U.S. 80	WB	Begin third U.S. 80 WB lane after off-ramp to Bradley Park Drive (WB) and continue to 2nd Ave off-ramp
38	U.S. 80/Bradley Park Drive Interchange	NB/SB	Improve Bradley Park Drive interchange (GDOT - PI#0013373)
39	U.S. 80	EB/WB	Use five new CMS signs to warn drivers in advance westbound (PM) and eastbound (AM); or 2) implement variable speed limits to reduce speed limits during sunrise and sunset events.
40	U.S. 80	WB	Add U.S. 80 WB auxiliary lane between 2nd Ave on-ramp and River Chase Dr off-ramp
41	U.S. 80	WB	Remove vegetation between 2nd Ave on-ramp and U.S. 80 WB mainline and along the outside shoulder of U.S. 80 WB immediately east of the east end of the Chattahoochee River Bridge
42	U.S. 80	EB/WB	Upgrade freeway to interstate standards

Table 5.2: Preliminary Multimodal Improvement Projects

Alt #	Route	Dir	Description
Pedestrian and Bicycle			
1	Whitesville Rd	NB	Extend the existing concrete sidewalk on the east side of Whitesville Road that ends south of the Parkway at the Headquarters Nissan driveway to north of the Parkway at the southeast corner of Buckeye Way/St. Marks United Methodist Church driveway. Add 4-foot wide striped shoulder with delineators and reflective ceramic markers along the east side of the overpass bridge separating the outside travel lane from the newly developed pedestrian path.
2	Moon Road	SB	Extend the existing concrete sidewalk on the west side of Moon Road that ends north of the Parkway at 7141 Moon Road (Columbus Pain Center) to south of the Parkway at the northwest corner of Moon Road and Whittlesey Boulevard. This will also bring sidewalk access to the bus stop located on the southbound side of Moon Road south of the interchange.
3	Schomburg Road	SB	If the CCG determines that there exists a demand in the community, construct an asphaltic concrete, two-way, multi-use trail on the west side of Schomburg Road from north of the Parkway at North Stadium Drive to south of the Parkway at Heartwood Drive/Sugar Mill Drive.
4	Warm Springs Road	NB/SB	Add sidewalks along eastbound side of Warm Spring Road from Flat Rock Park to Flat Rock Road (N).
5	Gateway Road	NB/SB	Restripe roadway shoulder along the northbound lanes of Gateway Road as a multi-use path from Beaver Run Road to 6545 Gateway Road (Goo Goo Express Car Wash). South of this point construct a multi-use path in order to continue the multi-use path to the Talokas Lane intersection. Build crosswalks for users of this multi-use path to cross Gateway Road at the Talokas Lane intersection and at the driveway for the smaller shopping center including the Goo Goo Express Car Wash. Fill in the concrete sidewalk gap on the southbound side of Gateway Rd in front of the Goo Goo Express Car Wash.
6	U.S. 80/Beaver Run Rd	EB	If the CCG determines that there exists a demand in the community, begin construction of an asphaltic concrete, two-way, multi-use trail on the south side of Beaver Run Road from Flat Rock Road to the southwest corner of far northern right-in/right-out driveway for Midland Commons development. This trail would include a multi-use trail bridge over Manchester Expressway.
7	Flat Rock Road (S)	SB	Extend the existing concrete sidewalk on the west side of Flat Rock Road (south of Beaver Run Road) along the frontage of the Circle K/Shell Service Center to Beaver Run Road.
Multimodal - Transit			
8	Yellow Route 9	NB	For the bus stop on the northbound side of Moon Rd north of the Parkway, construct concrete sidewalk to connect to the curb ramps at Knology Way.
9	Yellow Route 9	NB	For the bus stop on the northbound side of Moon Road south of the Parkway, construct concrete sidewalk to connect to the curb ramp at Whittlesey Boulevard.

Alt #	Route	Dir	Description
10	Yellow Route 9	NB	Add a trash receptacle and a metal bench at both bus stops on the northbound side of Moon Road and at the bus stop on the southbound side of Moon Road north of the Parkway.
11	Yellow Route 9/ Blue Route 1	SB/WB	At the bus stop on Bear Lane, extend the concrete pad for the bus stop. Then shift the bus stop shelter and bench to the back of the concrete pad to provide more space for embarking/disembarking passengers. Construct concrete sidewalks from the widened concrete pad north and south along Bear Lane to North Lake Loop and North Lake Parkway. At the intersection of Bear Lane and North Lake Parkway continue west along North Lake Pkwy to the existing sidewalk at Veterans Parkway. This would also require pavement markings/signing for crosswalks at Bear Lane and North Lake Loop and ADA compliant sidewalk ramps.
12	Green Route 6	NB/SB	At the sheltered bus stop on Talokas Lane, construct concrete sidewalk along the west side of Talokas Lane from the bus shelter to Billings Crossing Plaza Shopping Center driveway plus pavement markings/signing and ADA concrete ramp for a crosswalk across Talokas Lane at Billings Crossing Plaza Shopping Center driveway. For the two bus stops in the proposed multi-use path on Gateway Road, ensure that the 2-foot-wide raised median does not prevent embarking and disembarking at these stops.
13	Green Route 6	NB/SB	Add metal benches and trash receptacles at all four bus stops on Gateway Road.
14	Red Route 5	EB	For the first bus stop on the south side of Manchester Expressway east of the 2nd Ave intersection, construct concrete sidewalk along the south side of Manchester Expressway to the corner with 3rd Avenue. This will also require ADA concrete ramps and pavement markings/signing for the crosswalk across 3rd Avenue.
15	Blue Route 10	NB	At the bus stop located on the northbound side of Veterans Parkway, just north of Adams Farm Drive, construct concrete sidewalk from the bus stop to the curb ramps at Adams Farm Drive.
16	Blue Route 10	NB/SB	Add a metal bench and a trash receptacle to each the four bus stops located around Adams Farm Drive.
17	Blue Route 10	NB	At the bus stop located on the northbound side of North Lake Drive, shift it further north to avoid impacting utilities. At this new location construct a concrete landing pad to aid wheelchair users when embarking/disembarking from buses. Also add a metal bench and a trash receptacle at this bus stop.
18	Blue Route 10	SB	Add a metal bench and a trash receptacle at the bus stop on the southbound side of North Lake Drive.

5.2.1 Projects Modified or Eliminated from Further Evaluation

Table 5.3 below lists the three preliminary highway improvement projects that were eliminated from further evaluation and two preliminary highway improvement projects that were modified.

Table 5.3: Preliminary Highway Improvement Projects Eliminated

Alt #	Route	Dir	Eliminated/ Modified	Description
8	U.S. 80 CD	EB	Eliminated	Replace U.S. 80 EB to I-185 NB Loop Ramp w/flyover ramp
9	I-185	NB	Eliminated	Relocate ramp (I-185 NB to U.S. 80 EB CD) to tie into U.S. 80 EB CD road further west.
34	Double Churches Rd	EB/WB	Eliminated	Grade Separate Double Churches Road and intersection with Veterans Parkway and Norfolk Southern Railroad tracks
36	U.S. 80 CD Road	WB	Modified	Eliminate option to replace I-185 NB to U.S. 80 WB loop with flyover that joins I-185 SB ramp to cross over Whitesville Rd and braids with U.S. 80 WB off-ramp to Bradley Park Dr before merging with U.S. 80 WB mainline
39	U.S. 80	EB/WB	Modified	Eliminate the option to implement variable speed limits to reduce speed limits during sunrise and sunset events.

Table 5.4 below lists the one preliminary multimodal improvement projects that was eliminated from further evaluation and one preliminary multimodal improvement project that was modified.

Table 5.4: Preliminary Multimodal Improvement Projects Eliminated or Modified

Alt #	Route	Dir	Eliminated/ Modified	Description
5	Gateway Road	NB/SB	Modified	Eliminate option to restripe roadway shoulder along the northbound lanes of Gateway Road as a multi-use path from Beaver Run Road to 6545 Gateway Road (Goo Goo Express Car Wash). South of this point construct a multi-use path in order to continue the multi-use path to the Talokas Lane intersection. Eliminate option to fill in the concrete sidewalk gap on the southbound side of Gateway Rd in front of the Goo Goo Express Car Wash.
6	U.S. 80/Beaver Run Rd	EB	Eliminated	If the CCG determines that there exists a demand in the community, begin construction of an asphaltic concrete, two-way, multi-use trail on the south side of Beaver Run Road from Flat Rock Road to the southwest corner of far northern right-in/right-out driveway for Midland Commons development. This trail would include a multi-use trail bridge over Manchester Expressway.

5.3 FINAL ALTERNATIVES SELECTION AND REFINEMENT

The elimination of the preliminary highway and multimodal alternatives described in the previous section, resulted in forty (40) final highway improvement projects and seventeen (17) final multimodal improvement projects with one multimodal project added after input from METRA. The remaining projects are illustrated in **Figures 5.1 through 5.4** on the following four pages.

Figure 5.1: J.R. Allen Parkway Final Alternatives Location Maps (Sheet 1)

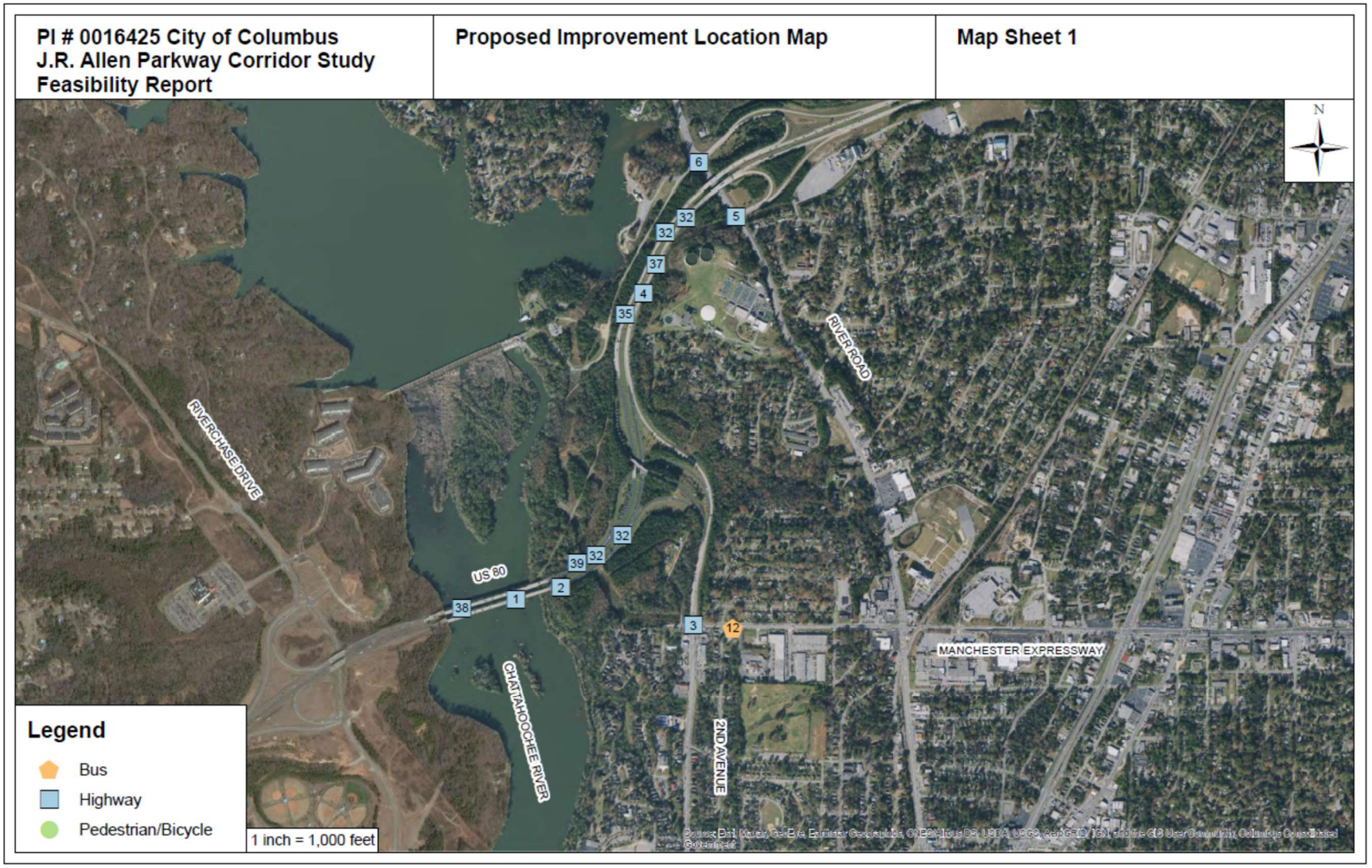


Figure 5.2: J.R. Allen Parkway Final Alternatives Location Maps (Sheet 2)

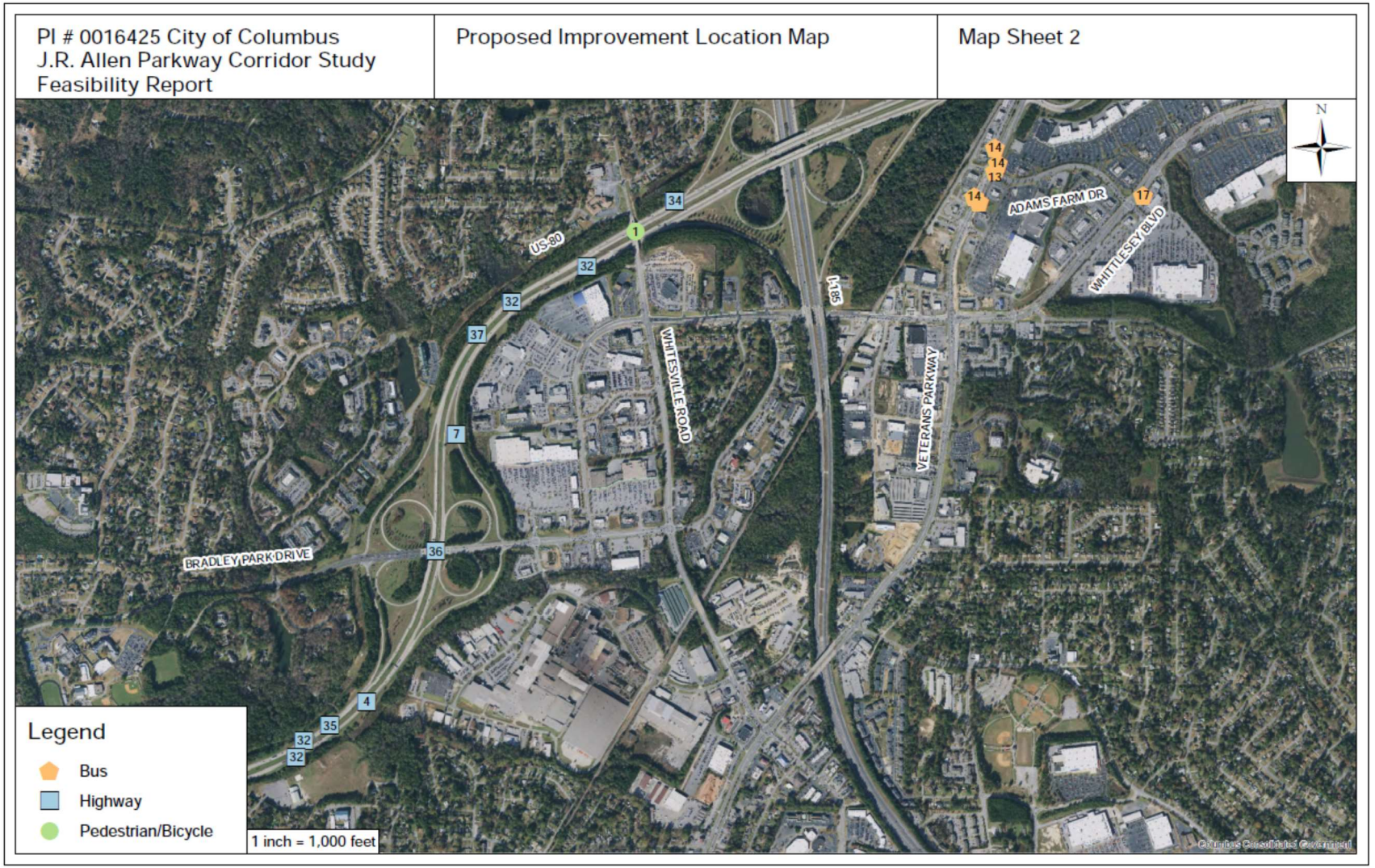


Figure 5.3: J.R. Allen Parkway Final Alternatives Location Maps (Sheet 3)

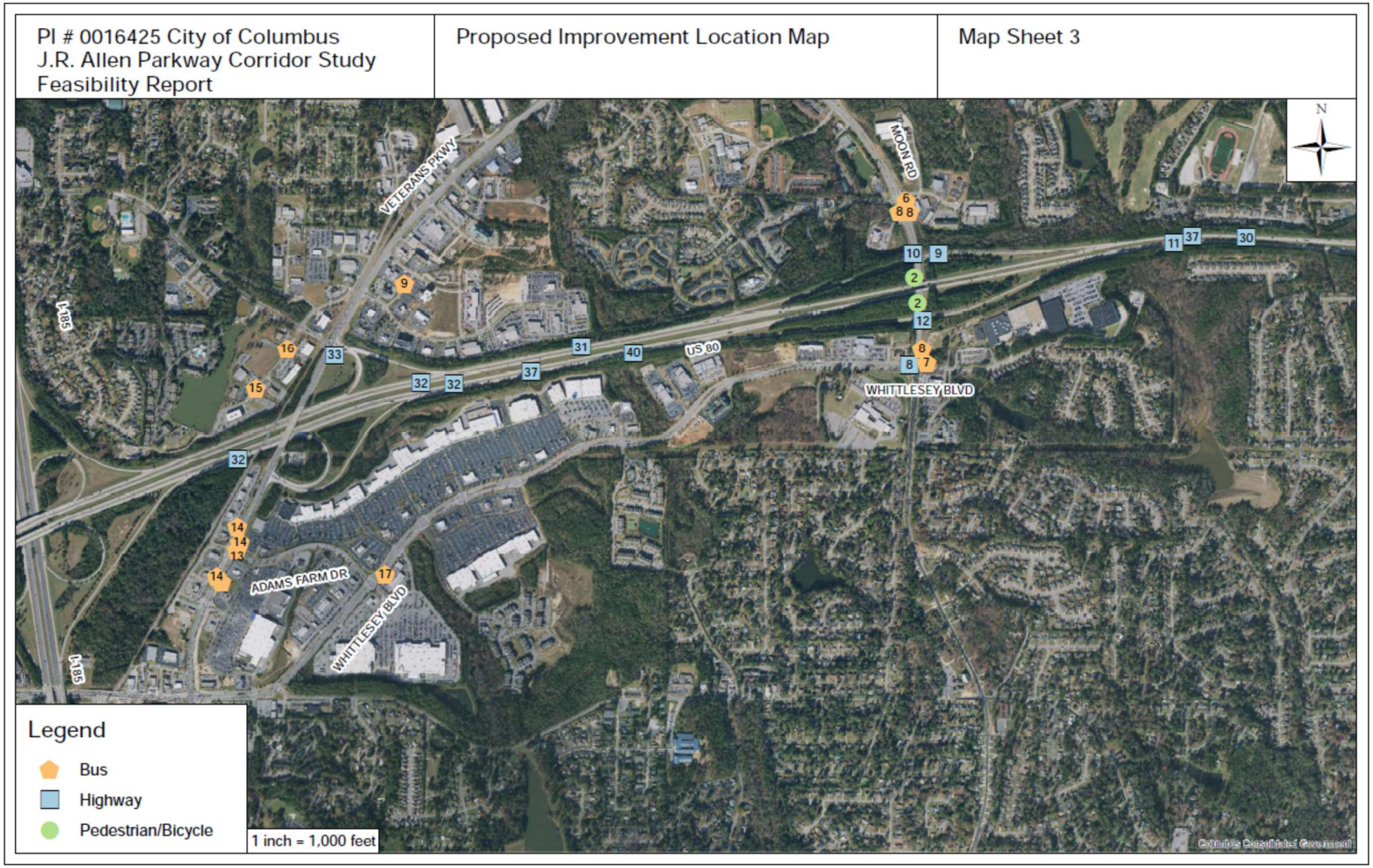
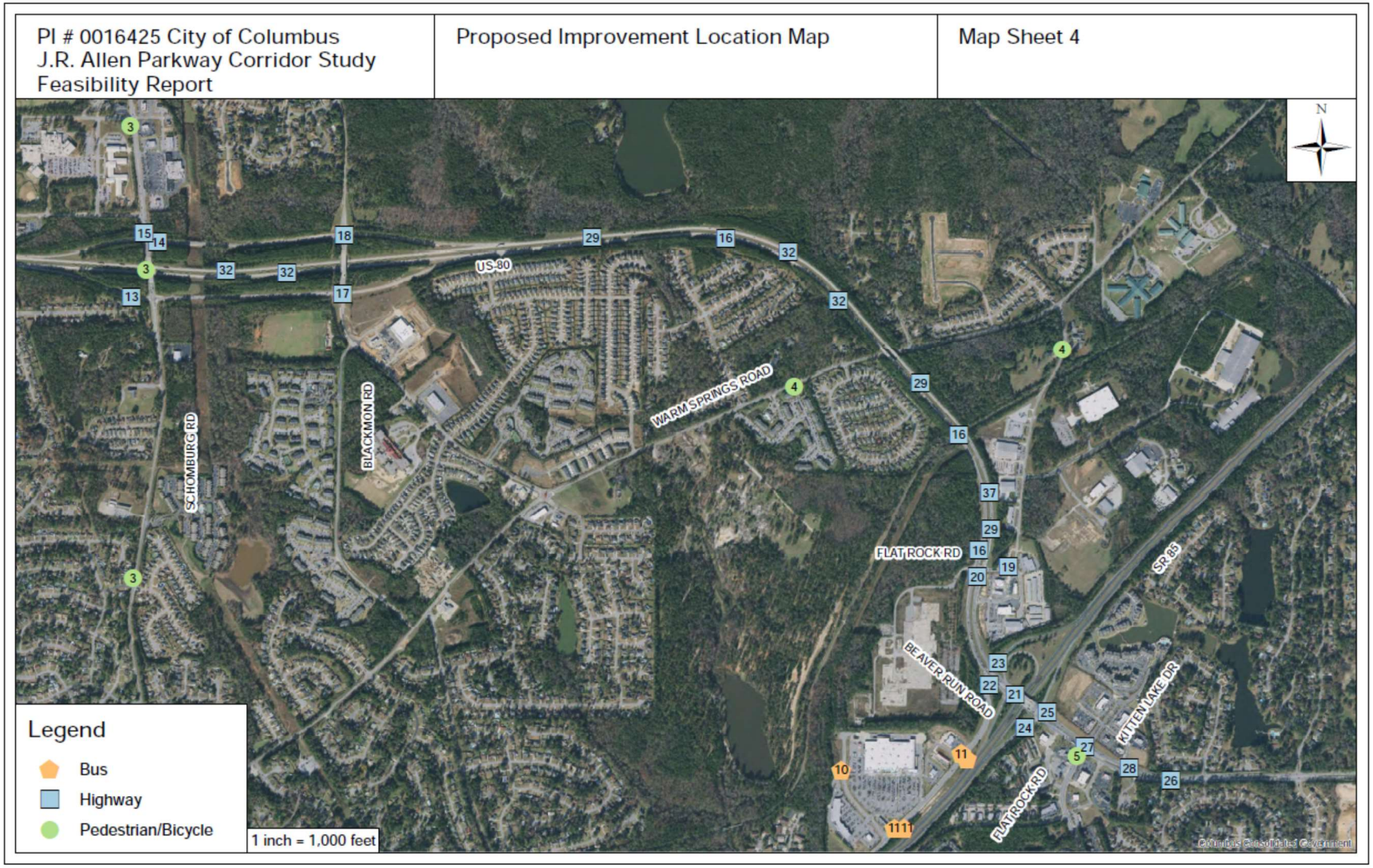


Figure 5.4: J.R. Allen Parkway Final Alternatives Location Maps (Sheet 4)



5.3.1 Final Alternatives Projects Descriptions

This section provides further details of the Final Highway and Multimodal Alternatives.

5.3.1.1 Final Highway Alternatives

U.S. 80 EB Auxiliary Lane (Riverchase Dr – 2nd Ave) - #1
This proposal would add a new 12-foot-wide auxiliary lane in the eastbound direction on U.S. 80 from the Riverchase Drive on-ramp to the 2nd Avenue off-ramp. In addition to 0.28 miles of widening on US-80, the eastbound Chattahoochee River Bridge would also need to be widened. Adding this auxiliary lane would increase capacity on this leg of U.S. 80 and make it easier for vehicles merging onto U.S. 80 from Riverchase Drive.

U.S. 80 EB Roadside Clearing & Welcome Sign - #2
Clear some of the vegetation immediately east of the Chattahoochee River Bridge outside of the U.S. 80 eastbound lanes. This vegetation hides guide signs which are located at the end of the bridge. In order to improve the visibility of these signs, clear back an area that is 10 feet wide and approximately 530 feet long. Second, construct a new "Welcome to Columbus" overhead truss sign across the eastbound travel lanes to welcome eastbound travelers to the city of Columbus. This type of overhead sign is included in the cost analysis, but a different type of sign may be used in this instance.

2nd Ave/Manchester Expressway - #3
At the 2nd Avenue and Manchester Expressway intersection, widen the southbound approach of 2nd Avenue to provide a second left turn lane and the westbound approach of Manchester Expressway to provide a dedicated left turn lane and dual right turn lanes. This will require 0.11 miles of new 12-foot-wide lanes to provide the dedicated turn lanes. GDOT is also moving forward with its operational improvement project at this intersection. The existing traffic signal will be modified to reflect the new lane alignment of the intersection.

U.S. 80 Lane Widening (2nd Ave – Bradley Park Dr) – #4/#35
Construct one new lane in each direction on U.S. 80 between the 2nd Avenue and Bradley Park Drive interchanges. This would bring this segment of U.S. 80 to three lanes in each direction. These lanes would be constructed in the median of U.S. 80; therefore, the third lanes of each direction would need to be built together. In total, this project would provide about 1.84 miles of new 12-foot-wide lanes. In addition to the roadway widening of US-80, both of the bridges over River Road will need to be widened with this improvement.

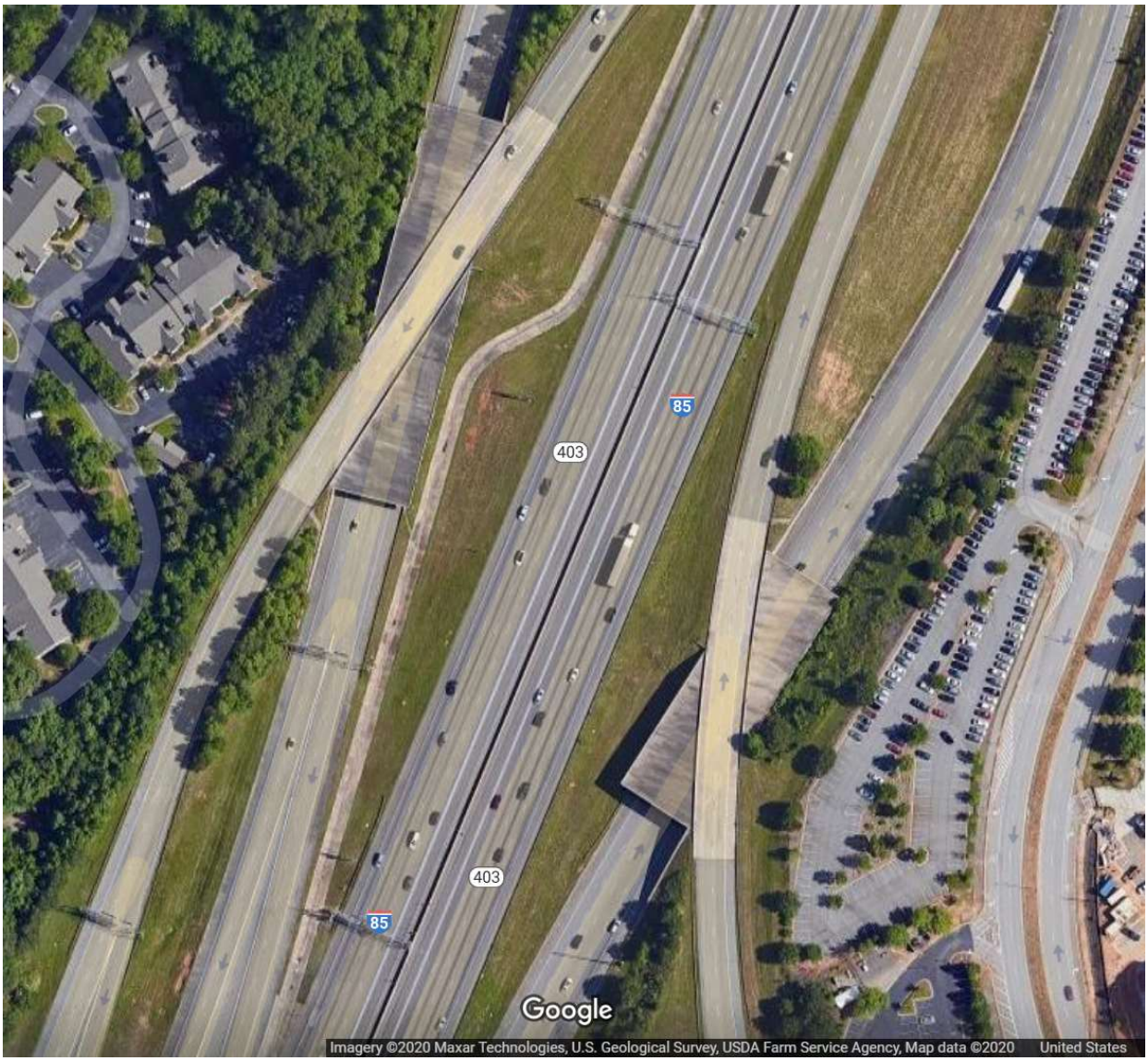
U.S. 80 EB Ramps/River Road (GDOT D3) - #5
Widen about 400 feet of the U.S. 80 EB off-ramp to River Road in order to add a dedicated right turn lane at the ramp terminal intersection. In addition to the new right turn lane on the U.S. 80 EB off-ramp, a new traffic signal will be built at the ramp terminal intersection as part of a GDOT D3 project.

U.S. 80 WB Ramps/River Road (GDOT D3) - #6
Widen about 600 feet of River Road divided between the southbound and northbound approaches to the U.S. 80 westbound ramp terminal intersection. With this widening, add 12-foot-wide dedicated right turn lanes on the northbound and southbound approaches. In addition to the new right turn lane, a new traffic signal will be built at the ramp terminal intersection as part of a GDOT D3 project.

U.S. 80 EB Braided Ramp Exit to I-185 - #7

Relocate the U.S. 80 eastbound off-ramp to the CD Road/I-185 about ½ mile to the west. This new ramp would cross over the U.S. 80 EB on-ramp from Bradley Park Drive. After the crossover, there would be a ramp to allow travelers from Bradley Park Drive to merge onto the new ramp to the CD Road/I-185. The outcome of this braided ramp redesign is that travelers wishing to travel to the EB CD Road/I-185 would exit U.S. 80 before travelers from Bradley Park Drive merge onto U.S. 80. An example aerial view of other interstate braided ramps in Atlanta is provide in **Figure 5.5** below. In total, this project would require approximately 1 mile of new 12-foot wide lanes and about 500 feet of 36- foot-wide bridges. In addition, a new ramp meter signal would be constructed to regulate the flow of traffic from the Bradley Park Drive interchange. This improvement would eliminate weaving movements between the ramps and should improve efficiency in the section between the Bradley Park Drive on- ramp to U.S. 80 eastbound and the off-ramp to the U.S. 80 EB CD Road/I-185.

Figure 5.5: Example of Braided Ramps on I-85 in Atlanta



Moon Road/Whittlesey Boulevard - #8
At the intersection of Moon Road and Whittlesey Boulevard, convert the existing right turn lane on the southbound approach of Moon Road to a second through lane. Then, widen about 200 feet of Moon Road to provide a new 12-foot-wide right turn lane. Modify the existing traffic signal to take the new lane alignment of the intersection into account.

U.S. 80 WB Ramps/Moon Road - #9
Widen about 600 feet of the U.S. 80 WB off-ramp at Moon Road to provide a new 12-foot-wide, dedicated left turn lane and to extend the storage for the existing right turn lane. Modify the existing traffic signal to reflect the new intersection lane alignment.

U.S. 80 WB Ramps/Moon Road - #10
Widen about 300 feet of the southbound approach of Moon Road at the U.S. 80 westbound ramp terminal intersection to provide a new dedicated right turn lane to the U.S. 80 westbound on-ramp. Modify the existing traffic signal to reflect the new intersection lane alignment.

U.S. 80 EB Auxiliary Lane (Moon Rd – Schomburg Rd) - #11
Add a 0.4-mile-long, 12-foot-wide third lane on U.S. 80 eastbound between the Moon Road and Schomburg Road interchanges. This new third lane would begin at the Moon Road on-ramp to U.S. 80 EB and would end at the off-ramp to Schomburg Road. This would improve capacity between along this stretch of U.S. 80.

U.S. 80 EB Ramps/Moon Road - #12
Widen about 300 feet of the northbound approach of Moon Road at the U.S. 80 EB ramp terminal intersection to provide a 12-wide-foot wide, dedicated right turn lane at the northbound approach. Modify the existing traffic signal to reflect the new intersection lane alignment.

U.S. 80 EB Ramps/Schomburg Road - #13
Widen approximately 500 feet of the U.S. 80 EB off-ramp to Schomburg Road to provide two new 12-foot-wide lanes. These two new lanes will be a second dedicated left turn lane and a second through lane. Modify the existing traffic signal to reflect the new intersection lane alignment.

U.S. 80 WB Ramps/Schomburg Road - #14
Widen approximately 1,600 feet of the U.S. 80 westbound ramps at Schomburg Road to add a second, 12- foot-wide through lane. Modify the existing traffic signal to reflect the new intersection lane alignment.

U.S. 80 WB Ramps/Schomburg Road - #15
At the U.S. 80 WB ramp terminal intersection on Schomburg Road, widen about 300 feet of Schomburg Road and the U.S. 80 WB On-ramp to provide a 12-foot-wide, dedicated right turn lane from the southbound approach of Schomburg Road to the U.S. 80 westbound on-ramp. Modify the existing traffic signal to reflect the new intersection lane alignment.

U.S. 80 Lane Widening (Blackmon Rd – Kitten Lake Dr) - #16/#29
Add one 12-foot-wide lane on U.S. 80 in each direction between the Blackmon Road exit ramps and Kitten Lake Drive/Flat Rock Road (S). From the Blackmon Road exit ramps until the Manchester Expressway interchange, these new lanes would be added in the median of U.S. 80. From the

Manchester Expressway until Kitten Lake Drive/Flat Rock Road (S), the new lanes would be added to the outside of U.S. 80. In total, approximately 2 miles of new lanes would be added to this segment of U.S. 80. In addition to widening the roadway, this proposal would also require widening the bridges over Warm Springs Road, Fall Line Trace, and Manchester Expressway.

Schomburg Rd-Blackmon Rd Conn/Blackmon Rd - #17
Convert the intersection of Blackmon Road and the U.S. 80 eastbound on-ramp from a stop-controlled intersection to a two-lane roundabout. A roundabout should improve safety at this intersection while operating more efficiently than a stop-controlled intersection.

U.S. 80 WB/Blackmon Rd - #18
Convert the intersection of Blackmon Road and the U.S. 80 westbound on-ramp from a stop-controlled intersection to a two-lane roundabout. A roundabout should improve safety at this intersection while operating more efficiently than a stop-controlled intersection.

Flat Rock Rd (N)/Beaver Run Road - #19
Widen approximately 700 feet of the westbound approach of Flat Rock Road (N) to Beaver Run Road. With this widening provide dual left-turn lanes, a through lane, and a right turn lane on the westbound approach. Modify the existing traffic signal to reflect the new intersection lane alignment. This improvement is currently under construction by the developer of the Midland Commons project.

Flat Rock Rd (N)/Beaver Run Road - #20
Widen approximately 300 feet of the northbound approach of Beaver Run Road at the Flat Rock Road (N) intersection to provide a 12-foot-wide, second left turn lane. This new left turn lane will be built by the developer of the Midland Commons project. Modify the existing traffic signal to reflect the new intersection lane alignment. This project is currently under construction by the developer of the Midland Commons project.

Beaver Run Rd Bridge over SR 85 (GDOT D3) - #21
This proposal is part of a GDOT D3 Project. Reconfigure the lanes on the Beaver Run Road bridge over SR 85 to extend the left turn storage lane capacities in the eastbound and westbound directions. This will require approximately 300 feet of new 12-foot-wide lanes in each direction on Beaver Run Road and for a new median to be constructed to divide the newly extended turn lanes.

Gateway Rd/Beaver Run Road - #22
At the intersection of Beaver Run Road and Gateway Road, widen approximately 900 feet of Gateway Road to provide a second, 12-foot-wide right turn lane. This right turn lane will be dedicated to taking vehicles from Gateway Road to the adjacent SR 85 SB on-ramp. Where the new right turn lane runs along to Beaver Run Road, it would be separated from adjacent lanes by a small median. This new right turn lane would terminate on the SR 85 on-ramp.

SR 85 SB Ramp/Beaver Run Rd (GDOT D3) - #23
This proposal is a part of a GDOT D3 Project. Widen approximately 700 feet of the SR 85 SB offramp to Beaver Run Road to add two additional 12-foot-wide lanes. These new lanes would be a dedicated left turn lane and an additional right turn lane. Modify the existing traffic signal to reflect the new intersection lane alignment.

SR 85 NB Ramp/Beaver Run Rd (GDOT D3) - #24
This proposal is part of a GDOT D3 Project. Widen approximately 500 feet of the SR 85 northbound off- ramp to Beaver Run Road in order to provide a dedicated, 12-foot-wide right turn lane onto Beaver Run Road. Modify the existing traffic signal to reflect the new intersection lane alignment.

SR 85 NB Ramp/Beaver Run Rd (GDOT D3) - #25
This proposal is part of a GDOT D3 Project. Reconstruct the Beaver Run Road westbound approach to the SR 85 northbound ramps terminal intersection. Convert the existing right turn lane to the SR 85 northbound on-ramp to a through lane across the intersection. Widen Beaver Run Road to provide a new right turn lane to replace the converted right turn lane. In total, this improvement will require approximately 600 feet of widening on U.S. 80.

Beaver Run Rd EB Third Lane (Flat Rock Rd – Wynfield Way) - #26
Widen approximately 1,000 feet of the eastbound Beaver Run side of Beaver Run road to add a third, 12-foot-wide lane from Flat Rock Road (s)/Kitten Lake Drive to Wynfield Way/Mallard Drive. Adding this third lane east of the Flat Rock Road/Kitten Lake Drive intersection would allow that intersection to operate more efficiently if a third lane is also added west of Flat Rock Road (S).

Flat Rock Rd (S)/Beaver Run Road - #27
The intersection at Flat Rock Road (S)/Kitten Lake Drive and Beaver Run road is currently operating inefficiently. This proposal is to reconfigure the lanes on the northbound and southbound approaches of this intersection to allow the left turn movements to operate separately from the through movements. For the northbound approach, the existing shared through/left turn lane would be converted to a dedicated left turn lane. The existing right turn lane would be converted to a shared through/right turn lane. For the southbound approach, the existing through/left turn lane would be converted to a dedicated left turn lane. Separating the through and left turn movements for these approaches should improve the operating efficiency at this intersection.

Beaver Run Rd WB Third Lane (Flat Rock Rd – Wynfield Way) - #28
Widen approximately 1,000 feet of the westbound Beaver Run side of Beaver Run road to add a third, 12-foot-wide lane from Wynfield Way/Mallard Drive to Flat Rock Road (s)/Kitten Lake Drive. Adding this third lane east of the Flat Rock Road/Kitten Lake Drive intersection would allow that intersection to operate more efficiently if a third lane is also added west of Flat Rock Road (S).

U.S. 80 WB Auxiliary Lane (Schomburg Rd – Moon Rd) - #30
Widen about 0.5 miles of U.S. 80 westbound between the Schomburg Road and Moon Road interchanges to add a third, 12-foot-wide lane on U.S. 80 westbound. This new third lane would begin at the Schomburg Road on-ramp to U.S. 80 WB and would end at the off-ramp to Moon Road. This would improve capacity between along this stretch of U.S. 80.

U.S. 80 WB CD Auxiliary Lane (Moon Rd – I-185) - #31
Widen approximately 0.6 miles of the U.S. 80 westbound CD Road between the Moon Road and I-185 interchanges to add a 12-foot-wide auxiliary lane. This will increase capacity for this portion of the U.S. 80 CD Road. Adding a third lane will also improve conditions for travelers merging onto the U.S. 80 CD Road from Veterans Parkway.

Upgrade U.S. 80 Freeway to Interstate Standards - #32
The purpose of this proposal is to estimate the potential cost of upgrading U.S. 80 to meet interstate standards. For this estimation, it was assumed that U.S. 80 would need to be upgraded from the

Chattahoochee River bridges to the bridges over the Fall Line Trace. First, the shoulders along this portion of U.S. 80 would need to be widened to 4 feet on the inside shoulder and 12 feet on the outside shoulder. For much of U.S. 80, the existing shoulder is wide enough, but the paved portion is not. Therefore, widening the shoulder along U.S. 80 may only require expanding the paved section. Some of the bridges along this portion of U.S. 80 would also need to be widened in order to meet the shoulder width standards. Specifically, the bridges over the 2nd Avenue on-ramp to U.S. 80 westbound, the bridges for the CD Road over I-185, and the bridges over the Fall Line Trace would all need to be widened to meet the shoulder requirements. The remaining bridges either already provide the required shoulder widths or are wide enough that the lanes can be reconfigured to provide the necessary shoulder widths.

The other major upgrade that would be required is the construction of braided ramps at three locations where the on-ramps and off-ramps are spaced too closely together. For an interstate through an urban environment, like the city of Columbus, there are required minimum spacings between on-ramps and the following off-ramps. The purpose of this minimum spacing is to reduce the density of weaving movements for those merging onto the interstate and those exiting the interstate. This issue can be avoided by constructing braided ramps which allow the exiting traffic to exit before the entering traffic merges onto the interstate. This is done by having the exit ramp start before the on-ramp ties into the interstate, and then having the exit ramp travel over or under the on-ramp. This set up removes the need for weaving movements. An example aerial view of another interstate braided ramp on I-405 in Bellevue, Washington is provided in **Figure 5.6** below.

Figure 5.6: Example of Braided Ramps on I-405 in Bellevue, Washington



These upgrades would primarily improve safety along U.S. 80. Providing wider paved shoulders would provide more space for drivers to safely pull off to the side of U.S. 80 without having to fear getting stuck. The construction of the braided ramps would improve safety by eliminating weaving

movements and allowing vehicles to enter and exit U.S. 80 more safely. The braided ramps should also improve traffic flow by eliminating weaving movements in the section where the braided ramps are constructed.

U.S. 80 WB Ramps/Veterans Parkway - #33

This improvement is based upon a comment which was received from a member of the public. The comment pointed that the current free-flow right turn from the northbound approach of Veterans Parkway is a dangerous condition given the very short merge distance on the U.S. 80 WB on-ramp. To correct this dangerous condition, this recommendation proposes widening approximately 220 feet of the Veterans Parkway to U.S. 80 WB on-ramp right turn lane in order to provide a second, 12-foot-wide right turn lane. This will increase the capacity for the right turn movement. In order to address the free flow condition, a traffic signal will also be installed. Under this improvement, the free-flow single right turn lane would be transformed into a signalized, dual right turn movement.

I-185 SB Ramp to U.S. 80 WB CD - #34

This proposal involves widening approximately 300 feet of the U.S. 80 WB CD Road by 12 feet in order to extend the merge area for the on-ramp from I-185 southbound. The current merge distance for the I- 185 SB on-ramp is not long enough for the volume of merging traffic, so extending this merge distance would make it easier to merge onto the CD Road and improve safety.

Bradley Park Dr Diverging Diamond Interchange (GDOT Office of Program Delivery) - #36

This proposal is a GDOT project to rebuild the Bradley Park Drive interchange with U.S. 80 as a Diverging Diamond Interchange (DDI). This would involve removing or repurposing the four loop ramps at this interchange. By converting this interchange into a DDI, this interchange should operate more efficiently. Other improvements around the Bradley Park Drive interchange were designed with this improvement in mind.

CMS Sunshine Glare Advisory Messages - #37

This proposal was created in response to a comment from a member of the public. The comment pointed out that, due to the east-west orientation of U.S. 80, when the sun is low in the sky it can create a blinding glare which makes it difficult for drivers to see. In response, this proposal suggests using the five existing Changeable Message Signs (CMS) on U.S. 80 to advise motorists that potentially hazardous driving conditions may be encountered due to sunshine glare during sunrise and sunset events. These advisory warnings would be provided for eastbound drivers in the morning and westbound drivers in the evening.

U.S. 80 WB Auxiliary Lane (Riverchase Dr – 2nd Ave) - #38

This proposal would add a new 12-foot-wide auxiliary lane in the westbound direction on U.S. 80 from the 2nd Avenue on-ramp to the Riverchase Drive off-ramp. In addition to 0.28 miles of widening on U.S. 80, the westbound Chattahoochee River Bridge would also need to be widened. Adding this auxiliary lane would increase capacity on this leg of U.S. 80 and make it easier for vehicles merging onto U.S. 80 from 2nd Avenue.

U.S. 80 WB Roadside Clearing - #39

This recommendation proposes clearing vegetation in two locations just outside the U.S. 80 westbound lanes. The first location is in the gore between the U.S. 80 westbound lanes and the 2nd Ave westbound on-ramp. The vegetation in this area blocks the view between drivers on US-80 westbound and the 2nd Avenue on-ramp, which makes it more difficult for when these drivers try to

merge into traffic. At this location, clear the vegetation from an area which is approximately 25' wide and 300' long, about 0.17 acres.

The second location is just east of the Chattahoochee River Bridge. This vegetation obscures the bridge, making it difficult to realize how close it is to the 2nd Avenue on-ramp. This creates an undesirable condition where visitors who may not be aware of the bridge's proximity to the 2nd Avenue interchange may be forced to merge over quickly. In order to increase the sight distance from the on-ramp to about 750 feet, clear approximately 0.35 acres of vegetation from the area between the bridge and the 2nd Avenue on-ramp. Clearing the vegetation at both of these locations will improve visibility and thereby improve safety for drivers merging onto US-80 westbound at this location.

U.S. 80 EB CD Lane Reassignment (I-185 - Moon Rd) - #40
Where the U.S. 80 eastbound CD Road merges onto the mainline of U.S. 80, the CD Road is signed and striped for the left lane to be dropped ahead of the merge onto the mainline. This creates a potentially confusing situation where drivers are told to merge right before having to merge left onto U.S. 80. Under this proposal, this stretch of the CD Road would be resigned and restriped so that the right lane would be dropped instead. This would create a more expected progression of merging left towards the U.S. 80 mainline. The one potential problem with this change is that it could cause drivers who want to exit onto Moon Road to merge left away from the exit. Therefore, this proposal also suggests installing a new overhead guide sign for Moon Road ½ mile before the exit. By providing the guide sign, drivers who want to exit at Moon Road should know not to merge left before the exit ramp.

5.3.1.2 Final Multimodal Alternatives

Whitesville Road Sidewalk - #1
Extend the sidewalk on the northbound side of Whitesville Road from the Headquarters Nissan south of U.S. 80 to the southeast corner of Whitesville Road and Buckeye Way north of U.S. 80. This will require approximately 160 feet of 5-foot-wide concrete sidewalk south of the Whitesville Road bridge and 400 feet of 5-foot-wide sidewalk north of the bridge. About 440 feet of multi-use path would be constructed to cross the bridge itself. Lastly, a 4-foot striped shoulder with delineators and ceramic markers would be constructed on the east side of the bridge in order to separate the new multi-use path from the northbound travel lane.

Moon Road Sidewalk - #2
Construct 1,440 feet of 5-foot-wide concrete sidewalk to extend the existing concrete sidewalk on the west side of Moon Road from the Columbus Pain Center, located north of U.S. 80, to Whittlesey Boulevard south of U.S. 80. To make this proposed sidewalk safe and accessible, also construct eight ADA ramps and four crosswalks at crossings along the new sidewalk. Extending this sidewalk would improve access to the Route 9 bus stop located just north of Whittlesey Boulevard.

Schomburg Road Multi-use Trail - #3
Construct an asphaltic concrete, two-way multi-use trail along the west side of Schomburg Road for about 0.91 miles from North Stadium Drive to Heartwood Drive. To make this multi-use path safe and accessible, also construct seventeen ADA ramps and eight crosswalks at crossings along the new multi- use path. Constructing this multi-use path would require the construction of a pedestrian bridge over U.S. 80 west of the Schomburg Road bridge. The purpose of this multi-use path is to allow students to walk or bike from the neighborhoods south of U.S. 80 to the two schools north of U.S. 80.

Warm Springs Road Sidewalk - #4
This proposal is in response to a comment received from a member of the public requesting for a sidewalk to be constructed along Warm Springs Road. Construct a 5-foot-wide concrete sidewalk along the eastbound side of Warm Spring Road from Flat Rock Park to Flat Rock Road (N). From this intersection, the sidewalk would continue along the west side of Flat Rock Road (N) until it met Fall Line Trace. In total this construction would require approximately one mile of new 5-foot-wide concrete sidewalk. To make this sidewalk both safe and accessible, construct eight new ADA ramps four crosswalks at crossings. This sidewalk would provide better access to Fall Line Trace from the neighborhoods along this section of Warm Springs Road.

Flat Rock Road Sidewalk - #5
Construct about 150 feet of 5-foot-wide concrete sidewalk along the southbound side of Flat Rock Road (S) from Beaver Run Road until just past the Circle K/Shell Service Station where there is an existing sidewalk. Also construct a new ADA ramp and crosswalk. This will fill in the sidewalk gap which currently exists in front of the Circle K/Shell Service Station.

Moon Road Bus Stop Sidewalk - #6
There is an existing bus stop on the northbound side of Moon Road just south of Knology Way. In its current state, this bus stop has no sidewalk access or concrete platform for loading/unloading passengers. Construct 160 feet of 5-foot-wide concrete sidewalk from the sidewalk on the southeast corner of the Knology Way intersection south to the bus stop on Moon Road. This will give pedestrians sidewalk access to this bus stop and aid in loading/unloading passengers.

Moon Road Bus Stop Sidewalk - #7
There is an existing bus stop on the northbound side of Moon Road just north of Whittlesey Boulevard. In its current state, this bus stop has no sidewalk access or concrete platform for loading/unloading passengers. Construct 230 feet of 5-foot-wide concrete sidewalk from the northeast corner of the Whittlesey Boulevard to the bus stop on Moon Road. This will give pedestrians sidewalk access to this bus stop and aid in loading/unloading passengers.

Moon Road Bus Stop Amenities - #8
Provide new amenities at three existing bus stops on Moon Road around the US-80 corridor. These three bus stops include the two bus stops just south of Knology Way and the bus stop on the northbound side of US-80 just north of Whittlesey Boulevard. The amenities to be added at each bus stop are a new metal bench and a trash receptacle.

North Lake Parkway/Bear Lane Sidewalk/Bus Shelter - #9
The bus stop on Bear Lane, north of U.S. 80, serves both Routes 9 and 10. The existing facilities at this bus stop consist of a bus shelter and a bench, but there is currently no sidewalk access to this stop. Under this proposal, construct approximately 570 feet of 5-foot-wide concrete sidewalk from Veterans Parkway along the north side of North Lake Parkway to Bear Lane. The sidewalk would then continue up the west side of Bear Lane through the bus stop location to North Lake Loop. Six new ADA curb ramps and three new crosswalks would be constructed. Two of these ADA ramps and crosswalks would be constructed at the southwest and southeast corners of the Bear Lane and North Lake Loop intersection. This new sidewalk will provide pedestrians traveling to or from this bus stop with quality sidewalk access to Veterans Parkway and the sidewalk on North Lake Loop. Constructing this sidewalk would also require setting back the existing bus shelter and bench and widening the

concrete platform by several feet in order to have enough space for the sidewalk to pass in front of the bus shelter.

Improving to Access Bus Stop on Talokas Lane - #10
Construct about 50 feet of 5-foot-wide sidewalk on the southbound side of Talokas Lane from the bus stop shelter to the corner where Talokas Lane crosses the Wal-Mart driveway. Construct an ADA curb ramp at this corner and a cross walk across Talokas lane. This will provide pedestrians who make use of this bus stop access to the sidewalk on the northbound side of Talokas Lane.

Gateway Road Crosswalk and Bus Stop Amenities - #11
There are four bus stops on Gateway Road, none of which currently have any bus stop amenities. Provide a metal bench and a trash receptacle at each of these four bus stops. For the two northernmost bus stops on Gateway Road, located in front of the Gateway Center, install a crosswalk across Gateway Road and Rectangular Rapid Flashing Beacons to provide a safer crossing for pedestrians trying to reach the bus stop on the east side of Gateway Road.

Manchester Expressway Bus Stop Sidewalk - #12
The bus stop on the eastbound side of Manchester Expressway, just east of 3rd Avenue, currently has no sidewalk access. In order to improve access to this bus stop, construct about 160 feet of 5-foot-wide concrete sidewalk from 3rd Avenue east to the bus stop. This would require the construction of two ADA curb ramps and a new crosswalk. Constructing the new sidewalk would provide sidewalk access to this bus stop and aid in loading/unloading passengers.

Veterans Parkway Bus Stop Sidewalk - #13
The bus stop on the northbound side of Veterans Parkway, just north of Adams Farm Drive, currently has no sidewalk access. In order to improve access to this bus stop, construct about 150 feet of 5-foot- wide concrete sidewalk from the northeast corner of the Adams Farm Drive intersection to the bus stop. Constructing the new sidewalk would provide sidewalk access to this bus stop and aid in loading/unloading passengers.

Veterans Parkway Bus Stop Amenities - #14
Provide new amenities at four existing bus stops on Veterans Parkway around the Adams Farm Drive intersection. Two of these bus stops are located just north of Adams Farm Drive and the other two are located just south of Adams Farm Drive. The amenities to be added at each bus stop are a new metal bench and a trash receptacle.

North Lake Drive Bus Stop Shelter - #15
Currently there is no bus stop with a concrete pad for loading/unloading passengers on North Lake Drive. Construct a new concrete pad, bus stop shelter, metal bench, and trash receptacle at the bus stop on the southbound side of North Lake Drive, in front of the Social Security Administration Building.

North Lake Drive Bus Stop Amenities - #16
Provide a new metal bench and trash receptacle at the bus stop on the southbound side of North Lake Drive located just north of North Lake Court.

Whittlesey Boulevard Bus Stop Amenities- #17
Provide a new trash receptacle at the bus stop on the northbound side of Whittlesey Boulevard just north of Adams Farm Drive.

5.3.2 Final Alternatives Financial Analysis

Planning level estimates of probable costs were prepared for all the Final Alternatives. The following items were included when applicable to each highway project:

- Roadway Pavement
- Grading
- Traffic Control
- Drainage and MS4 (Water Quality Measures)
- Signing & Markings
- Traffic signals
- Bridges
- Concrete Barrier
- Concrete Median
- Retaining Walls
- Noise Walls
- Concrete Curb & Gutter
- Highway Lighting and ITS
- Engineering/Inspection
- Environmental Mitigation
- Right-of-Way/Easements
- Construction Contingency
- Utility Relocation

The following items were included when applicable to each multimodal project:

- Concrete Sidewalk
- Asphalt Multi-use Path
- Convert Shoulder to Multi-use Path
- ADA Ramp
- Crosswalk
- Concrete Curb & Gutter
- Subsurface Drainage Pipes and Structures
- Wayfinding/Regulatory/Warning Signing
- Transit Shelter
- Transit Shelter Concrete Pad
- Pedestrian Bridge
- Metal Bench and Trash Receptacle
- Rapid Flashing Beacon
- Engineering/Inspection
- Environmental Mitigation
- Right-of-Way/Easements
- Construction Contingency
- Utility Relocation

After estimates of probable costs were determined, potential funding sources were identified for each project. **Table 5.5** on the following two pages itemizes these Potential Transportation Funding Sources.

Table 5.5: Potential Transportation Funding Sources

Fund Name	Funding Agency	Code	Description
Transportation Funding Act of 2015	Georgia Department of Transportation (GDOT)	HB170	The purpose of this bill is to provide funding for transportation projects in the state of Georgia. Primary areas of focus include maintenance and repair, resurfacing of state routes and interstates, bridge replacements and improved bridge maintenance, safety, and operational improvement projects
National Highway Performance Program (NHPP)	Federal Highway Administration (FHWA)	NHPP	Funding for improvements to rural and urban roads including the Interstate Highway System and designated connections to major intermodal terminals/facilities.
Highway Safety Improvement Program	FHWA	HSIP	Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Surface Transportation Block Grant Program	FHWA	STP	Funds may be used for many transportation improvements including: –Facilities for pedestrians and bicyclists –Scenic or historic highway programs –Landscaping or other beautifications –Rehabilitation/operation of historic transportation buildings, structures or facilities
Grant Anticipation Revenue Vehicles Bonds	US Department of Transportation (USDOT)	GARVEE	A debt instrument that has a pledge of future Title 23 Federal-aid funding. It is authorized for Federal reimbursement of debt service and related financing costs. GARVEEs enable a state to accelerate construction timelines and spread the cost of a transportation facility over its useful life rather than just the construction period.
Gateway Grants	State of Georgia	N/A	Funding for roadside enhancements and beautification projects along Georgia's roadsides.
Highway Safety Improvement Program	FHWA	ZS30	HSIP – Fact Act

Fund Name	Funding Agency	Code	Description
Transportation Alternatives Program	FHWA	Z301	These funds encompass a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
Transportation Enhancements	FHWA	L220	The previous MAP-21 program offered funding opportunities to help expand transportation choices and enhance the transportation experience through activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation.
Urbanized Area Formula Grants Program	Federal Transit Administration (FTA)	5307	These grants make federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning.
Capital Investment Program	FTA	5309	This program funds transit capital investments including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
Grant Anticipation Revenue Vehicles Bonds and Grant Anticipation Notes Bonds	USDOT	Local	Locally funded bonds to pay for transportation improvements.

The **Tables 5.6 through 5.8** on the following two pages provide cost information in 2020 dollars for the various improvements which are recommended by this study. More information for these improvements can be found in the Improvement Descriptions data sheets in **Appendix O**.

Table 5.6: Highway Alternatives Funding Analysis

Highway Category			Total Project Cost		Funding Source Codes
Alt #	Route	Direction	Lower Range	Upper Range	
1	U.S. 80	EB	$14,725,000	$17,323,000	HB170, NHPP, HSIP, GARVEE
2	U.S. 80	EB	$234,000	$275,000	Gateway Grants, Local
3	2nd Ave	SB/WB	$640,000	$753,000	HB170
4 & 35	U.S. 80	EB	$26,172,000	$30,790,000	HB170, NHPP, HSIP, GARVEE
5	U.S. 80	EB	$394,000	$463,000	HB170
6	River Rd	NB/SB	$601,000	$707,000	HB170
	U.S. 80	EB	$18,766,000	$22,078,000	HB170, NHPP, HSIP, GARVE
8	Moon Rd	SB	$474,000	$558,000	Local
9	U.S. 80	WB	$538,000	$633,000	HB170, NHPP, HSIP
10	Moon Rd	SB	$411,000	$483,000	HB170, NHPP, HSIP
11	U.S. 80	EB	$3,103,000	$3,651,000	HB170, NHPP, HSIP
12	Moon Rd	NB	$406,000	$478,000	HB170, NHPP, HSIP
13	U.S. 80	EB	$866,000	$1,019,000	HB170, NHPP, HSIP
14	U.S. 80	WB	$1,311,000	$1,542,000	HB170, NHPP, HSIP
15	Schomburg Rd	SB	$394,000	$463,000	HB170, NHPP, HSIP
16 & 29	U.S. 80/Beaver Run Rd	EB	$30,465,000	$35,841,000	HB170, NHPP, HSIP, GARVEE
17	U.S. 80	EB	$1,578,000	$1,856,000	HB170, NHPP, HSIP
18	U.S. 80	WB	$1,578,000	$1,856,000	HB170, NHPP, HSIP
19	Flat Rock Road (N)	SB	$500,000	$588,000	HB170, NHPP, HSIP
20	U.S. 80/Beaver Run Rd	WB	$197,000	$232,000	HB170, NHPP, HSIP
21	U.S. 80/Beaver Run Rd	EB/WB	$346,000	$407,000	HB170
22	Gateway Road	NB	$677,000	$797,000	HB170, NHPP, HSIP
23	SR 85	SB	$1,306,000	$1,537,000	HB170
24	SR 85	NB	$938,000	$1,104,000	HB170
25	U.S. 80/Beaver Run Rd	WB	$402,000	$473,000	HB170
26	U.S. 80/Beaver Run Rd	EB	$1,528,000	$1,798,000	HB170, NHPP, HSIP
27	Flat Rock Rd (S)	NB	$60,000	$70,000	HB170, NHPP, HSIP
28	U.S. 80/Beaver Run Rd	WB	$1,528,000	$1,798,000	HB170, NHPP, HSIP
30	U.S. 80	WB	$3,691,000	$4,342,000	HB170, NHPP, HSIP, GARVEE
31	U.S. 80 CD Road	WB	$3,991,000	$4,695,000	HB170, NHPP, HSIP, GARVEE
32	U.S. 80	EB/WB	$100,369,000	$118,081,000	HB170, NHPP, HSIP, GARVEE
33	Veterans Parkway	NB	$342,000	$402,000	HB170, NHPP, HSIP
34	U.S. 80 CD Road	WB	$299,000	$352,000	HB170, NHPP, HSIP
36	U.S. 80/ Bradley Park Dr	NB/SB	$7,258,000	$7,258,000	L220
37	U.S. 80	EB/WB	No Cost	No Cost	N/A
38	U.S. 80	WB	$14,725,000	$17,323,000	HB170, NHPP, HSIP, GARVEE
39	U.S. 80	WB	$42,000	$49,000	NHPP, STP, Local
40	U.S. 80 CD Road	EB	$293,000	$345,000	HB170, NHPP, HSIP

Table 5.7: Pedestrian and Bicycle Alternatives Funding Analysis

Pedestrian & Bicycle Category			Total Project Cost		Funding Source Codes
Alt #	Route	Direction	Lower Range	Upper Range	
1	Whitesville Rd	NB	$138,000	$162,000	ZS30, Z301, Local
2	Moon Road	SB	$208,000	$245,000	ZS30, Z301, Local
3	Schomburg Road	SB	$2,694,000	$3,169,000	ZS30, Z301, Local
4	Warm Springs Road	NB/SB	$918,000	$1,080,000	ZS30, Z301, Local
5	Flat Rock Road (S)	SB	$20,000	$23,000	ZS30, Z301, Local

Table 5.8: Transit Alternatives Funding Analysis

Multimodal Category			Total Project Cost		Funding Source Codes
Alt #	Route	Direction	Lower Range	Upper Range	
6	Yellow Route 9	NB	$8,000	$9,000	ZS30, Z301, Local
7	Yellow Route 9	NB	$11,000	$13,000	5307, 5309, Local
8	Yellow Route 9	NB	$11,000	$13,000	5307, 5309, Local
9	Yellow Route 9/ Blue Route 1	SB/WB	$53,000	$62,000	5307, 5309, ZS30, Z301, Local
10	Green Route 6	NB/SB	$9,000	$10,000	ZS30, Z301, Local
11	Green Route 6	NB/SB	$29,000	$34,000	5307, 5309, Local
12	Red Route 5	EB	$14,000	$17,000	ZS30, Z301, Local
13	Blue Route 10	NB	$7,000	$8,000	ZS30, Z301, Local
14	Blue Route 10	NB/SB	$15,000	$18,000	5307, 5309, Local
15	Blue Route 10	NB	$18,000	$21,000	5307, 5309, Local
16	Blue Route 10	SB	$3,000	$4,000	5307, 5309, Local
17	Yellow Route 9	NB	$2,000	$2,000	5307, 5309, Local

5.3.3 Final Alternatives Prioritization

This section provides preliminary recommendation on the prioritization of the Final Highway and Multimodal Alternatives. This prioritization process does not include the projects that are currently under construction or that have been previously programmed by GDOT. The projects were ranked by project readiness, safety enhancements, congestion reduction, community benefits, constructability, environmental impact, public support, and available funding. **Tables 5.9** through **5.11** below and on the following four pages provide preliminary project priorities for the various improvements which are recommended by this study.

Table 5.9: Preliminary Highway Alternatives Prioritization

Highway Category				Total Costs		
Alt #	Route	Dir	Description	Total Project (Lower Range)	Total Project (Upper Range)	Project Priority
39	U.S. 80	WB	Remove vegetation between 2nd Ave on-ramp and U.S. 80 WB mainline and along the outside shoulder of U.S. 80 WB immediately east of the east end of the Chattahoochee River Bridge	$42,000	$49,000	1
2	U.S. 80	EB	Remove vegetation along the outside shoulder of U.S. 80 EB immediately east of east end of Chattahoochee River Bridge and construct overhead welcome sign	$234,000	$275,000	2
37	U.S. 80	EB/WB	Use five new CMS signs to warn drivers in advance westbound (PM) and eastbound (AM).	No Cost	No Cost	3
40	U.S. 80 CD Road	EB	Convert "Left Lane End" to "Right Lane End" on U.S. 80 EB CD Road between Veterans Parkway and Moon Road. Add 1/2-mile advance guide sign for Moon Road exit (overhead sign) and mini-skip lane stripes at end of merge area.	$293,000	$345,000	4
27	Flat Rock Rd (S)	NB	For Flat Rock Rd (S) northbound approach, convert shared left and through lane to dedicated left turn lane and convert right turn lane to shared through and right turn lane.	$60,000	$70,000	5
19	Flat Rock Road (N)	SB	Add one additional southbound lane on Flat Rock Rd (N) approach to U.S. 80, which extends through Flat Rock Ct intersection and develop dual left turns and shared through and right turn lane.	$500,000	$588,000	6

Highway Category				Total Costs		
Alt #	Route	Dir	Description	Total Project (Lower Range)	Total Project (Upper Range)	Project Priority
13	U.S. 80	EB	Widen U.S. 80 EB off-ramp to Schomburg Rd to develop dual left turns and two through lanes at ramp terminal intersection.	$866,000	$1,019,000	7
14	U.S. 80	WB	Widen U.S. 80 WB off-ramp to Schomburg Rd and Schomburg Rd on-ramp to U.S. 80 to develop two through lanes at ramp terminal intersection	$1,311,000	$1,542,000	8
17	U.S. 80	EB	Construct roundabout at U.S. 80 EB ramp terminal intersection with Blackmon Road	$1,578,000	$1,856,000	9
33	Veterans Parkway	NB	Eliminate existing merge condition by converting Veterans Parkway (NB) free-flow right turn to signalized dual right turn	$342,000	$402,000	10
38	U.S. 80	WB	Add U.S. 80 WB auxiliary lane between 2nd Ave on-ramp and River Chase Dr off-ramp	$14,725,000	$17,323,000	11
8	Moon Rd	SB	Add Moon Road SB right turn lane at Whittlesey Blvd.	$474,000	$558,000	12
9	U.S. 80	WB	Widen U.S. 80 WB off-ramp to Moon Rd for dual left turn lanes at ramp terminal intersection & extend right turn lane.	$538,000	$633,000	13
15	Schomburg Rd	SB	Add Schomburg Rd SB right turn lane at U.S. 80 WB ramp terminal intersection and widen U.S. 80 WB on-ramp to receive Schomburg Rd SB right turn.	$394,000	$463,000	14
12	Moon Rd	NB	Add Moon Rd NB right turn lane at U.S. 80 EB ramp terminal intersection.	$406,000	$478,000	15
34	U.S. 80 CD Road	WB	Extend merge area for I-185 SB to U.S. 80 CD WB.	$299,000	$352,000	16
26	U.S. 80/Beaver Run Rd	EB	Add EB lane on U.S. 80 from Flat Rock/Kitten Lake Drive to west of Wynfield Way/Mallard Drive.	$1,528,000	$1,798,000	17
28	U.S. 80/Beaver Run Rd	WB	Add WB lane on U.S. 80/Beaver Run Rd from west of Wynfield Way/Mallard Drive to Flat Rock/Kitten Lake Drive	$1,528,000	$1,798,000	18
10	Moon Rd	SB	Add Moon Rd SB right turn lane at U.S. 80 WB ramp terminal intersection.	$411,000	$483,000	19

Highway Category				Total Costs		
Alt #	Route	Dir	Description	Total Project (Lower Range)	Total Project (Upper Range)	Project Priority
30	U.S. 80	WB	Add U.S. 80 WB auxiliary lane between Schomburg Rd and Moon Rd	$3,691,000	$4,342,000	20
11	U.S. 80	EB	Add U.S. 80 EB auxiliary lane between Moon Rd and Schomburg Rd	$3,103,000	$3,651,000	21
18	U.S. 80	WB	Construct roundabout at U.S. 80 WB ramp terminal intersection with Blackmon Road	$1,578,000	$1,856,000	22
31	U.S. 80 CD Road	WB	Add U.S. 80 CD WB auxiliary lane between Moon Rd and I-185	$3,991,000	$4,695,000	23
22	Gateway Road	NB	Add 2nd right turn lane (NB) on Gateway Rd at U.S. 80 dedicated to SR 85 SB on-ramp	$677,000	$797,000	24
4 & 35	U.S. 80	EB	Add third lane U.S. 80 EB from 2nd Ave to Bradley Park Drive (exit to I-185)	$26,172,000	$30,790,000	25
1	U.S. 80	EB	Add U.S. 80 EB auxiliary lane between interchanges	$14,725,000	$17,323,000	26
7	U.S. 80	EB	Drop new third U.S. 80 EB lane at new I-185 off-ramp prior to Bradley Park Drive on-ramp to U.S. 80 and cross over Bradley Park Drive on-ramp; split U.S. 80 EB on-ramp from Bradley Park Drive to provide separate ramp to I-185 CD Road.	$18,766,000	$22,078,000	27
16	U.S. 80/Beaver Run Rd	EB	Add EB lane on U.S. 80 from Blackmon Rd on-ramp to Flat Rock Rd (S)/Kitten Lake Dr	$30,465,000	$35,841,000	28
32	U.S. 80	EB/WB	Upgrade freeway to interstate standards. Reconstruct and widen outside shoulders to 12 ft paved wide and widen substandard bridges. Construct braided ramps between interchanges that do not meet minimum spacing criteria (U.S. 80 EB between Bradley Park Dr and U.S. 80 EB CD Road-Alt #7; U.S. 80 EB CD between I-185 and Veterans Pkwy; and U.S. 80 WB between Bradley Park Dr and River Rd).	$100,369,000	$118,081,000	29

Table 5.10: Preliminary Pedestrian and Bicycle Alternatives Prioritization

Pedestrian and Bicycle Category				Total Costs		
Alt #	Route	Dir	Description	Total Project (Lower Range)	Total Project (Upper Range)	Project Priority
5	Flat Rock Road (S)	SB	Extend the existing concrete sidewalk on the west side of Flat Rock Rd (south of Beaver Run Rd) along the frontage of the Circle K/Shell Service Center to Beaver Run Rd.	$20,000	$23,000	1
2	Moon Road	SB	Extend the existing concrete sidewalk on the west side of Moon Road that ends north of the Parkway at 7141 Moon Road (Columbus Pain Center) to south of the Parkway at the northwest corner of Moon Road and Whittlesey Boulevard. This will also bring sidewalk access to the bus stop located on the southbound side of Moon Road south of the interchange.	$208,000	$245,000	2
1	Whitesville Rd	NB	Extend the existing concrete sidewalk on the east side of Whitesville Road that ends south of U.S. 80 at the Head-quarters Nissan driveway to north of the Parkway at the southeast corner of Buckeye Way/St. Marks United Methodist Church driveway. Add 4-ft wide striped shoulder with delineators and reflective ceramic markers along east side of overpass bridge separating the outside travel lane from the newly developed pedestrian path.	$138,000	$162,000	3
3	Schomburg Road	SB	If the CCG determines that there exists a demand in the community, construct an asphaltic concrete, two-way, multi-use trail on the west side of Schomburg Road from north of the Parkway at North Stadium Drive to south of the Parkway at Heartwood Drive/Sugar Mill Drive.	$2,694,000	$3,169,000	4
4	Warm Springs Road	NB/SB	Add sidewalks along eastbound side of Warm Spring Road from Flat Rock Park to Flat Rock Road (N) and along Flat Rock Road (N) to Fall Line Trace.	$918,000	$1,080,000	5
19	Flat Rock Road (N)	SB	Add one additional southbound lane on Flat Rock Rd (N) approach to U.S. 80, which extends through Flat Rock Ct intersection and develop dual left turns and shared through and right turn lane.	$20,000	$23,000	6

Table 5.11: Preliminary Multimodal - Transit Alternatives Prioritization

Multimodal - Transit Category				Total Costs		
Alt #	Route	Dir	Description	Total Project (Lower Range)	Total Project (Upper Range)	Project Priority
14	Blue Route 10	NB/SB	Add a metal bench and a trash receptacle to each the four bus stops located around Adams Farm Drive. (METRA Project covers one bus stop of four)	$15,000	$18,000	1
16	Blue Route 10	SB	Add a metal bench and a trash receptacle at the bus stop on the southbound side of North Lake Drive at North Lake Court.	$3,000	$4,000	2
12	Red Route 5	EB	For the first bus stop on the south side of Manchester Expressway east of the 2nd Ave intersection, construct concrete sidewalk along the south side of Manchester Expressway to the corner with 3rd Avenue. This will also require ADA concrete ramps and pavement markings/signing for the crosswalk across 3rd Avenue.	$14,000	$17,000	3
10	Green Route 6	NB/SB	At the sheltered bus stop on Talokas Lane, construct concrete sidewalk along the west side of Talokas Lane from the bus shelter to Billings Crossing Plaza Shopping Center driveway plus pavement markings/signing and ADA concrete ramp for a crosswalk across Talokas Lane at Billings Crossing Plaza Shopping Center driveway. For the two bus stops in the proposed multi-use path on Gateway Road, ensure that the 2-foot-wide raised median does not prevent embarking and disembarking at these stops.	$9,000	$10,000	4
6	Yellow Route 9	NB	For the bus stop on the northbound side of Moon Rd north of the Parkway, construct concrete sidewalk to connect to the curb ramps at Knology Way.	$8,000	$9,000	5
11	Green Route 6	NB/SB	Add metal benches and trash receptacles at all four bus stops on Gateway Road.	$29,000	$34,000	6
13	Blue Route 10	NB	At the bus stop located on the northbound side of Veterans Parkway, just north of Adams Farm Drive, construct concrete sidewalk from the bus stop to the curb ramps at Adams Farm Drive.	$7,000	$8,000	7
7	Yellow Route 9	NB	For the bus stop on the northbound side of Moon Road south of the Parkway, construct concrete sidewalk to connect to the curb ramp at Whittlesey Boulevard.	$11,000	$13,000	8
8	Yellow Route 9	NB	Add a trash receptacle and a metal bench at both bus stops on the northbound side of Moon Road and at the bus stop on the southbound side of Moon Road north of the Parkway.	$11,000	$13,000	9
9	Yellow Route 9/ Blue Route 1	SB/WB	At the bus stop on Bear Lane, extend the concrete pad for the bus stop. Then shift the bus stop shelter and bench to the back of the concrete pad to provide more space for embarking/disembarking passengers. Construct concrete sidewalks from the widened concrete pad north and south along Bear Lane to North Lake Loop and North Lake Parkway. At the intersection of Bear Lane and North Lake Parkway continue west along North Lake Pkwy to the existing sidewalk at Veterans Parkway. This would also require pavement markings/signing for crosswalks at Bear Lane and North Lake Loop and ADA compliant sidewalk ramps.	$53,000	$62,000	10

APPENDIX A

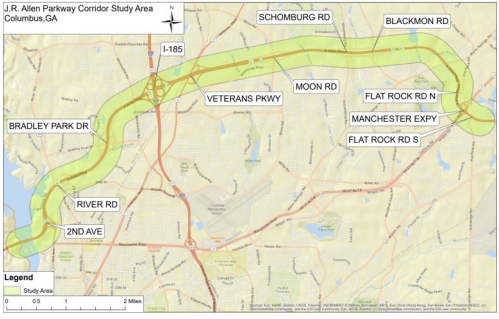
PROJECT NOTIFICATION POST CARDS

COLUMBUS GEORGIA
We do amazing.

J.R. Allen Parkway (US 80) Corridor Study
PI No. 0016425

The Columbus Consolidated Government is studying strategies to reduce congestion and improve safety and mobility along J.R. Allen Parkway (US 80). The study area shown below begins at the Chattahoochee River in the west and extends for more than 10 miles to the Flat Rock/Kitten Lake area in the east.

The Study Team is interested in your ideas and suggestions for highway and multi-modal solutions.



An online public forum will be held **June 15-28, 2020** to review potential highway and multi-modal solutions, including new freeway lanes and multi-use paths, and allow the public an opportunity to provide input. Interested citizens may visit the website any time during the meeting to learn more about the project and provide input. Public comments are being accepted through June 28, 2020.

Design Workshop Virtual Event

Open forum for public input

June 15-28, 2020

http://www.JRAllenParkwayStudy.com

Share ideas and sign up for updates

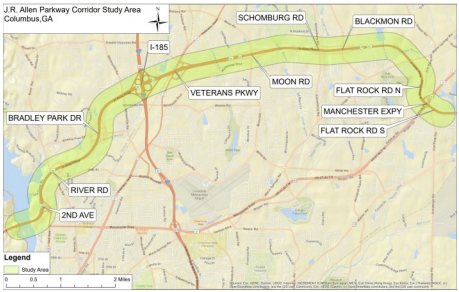
Please call the Columbus Planning Department for more information: 706-225-3938

COLUMBUS GEORGIA
We do amazing.

J.R. Allen Parkway (US 80) Corridor Study
PI No. 0016425

The Columbus Consolidated Government is studying strategies to reduce congestion and improve safety and mobility along J.R. Allen Parkway (US 80). The study area shown below begins at the Chattahoochee River in the west and extends for more than 10 miles to the Flat Rock/Kitten Lake area in the east.

The Study Team incorporated your input from the virtual design workshop and is interested in your comments on the list of proposed improvements.



An online public forum will be held **October 5 -October 18, 2020** to receive comments on proposed highway and multi-modal solutions, including new freeway lanes, sidewalks and a multi-use path. Interested citizens may visit the website any time during the forum to learn more about the project and provide input. Public comments are being accepted through October 18, 2020.

Open House Virtual Event

Open forum for public input

10/5/20 - 10/18/20

http://www.JRAllenParkwayStudy.com

Share your comments

Please call the Columbus Planning Department for more information: 706-225-3938

APPENDIX B

NEWSPAPER ADVERTISEMENTS

PUBLIC MEETING ANNOUNCEMENT

The Columbus Consolidated Government, with the Columbus-Phenix City Metropolitan Planning Organization, invites you to participate in a virtual public open house for the J.R. Allen Parkway Corridor Study. The purpose of this study is to analyze J.R. Allen Parkway/Beaver Run Road (US-80) from the Flat Rock Rd/Kitten Lake Drive to the western end of the US-80 bridge over the Chattahoochee River. The focus of this analysis will be on addressing traffic congestion, determining the opportunities and constraints involved in bringing J.R. Allen Parkway to interstate standards, and improving the infrastructure available for bus, pedestrian, and bicycle traffic.

J.R. Allen Parkway is a critical corridor for the cities of Columbus and Phenix City. Therefore, input from the community is important to ensure that improvements address deficiencies, maximize opportunities, and meet current and future needs of those living, working and traveling along and through the corridor. The study team has prepared a website with a presentation to inform the public on the initial findings and potential solutions from this study as well as a survey and interactive map to receive feedback from the community.

Your input is vital for the City of Columbus, Georgia to establish a shared vision and lead to the successful implementation of the study in future phases when funding is available. You may participate in this open house any time between **June 15-June 28** by using the following resources.

View the presentation and complete the survey at: http://www.JRAllenParkwayStudy.com

Email your comments to: cpcmpo@columbusga.org

Call in your comments to: 706-225-3938

Mail comments to: Columbus Consolidated Government
Planning Department
P.O. Box 1340
Columbus, Georgia 31902

Please call the Columbus Planning Department for more information: 706-225-3938

PUBLIC MEETING ANNOUNCEMENT

The Columbus Consolidated Government, with the Columbus-Phenix City Metropolitan Planning Organization, invites you to participate in a virtual public open house for the J.R. Allen Parkway Corridor Study. The purpose of this study is to analyze J.R. Allen Parkway/Beaver Run Road (US-80) from the Flat Rock Rd/Kitten Lake Drive to the western end of the US-80 bridge over the Chattahoochee River. The focus of this analysis will be on addressing traffic congestion, determining the opportunities and constraints involved in bringing J.R. Allen Parkway to interstate standards, and improving the infrastructure available for bus, pedestrian, and bicycle traffic.

J.R. Allen Parkway is a critical corridor for the cities of Columbus and Phenix City. Therefore, input from the community is important to ensure that improvements address deficiencies, maximize opportunities, and meet current and future needs of those living, working and traveling along and through the corridor. The study team has prepared a website with information related to the recommended highway and multi-modal improvements that were developed in response to your comments from the previous virtual workshop. Your comments on these recommended improvements would be greatly appreciated.

Your input is vital for the City of Columbus, Georgia to establish a shared vision and lead to the successful implementation of the study in future phases when funding is available. You may participate in this open house any time between **October 5 - October 18, 2020** by using the following resources.

View the presentation and complete the survey at: http://www.JRAllenParkwayStudy.com

Email your comments to: cpcmpo@columbusga.org

Call in your comments to: 706-225-3938

Mail comments to: Columbus Consolidated Government
Planning Department
P.O. Box 1340
Columbus, Georgia 31902

Please call the Columbus Planning Department for more information: 706-225-3938

APPENDIX C

SUMMARY OF DESIGN WORKSHOP COMMENTS

JR Allen Parkway Corridor Study Virtual Design Workshop Summary of Comments

The Project Website and Virtual Design Workshop were advertised to the community via the following strategies:

- Announcement at the Columbus City Council Meeting,
- Notice on the Columbus Consolidated Government official website (www.columbusga.gov),
- Public notice in the local newspaper, and
- Post cards

During the announced 4-week comment period for the Virtual Design Workshop (6/15 – 7/12/20), the website offered online visitors the opportunity to post location-specific comments and/or suggestions on an interactive study area map. It also offered visitors a project specific survey that asked participants to rank the corridor based on various transportation related issues. This document summarizes the highlights of the results of the community input via interactive map and project specific survey.

The Interactive Study Map registered 40 entries providing specific comments and/or suggestions. These comments and suggestions were divided between highway and multi-modal categories. There were ten highway comments related to safety and seven comments related to capacity. Four locations received multiple comments. The locations and number of comments for each location are listed below:

- Bradley Park Drive (Safety/Improvement Needed) – 6
- Chattahoochee River Bridge (Capacity) – 3
- Schomburg Road (Capacity) – 2
- Extension of Limited Access Freeway East – 2

The safety comments included concerns for an at-grade railroad crossing at Double Churches Road and Veterans Parkway; inadequate freeway merge areas; and upgrading the corridor to interstate highway standards. The capacity comments included concerns about inadequate number of lanes to handle existing traffic volumes and traffic operational problems in the 2nd Avenue and Chattahoochee River bridge area.

There were five multimodal comments related to pedestrian facilities, two comments related to transit facilities and two comments related to wayfinding. The pedestrian facility comments were related to missing sidewalks and street trees. The transit comments were related to the need for a bus shelter at Gateway Road and a missing crosswalk needed to access a specific bus stop on Veterans Parkway. The wayfinding comments were related to improved gateway signage used to welcome visitors to Columbus along I-185 and JR Allen Parkway at the Georgia-Alabama state line.

The online Study Survey consisted of fifteen questions that took 48 participants an average of seven minutes to complete. One revealing question asked participants to rank nine transportation related issues along JR Allen Parkway. The two most important issues were safety/crash reduction and traffic congestion reduction. Another informative question asked participants to list the three intersections that are in the most need of improvement. The Bradley Park Drive intersection/ interchange was listed by more responders than any other intersection. The Flat Rock Road/Kitten Lake Drive and Moon Road intersections were the next most frequently intersections listed.

One traffic operational related question asked about the importance of implementing access control for medians and driveways in the study corridor. The vast majority of responders (72%) ranked traffic access control for medians and driveways as important.

Another infrastructure related question asked about the importance of implementing stormwater and flooding improvements in the study corridor. Many of the responders (58%) ranked stormwater and flooding improvements as important.

APPENDIX D

DESIGN WORKSHOP COMMENTS

JR Allen Parkway Corridor Study Website and Virtual Design Workshop Summary

In response to the COVID-19 Pandemic, the Study Team decided to conduct the previously planned public engagement program online via a project-specific website, www.jrallenparkwaystudy.com, in lieu of in-person public meetings. The one-day, in-person design workshop was changed to an online virtual workshop. The project website was configured to collect comments and suggestions from the Columbus area community.

PROJECT WEBSITE OVERVIEW

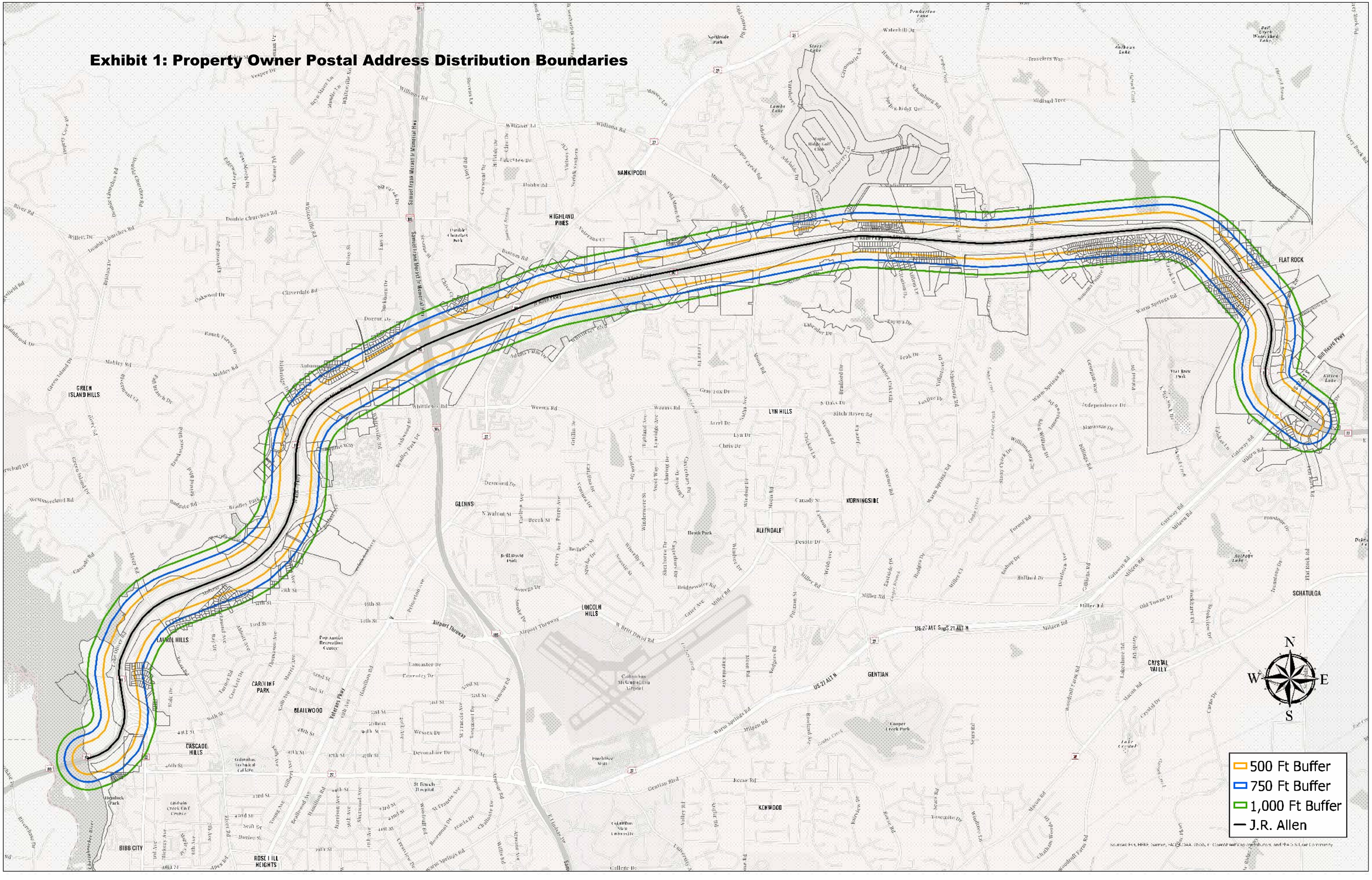
The project information incorporated into the website included a project location map, an overview of the project, a schedule of planned project events and a narrated video presentation giving additional project background. This website included two different options for the community to post comments about the project (interactive map and online survey).

The Project Website and Virtual Design Workshop were advertised to the community via the following strategies:

- Announcement at the Columbus City Council Meeting,
- Notice on the Columbus Consolidated Government official website (www.columbusga.gov),
- Public notice in the local newspaper, and
- Post cards

Post cards were mailed to all property owner addresses in the study corridor via US Postal Service and were delivered to the individual property owner addresses around June 15th. **Exhibit 1** on the following page illustrates the three different boundaries (500 feet, 750 feet and 1,000 feet) that were researched by the City GIS Department to determine which households to send the project notification post cards. The smallest boundary (500 feet from the centerline of JR Allen Parkway) would only encompass 370 property owner addresses. The largest boundary (1000 feet) would encompass 2,946 property owner addresses, which was significantly greater than the City staff was interested in sending. The compromise boundary of 750 feet covered 776 property owner addresses, which was more reasonable. Therefore, these 776 addresses were used by the City staff to distribute the project notification post cards. An example of the project notification post card sent to these property owner addresses is included in **Appendix A**. An example of the Public Meeting Announcement advertised in the local Columbus daily newspaper prior to the workshop is included in **Appendix B**.

Exhibit 1: Property Owner Postal Address Distribution Boundaries



PROJECT WEBSITE VISITOR STATISTICS

The website was first announced to the public at the regularly scheduled City Council Meeting on June 16, 2020. From June 16th to July 13th, the project website hosted 135 separate sessions from visitors all around the US. Since the original creation of the website on May 22, 2020, there have been 179 sessions conducted on this website. During these sessions, there were 126 unique IP addresses that accessed the website. The average session duration was almost 34 minutes. The majority of the website sessions (88) occurred during the week that the website was announced at the City Council Meeting and post cards were delivered to property owner addresses. The website with the highest number of referrals to the project website was the CCG website (www.columbusga.gov). The website visitors were located primarily in the Columbus area, but were distributed between 10 states and one property owner from Vietnam (See **Table 1** below). The overall website visitor statistics since the creation of the website are shown in **Exhibit 2** on the following page.

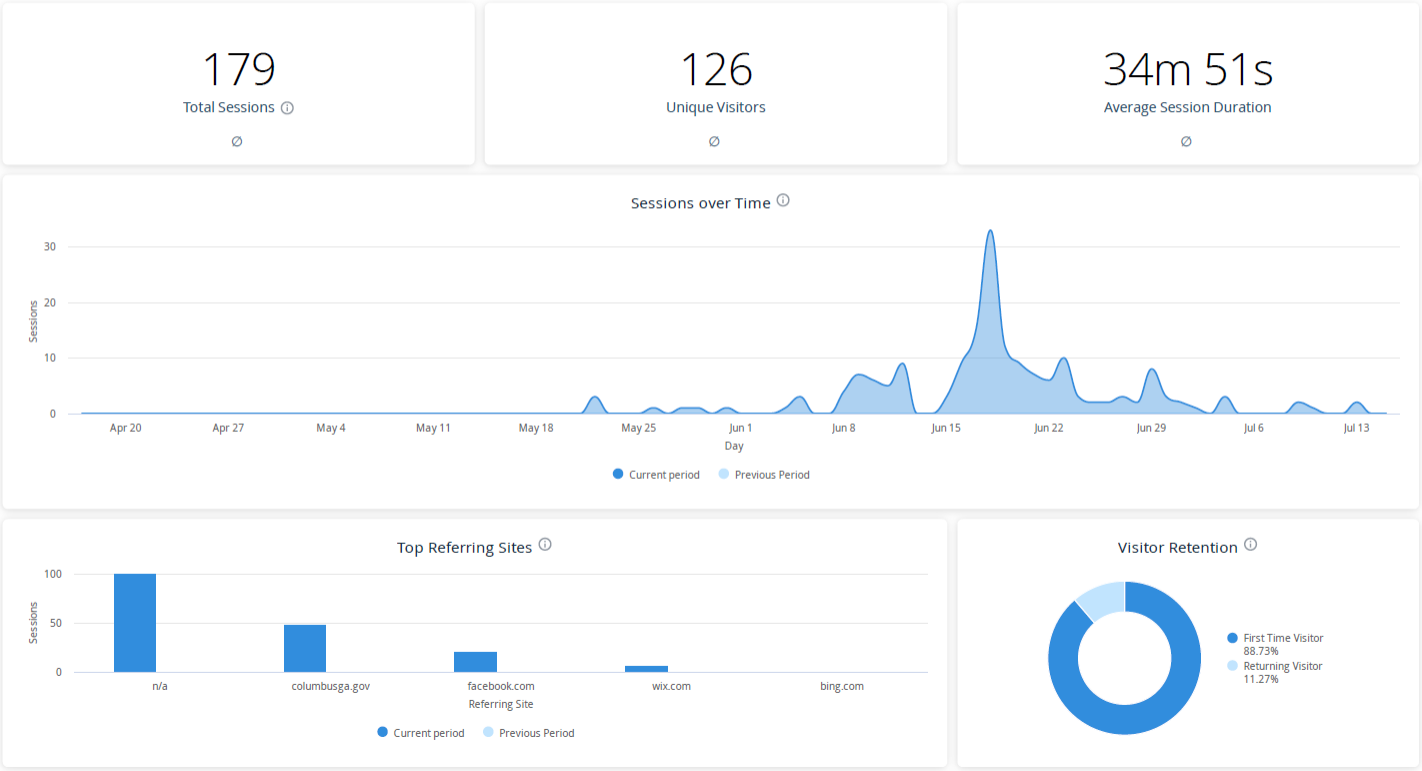
Table 1: Location of Website Visitors

City, State/County	city_map_coordinates	Unique Visitors
Columbus	32.4608333,-84.9877778	68
Midland	32.5747222,-84.8272222	10
Birmingham, AL	33.5205556,-86.8025	9
Raleigh, NC	35.7719444,-78.6388889	9
Charlotte, NC	35.2269444,-80.8433333	4
Atlanta	33.7488889,-84.3880556	4
Unknown	N/A	4
Phenix City, AL	32.4708333,-85.0008333	4
Miami, FL	25.7738889,-80.1938889	3
Chicago, IL	41.85,-87.65	2
Tucker	33.8544444,-84.2172222	2
Buford	34.1205556,-84.0044444	1
Cataula	32.6552778,-84.8686111	1
Auburn, AL	32.6097222,-85.4808333	1
Morrisville, NC	35.8233333,-78.8258333	1
An Giang, Vietnam	14.35,109.1	1
Childersburg, AL	33.2780556,-86.355	1
Palm Coast, FL	29.5847222,-81.2080556	1
Decatur	33.7747222,-84.2963889	1
Suwanee	34.0513889,-84.0713889	1
Macon	32.8405556,-83.6325	1
Alpharetta	34.0752778,-84.2941667	1
Jacksonville, FL	30.3319444,-81.6558333	1
Lexington, KY	37.9886111,-84.4777778	1
Taylors, SC	34.9202778,-82.2963889	1
Cheyenne, WY	41.14,-104.8197222	1
La Grange	33.0391667,-85.0313889	1
Buffalo, NY	42.8863889,-78.8786111	1
Los Angeles, CA	34.0522222,-118.2427778	1

Exhibit 2: JRAllenParkwayStudy.com Visitor Traffic Statistical Overview

Traffic Overview

Date is in the last 90 day



VIRTUAL DESIGN WORKSHOP

During the announced 4-week comment period for the Virtual Design Workshop (June 15 – July 12, 2020), the website offered online visitors the opportunity to post location-specific comments and/or suggestions on an interactive study area map. It also offered visitors a project specific survey that asked participants to rank the corridor based on various transportation related issues. All of the comments and suggestions received via the website and by mail have supported various types of transportation improvements and enhancements in the study corridor. This document summarizes the results of the community input via interactive map and project specific survey.

Interactive Study Area Map Comments

This Interactive Study Area Map illustrated the project study limits, JR Allen Parkway interchanges at the various crossing streets, and study area METRA bus routes and. During the 4-week comment period, the Interactive Study Map registered a total of 43 comments (See **Exhibit 3** on the following page and **Appendix C**). All of these comments are shown in **Exhibit 3** except for Comment #32, which is outside the study area in the vicinity of Yellow Pine Road, east of the study area. Users were able to enter their comments using the five following areas of concern (each area of concern was represented by a different symbol):

1. Barrier
2. Destination
3. Improvement Needed
4. Safety Issue
5. Other

Of these comments, 40 entries provided specific comments and/or suggestions. From these 40 entries, there were several comments that were repeated resulting in 25 unique comments and suggestions. These unique comments and suggestions were divided between highway and multi-modal categories. Under the highway related comment category, there were 17 unique comments that were related to either Safety, Improvement Needed or Other issues (See **Table 2** on Page 7).

Highway Comments – In **Table 2** on Page 7, there were ten unique highway comments related to safety and seven unique comments related to capacity. The following four locations received multiple comments:

- Bradley Park Drive (Safety/Improvement Needed) – 6
- Chattahoochee River Bridge (Capacity) – 3
- Schomburg Road (Capacity) – 2
- Extension of Limited Access Freeway East – 2

The safety comments included concerns for an at-grade railroad crossing at Double Churches Road and Veterans Parkway; inadequate freeway merge areas; and upgrading the corridor to interstate highway standards. The capacity comments included concerns about inadequate number of lanes to handle existing traffic volumes and traffic operational problems in the 2nd Avenue and Chattahoochee River bridge area.

Exhibit 3: JR Allen Parkway Study Interactive Map



JR Allen Pkwy Study Area

0 0.5 1 2 Miles

Table 2: Highway Related Comments and Suggestions

ID	Category	Comment_	Near_Exit	Location	Unique Comment ID	Highway Comment ID	Comment Catergory	Number of Comments
10	Safety	At-grade railroad crossing near intersection	Veterans Parkway	Beyond Study Area	7	1	Safety	1
12	Safety	Vehicles often do not accelerate appropriately to join the flow of traffic when merging	Bradley Park Drive	Within Study Area	9	2	Safety	1
13	Safety/ Improvement Needed		Bradley Park Drive	Within Study Area	10	3	Safety	6
16	Safety	Setting sun in the west often blinds drivers at certain times of the year causing congestion/accidents	River Road	Within Study Area	11	4	Safety	1
17	Improvement Needed	Very short acceleration lane that often causes accidents and congestion	Veterans Parkway	Within Study Area	12	5	Safety	1
18	Improvement Needed		Schomburg Road	Within Study Area	13	6	Capacity	2
19	Improvement Needed	Needs to be wider/more lanes	Moon Road	Within Study Area	14	7	Capacity	1
20	Improvement Needed	Signal or roundabout needed.	Psalmond Road	Beyond Study Area	15	8	Safety	1
22	Improvement Needed		2nd Avenue	Within Study Area	16	9	Capacity	1
25	Improvement Needed		Middleburg Drive	Within Study Area	17	10	Capacity	1
26	Improvement Needed		Manchester Expressway - US 27 Alt	Within Study Area	18	11	Capacity	1
32	Other	Consider extending limited access freeway on a new alignment from the termination of limited access in Midland. Beyond here begin conversions to full limited access to Talbot County	Yellow Pine Road	Beyond Study Area	19	12	Safety	1
33	Other	About here, consider continuing on a new alignment fully limited-access freeway on past Pratt and Whitney. This would allow truck traffic and thru-way traffic to bypass unnecessary stops and releive congestion for comm and residential areas in Midland.	Stone Creek Lane	Within Study Area	20	13	Safety	2
34	Other	Near here consider a fully limited access interchange much like I-185 w/ JR Allen and the Manchester Expressway.	Manchester Expressway - US 27 Alt	Beyond Study Area	21	14	Safety	1
35	Destination	Improving Interchange as this is the gateway to the heart of Columbus, Uptown.	2nd Avenue	Within Study Area	22	15	Capacity	1
38	Improvement Needed	Major congestion, any bridge expansion would help greatly.	Bridge-State Border	Within Study Area	24	16	Capacity	3
40	Safety	Interstate standards along entire route as cited in the study will be a major improvement	Bradley Park Drive	Within Study Area	25	17	Safety	1

Multimodal Comments – In **Table 3** below, there were five unique multimodal comments related to pedestrian facilities, two unique comments related to transit facilities and two comments related to wayfinding. The pedestrian facility comments were related to missing sidewalks and street trees. The transit comments were related to a missing bus shelter at Gateway Road and a missing crosswalk needed to access a bus stop on Veterans Parkway. The wayfinding comments were related to improved gateway signage used to welcome visitors to Columbus along I-185 and JR Allen Parkway at the Georgia-Alabama state line.

Table 3: Multimodal Related Comments and Suggestions

ID	Category	Comment_	Near_Exit	Location	Unique Comment ID	Multimodal Commend ID	Comment Catergory	Number of Comments
3	Improvement Needed	Sidewalk missing	Flat Rock Road	Within Study Area	1	1	Pedestrian	1
4	Improvement Needed	Shelter needed	Gateway Road	Beyond Study Area	2	2	Transit	1
5	Improvement Needed	Sidewalk missing	Warm Springs Road	Within Study Area	3	3	Pedestrian	1
6	Improvement Needed	Sidewalk missing	Moon Road	Beyond Study Area	4	4	Pedestrian	1
8	Barrier	No sidewalks	Whitesville Rd	Within Study Area	5	5	Pedestrian	1
9	Other	No shade along streetscape	Double Churches Rd	Beyond Study Area	6	6	Pedestrian	1
11	Improvement Needed	Crosswalk needed to access transit stop	Veterans Parkway	Beyond Study Area	8	7	Transit	1
36	Destination	A better 'Welcome to Georgia' sign is long overdue. Columbus is the gateway to West Georgia!	Bridge-State Border	Within Study Area	23	8	Wayfinding	1
37	Destination	Some sort of 'Welcome to Columbus' mark. Look to the Ft. Benning/Columbus gateway at the I-185/Victory Dr (US-280) interchange for inspiration, but not necessarily anything that complex.	I-185	Within Study Area	23	9	Wayfinding	1

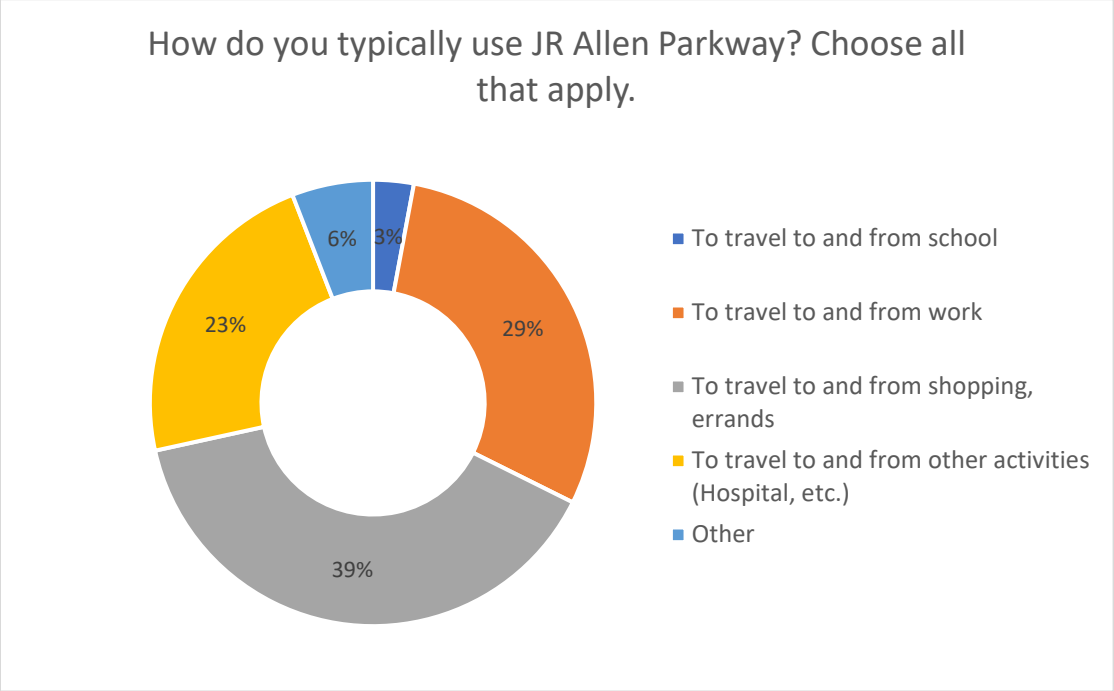
Study Survey Comments

The online Study Survey consisted of fifteen (15) questions that took participants an average of seven (7) minutes to complete. One hundred and thirty (135) website visitors clicked on the Project Survey link and viewed the survey questions. Fifty-eight (58) of these users started the survey with ten (10) dropouts prior to completing the survey, which resulted in a completion rate of 83 percent. The full results of the completed survey are included in **Appendix D**. Detailed summaries of some of the critical questions are described hereinafter.

Question 2: What is your primary mode of transportation on a typical day? – The majority (97.9%) of respondents answered this question indicating that they use their personal vehicle for their primary source of transportation.

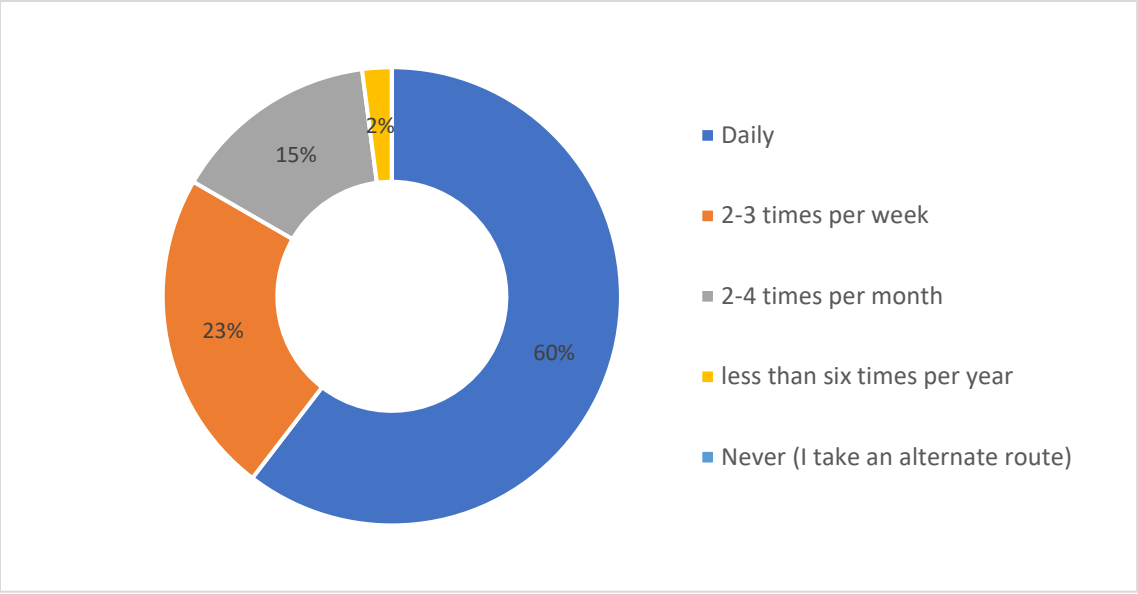
Question 4: How do you typically use JR Allen Parkway? – This question attempted to determine the nature of existing trips within the JR Allen Parkway corridor. Trips were mostly work-related trips (29%) or shopping-errand trips (39%) as illustrated in **Exhibit 4** below.

Exhibit 4: Distribution of Trips on JR Allen Parkway



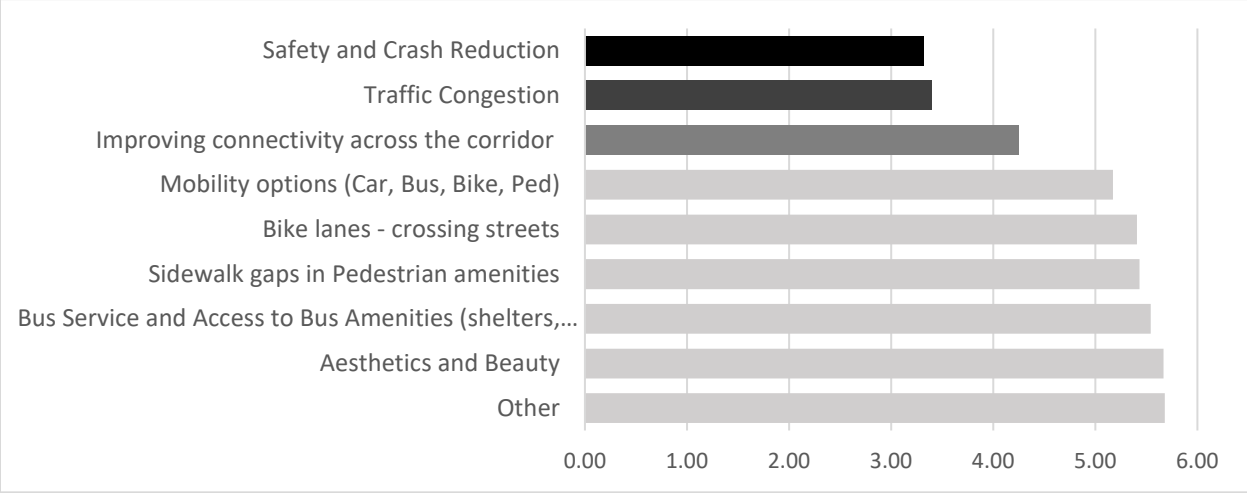
Question 6: How often do you use JR Allen Parkway? – The majority (60%) of respondents answered this question indicating that they use JR Allen Parkway daily as illustrated in **Exhibit 5** below.

Exhibit 5: Frequency of Traveling on JR Allen Parkway



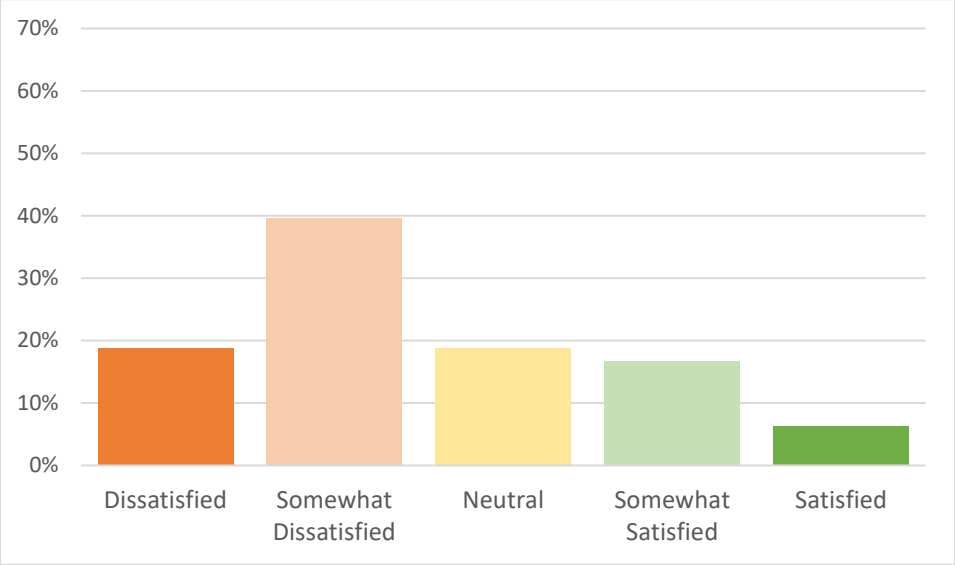
Question 7: Please rank the following transportation issues along the roadways within the JR Allen Parkway study area from most important (1) to least important (8) – This question attempted to gauge the transportation related priorities of the community. The issues with the lowest ranking represented the most important issues for the survey respondents. The two most important issues were safety/crash reduction and traffic congestion reduction. The average rankings by issue are illustrated in **Exhibit 6** below.

Exhibit 6: Ranking of Transportation Issues



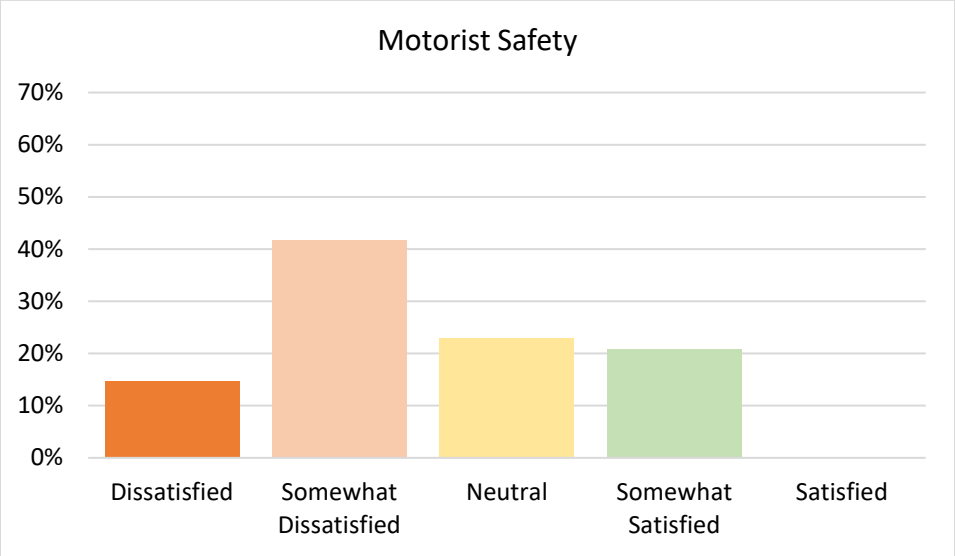
Question 9a: Rate your satisfaction with the flow of traffic within the JR Allen Parkway Study area – This question attempted to gauge the level of satisfaction of the community concerning how well traffic flows within the corridor. The majority of users (58.3%) are dissatisfied or somewhat dissatisfied with flow of traffic as illustrated in **Exhibit 7** below.

Exhibit 7: Community Satisfaction for Flow of Traffic



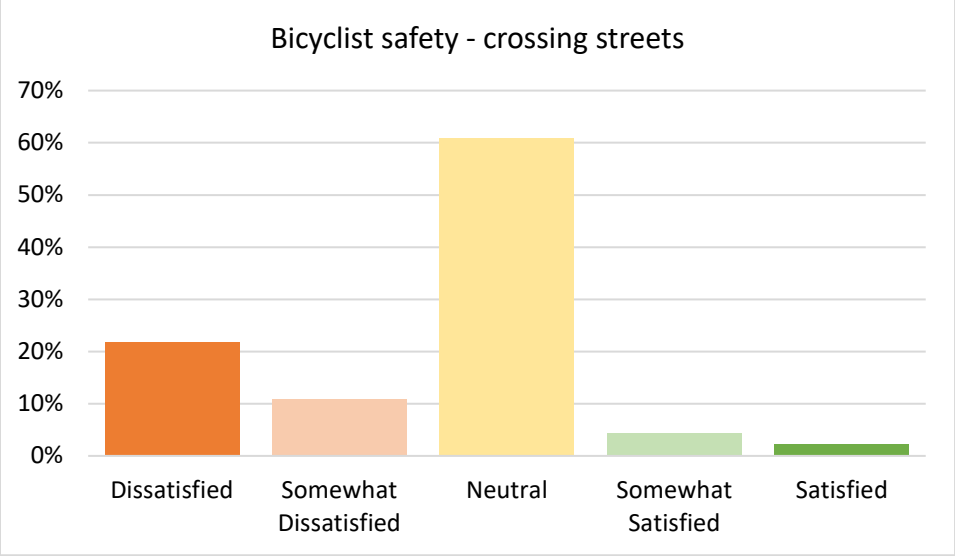
Question 9b: Rate your satisfaction with motorist safety within the JR Allen Parkway Study area – This question attempted to gauge the level of satisfaction of the community concerning how safe motorist feel driving the corridor. The majority of users (56.3%) are dissatisfied or somewhat dissatisfied with motorist safety as illustrated in **Exhibit 8** below. No responders indicated that they were satisfied.

Exhibit 8: Community Satisfaction Related to Motorist Safety



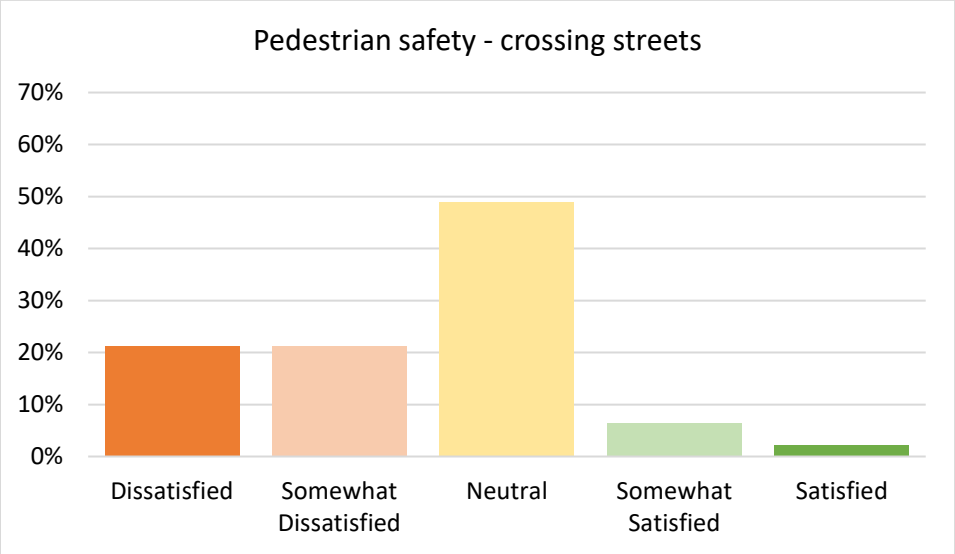
Question 9c: Rate your satisfaction with bicyclist safety while traveling the crossing streets – This question attempted to gauge the level of satisfaction of the community concerning how safe cyclists feel using the crossing streets along the corridor. The majority of users (60.9%) are neutral concerning bicycle safety as illustrated in **Exhibit 9** below.

Exhibit 9: Community Satisfaction Related to Bicycle Safety on Crossing Streets



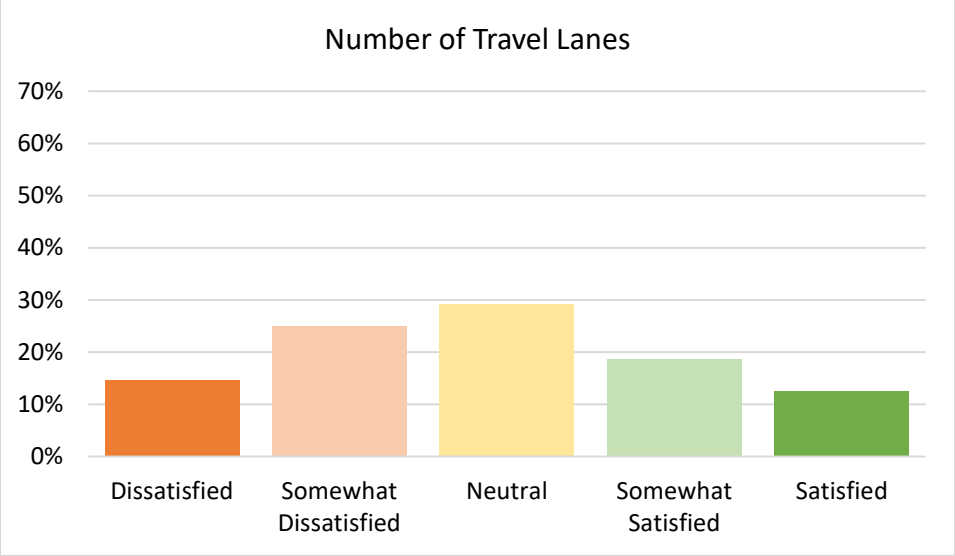
Question 9d: Rate your satisfaction with pedestrian safety along the crossing streets – This question attempted to gauge the level of satisfaction of the community concerning how safe pedestrians feel using the crossing streets along the corridor. Many users (42.6%) are dissatisfied or somewhat dissatisfied with pedestrian safety as illustrated in **Exhibit 10** below.

Exhibit 10: Community Satisfaction Related to Pedestrian Safety on Crossing Streets



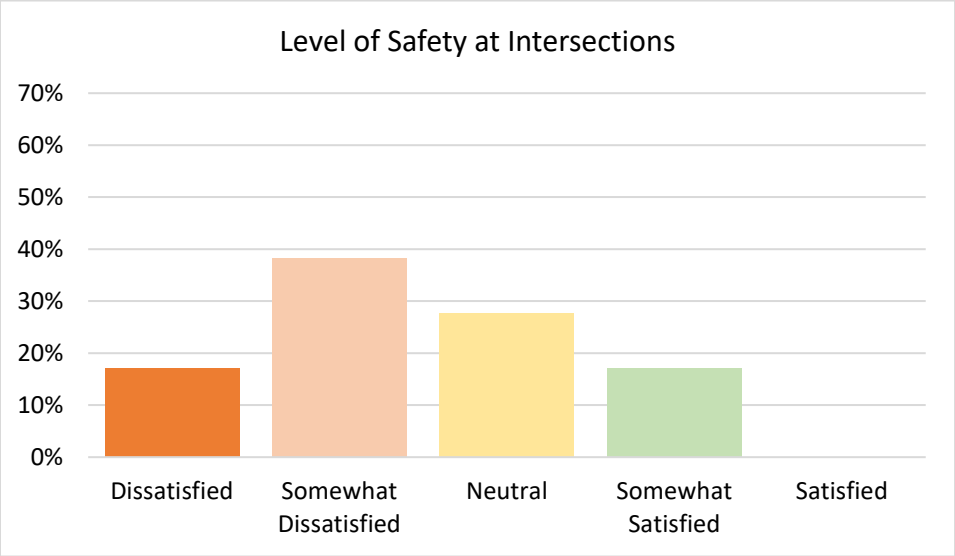
Question 9e: Rate your satisfaction with number of travel lanes in the corridor – This question attempted to gauge the level of satisfaction of the community concerning the adequacy of the laneage of roadways within the corridor. More users (39.6%) are dissatisfied or somewhat dissatisfied with the adequacy of the laneage of roadways within the corridor than are satisfied or somewhat satisfied (31.3%) as illustrated in **Exhibit 11** below.

Exhibit 11: Community Satisfaction Related to Number of Travel Lanes in the Corridor



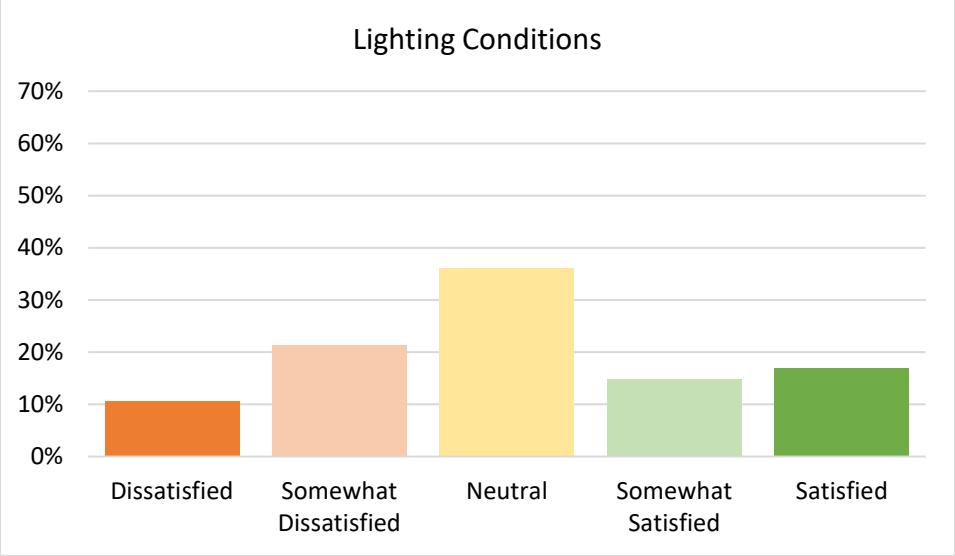
Question 9f: Rate your satisfaction with level of safety at intersections – This question attempted to gauge the level of satisfaction of the community concerning the level of safety at intersections within the corridor. The majority of users (55.3%) are dissatisfied or somewhat dissatisfied with the level of safety at intersections within the corridor as illustrated in **Exhibit 12** below. No responders indicated that they were satisfied.

Exhibit 12: Community Satisfaction Related to Level of Safety at Intersections



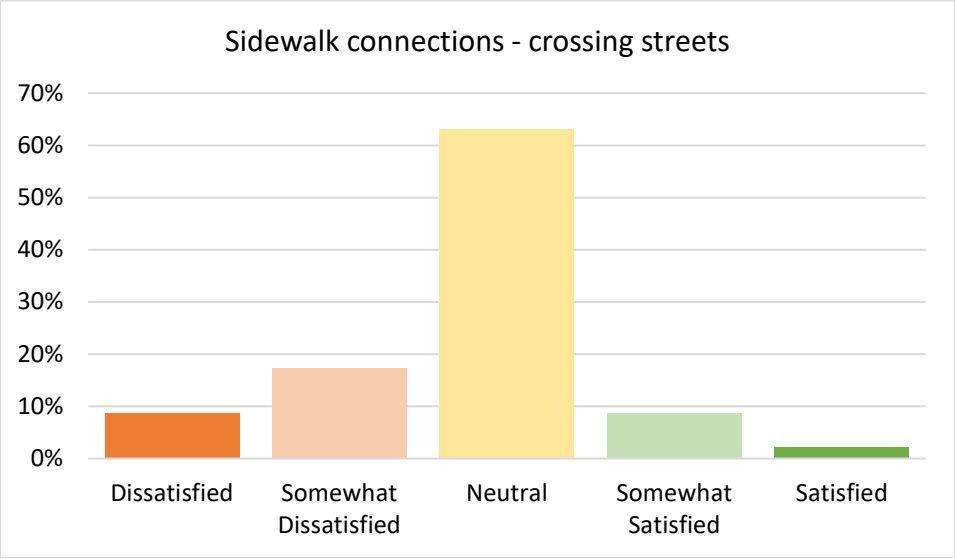
Question 9g: Rate your satisfaction with lighting conditions within the JR Allen Parkway Study area – This question attempted to gauge the level of satisfaction of the community concerning lighting conditions within the corridor. There was an equal split of users between neutral, satisfied and dissatisfied with lighting conditions as illustrated in **Exhibit 13** below.

Exhibit 13: Community Satisfaction Related to Lighting Conditions



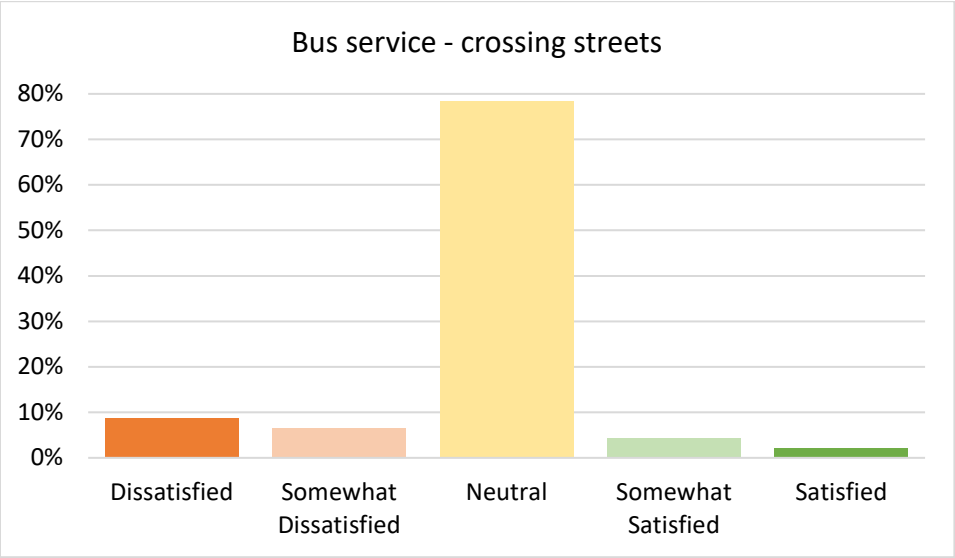
Question 9h: Rate your satisfaction with sidewalk connections while using the crossing streets – This question attempted to gauge the level of satisfaction of the community concerning sidewalk connections while using the crossing streets. After the 63% of respondents that are neutral, 26.1% of users are dissatisfied or somewhat dissatisfied with sidewalk connections along crossing streets as illustrated in **Exhibit 14** below.

Exhibit 14: Community Satisfaction Related to Sidewalk Connections on Crossing Streets



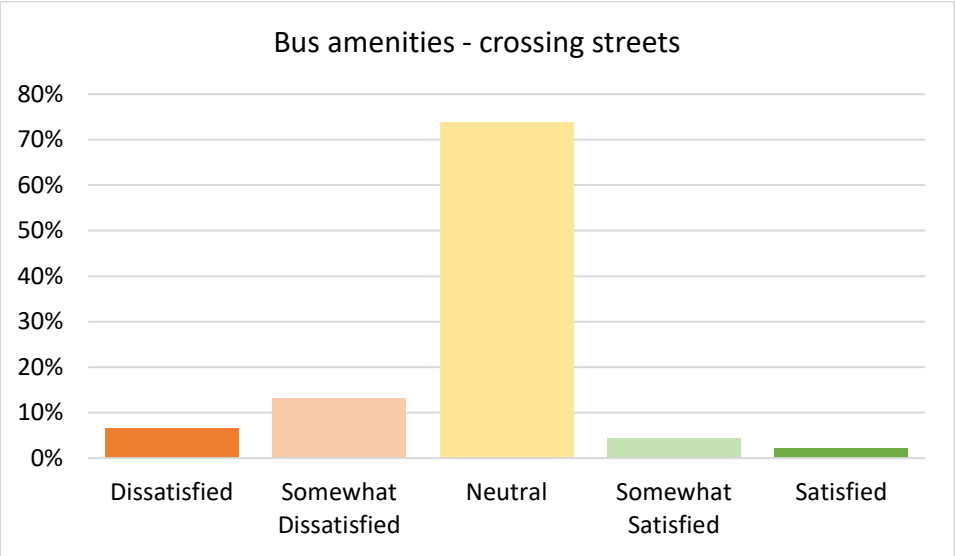
Question 9i: Rate your satisfaction with bus service along the crossing streets – This question attempted to gauge the level of satisfaction of the community concerning the level of bus service along the corridor. The majority of users (78.3%) are neutral concerning the level of bus service as illustrated in **Exhibit 15** below. This response rate may indicate the need for more outreach to transit users, such as placing flyers on METRA buses within the corridor.

Exhibit 15: Community Satisfaction Related to Bus Service on Crossing Streets



Question 9j: Rate your satisfaction with bus amenities along the crossing streets – This question attempted to gauge the level of satisfaction of the community concerning the bus amenities along the corridor. The majority of users (73.9%) are neutral concerning the bus amenities in the corridor as illustrated in **Exhibit 16** below. This response rate may indicate the need for more outreach to transit users, such as placing flyers on METRA buses within the corridor.

Exhibit 16: Community Satisfaction Related to Bus Service on Crossing Streets



Question 10: Please tell us three intersections within the JR Allen Parkway Study area that are in need of improvements. – This question attempted to identify all the intersections in the study corridor that warrant improvements. The Bradley Park Drive intersection/ interchange was listed by more responders than any other intersection as indicated in **Table 4** below. Even though the Bradley Park Drive interchange is not included in this study because GDOT is planning to reconstruct this interchange, the GDOT project will not modify the ramp connections to JR Allen Parkway. Therefore, improvements to these ramp connections will be considered during this study. The Flat Rock Road/Kitten Lake Drive/Moon Road intersections were the three next most frequently intersections listed.

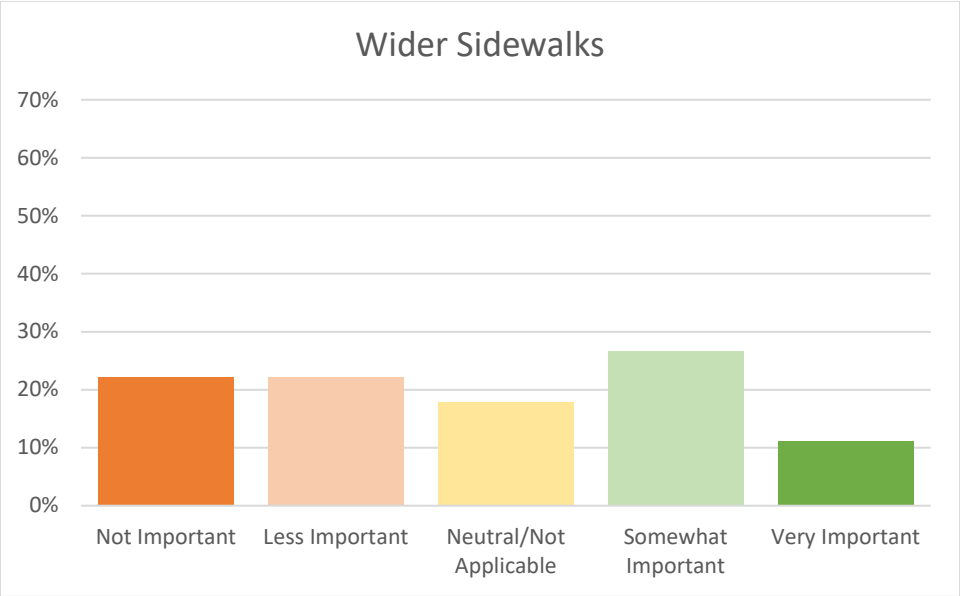
Table 4: Study Area Intersections that Need Improvement

Road	Frequency
Bradley Park Drive	19
Flatrock Road	11
Kitten Lake Drive	10
Moon Road	10
Schomburg Road	9
Manchester Expressway	8
2nd Avenue	6
Interstate-185	6
Chattahoochee River Bridge	5
Veterans Parkway	5
Blackmon Road	5
Lynch Road	4
Gateway Road	2
River Road	2
Pratt & Whitney Drive	2
Warm Springs Road	1
Psalamond Road	1
US 80 WB CD Road	1
Old Flat Rock Road	1
Macon Road	1

Question 11: Rank the following potential improvements in terms of their importance to you:

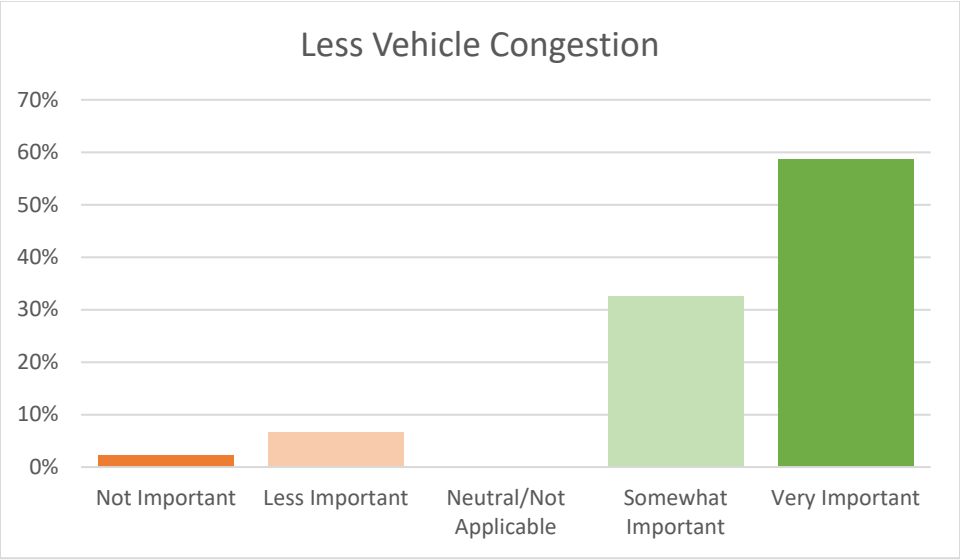
Question 11a: Wider Sidewalks – This question attempted to gauge the level of importance to the community of having wider sidewalks along crossing streets. More responders (44.4%) consider wider sidewalks as not important or less important than consider wider sidewalks as somewhat important or very important (37.8%), which is illustrated in **Exhibit 17** below.

Exhibit 17: Community Prioritization of Wider Sidewalks



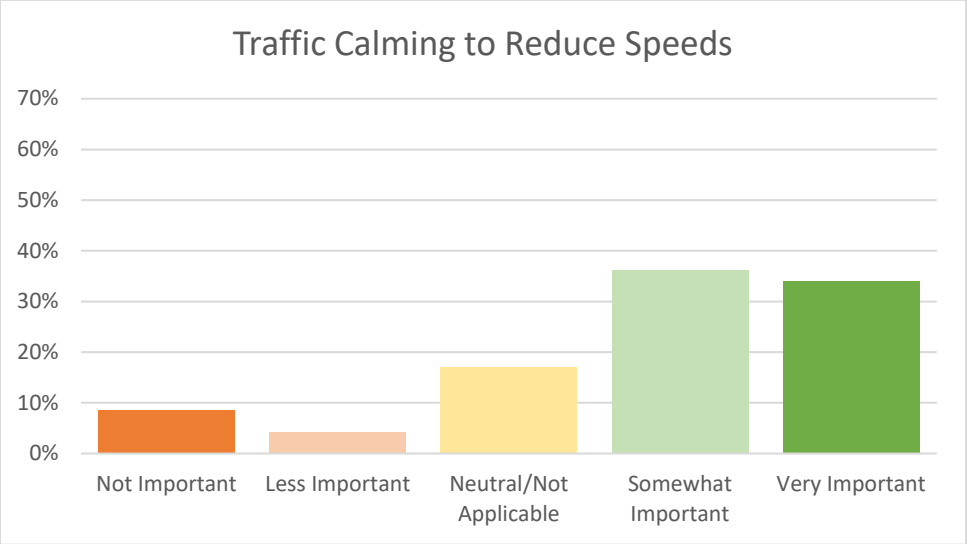
Question 11b: Less Vehicle Congestion – This question attempted to gauge the level of importance to the community of having less vehicle congestion in the study corridor. The majority of responders (91.3%) rank less vehicle congestion as somewhat important or very important, which is illustrated in **Exhibit 18** below.

Exhibit 18: Community Prioritization of Less Vehicle Congestion



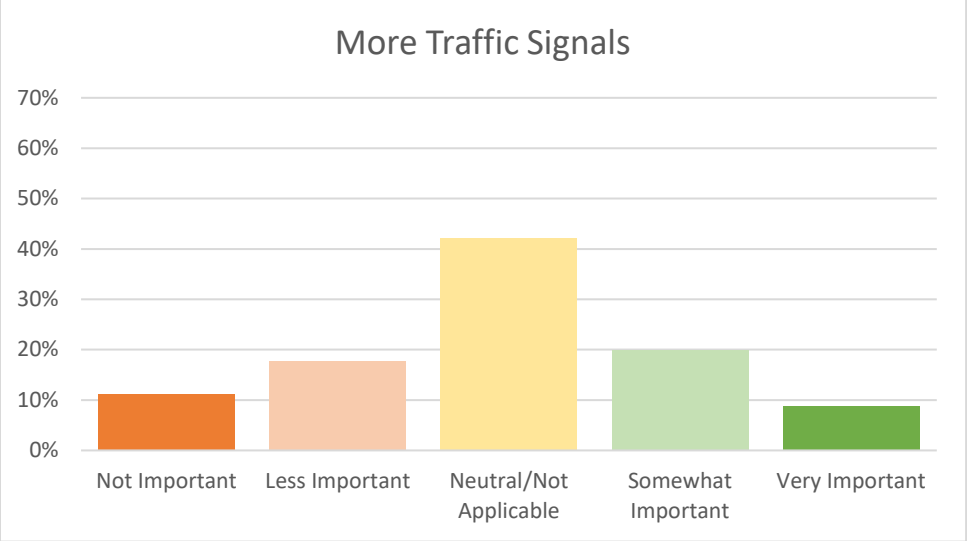
Question 11c: Traffic Calming to Reduce Speeds – This question attempted to gauge the level of importance to the community of implementing traffic calming strategies to reduce speeds in the study corridor. The majority of responders (70.2%) rank traffic calming strategies to reduce speeds as somewhat important or very important, which is illustrated in **Exhibit 19** below.

Exhibit 19: Community Prioritization of Traffic Calming to Reduce Speeds



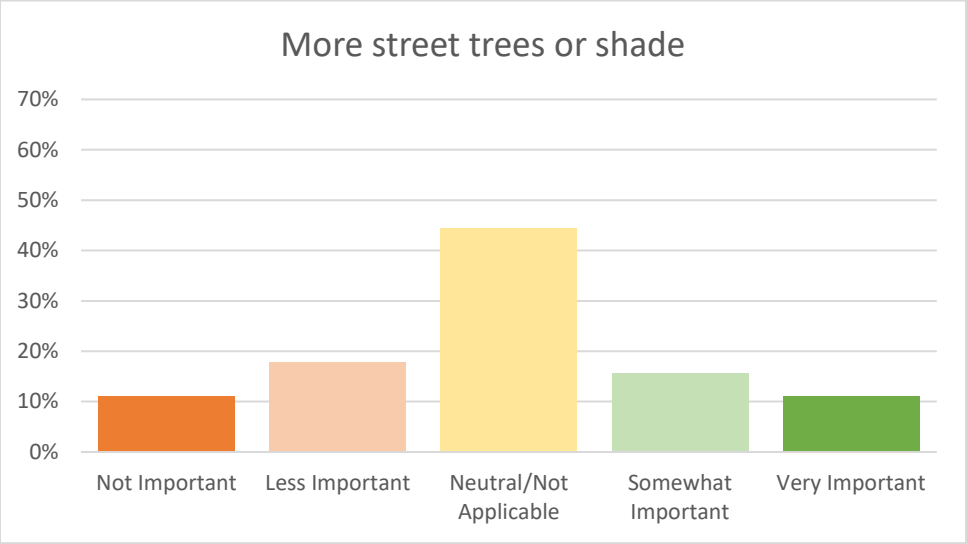
Question 11d: More Traffic Signals – This question attempted to gauge the level of importance to the community of installing more traffic signals in the study corridor. The same percentages (28.9%) of responders rank more traffic signals as not important or less important as rank this issue as somewhat important or very important, which is illustrated in **Exhibit 20** below.

Exhibit 20: Community Prioritization of More Traffic Signals



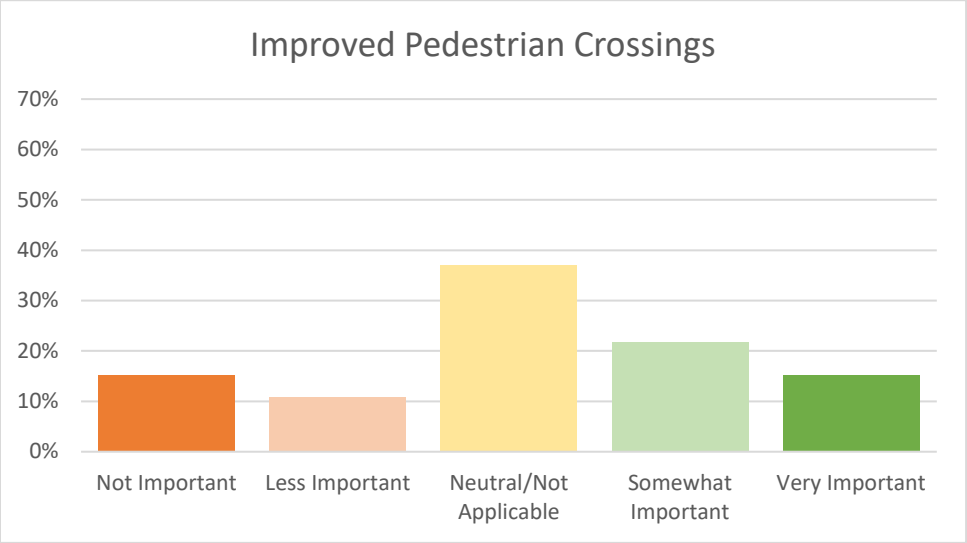
Question 11e: More Street Trees or Shade – This question attempted to gauge the level of importance to the community of implementing more street trees or shade in the study corridor. Slightly more responders (28.9%) rank more street trees or shade as not important or less important than rank more street trees or shade as somewhat important or very important (26.7%), which is illustrated in **Exhibit 21** below.

Exhibit 21: Community Prioritization of More Street Trees or Shade



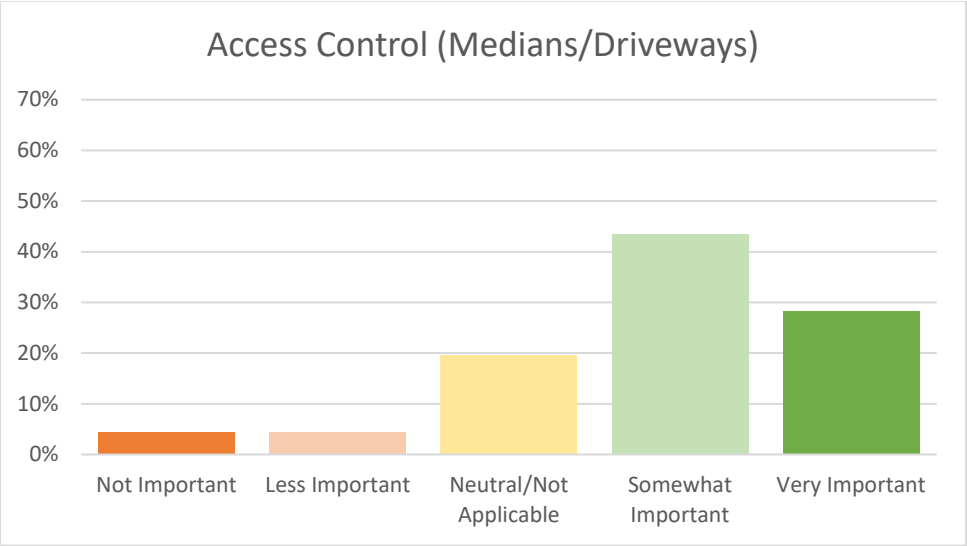
Question 11f: Improved Pedestrian Crossings – This question attempted to gauge the level of importance to the community of implementing improved pedestrian crossings in the study corridor. More responders (37.0%) rank improved pedestrian crossings as somewhat important or very important than rank improved pedestrian crossings as less important or not important (26.1%), which is illustrated in **Exhibit 22** below.

Exhibit 22: Community Prioritization of Improved Pedestrian Crossings



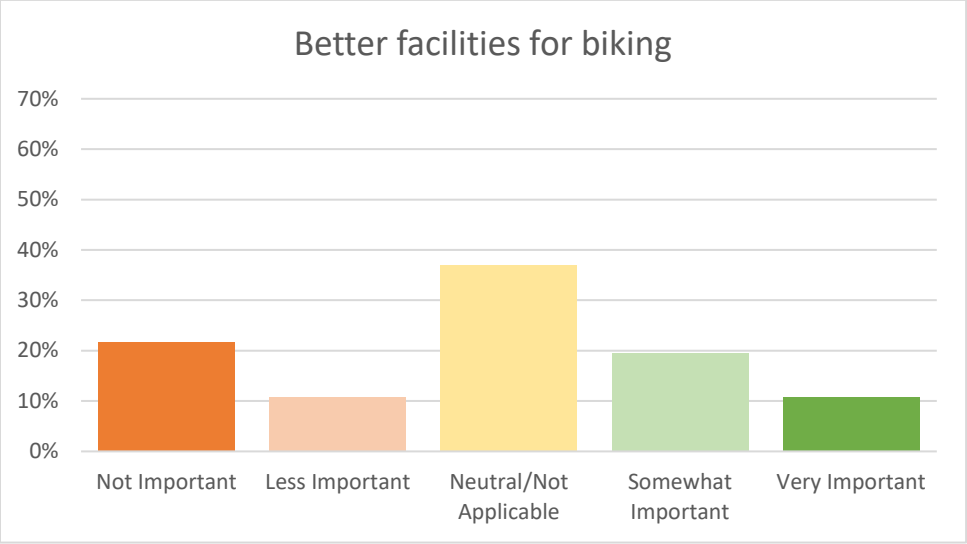
Question 11g: Access Control (Medians/Driveways) – This question attempted to gauge the level of importance to the community of implementing access control for medians and driveways in the study corridor. The majority of responders (71.7%) rank traffic access control for medians and driveways as somewhat important or very important, which is illustrated in **Exhibit 23** below.

Exhibit 23: Community Prioritization of Access Control (Medians/Driveways)



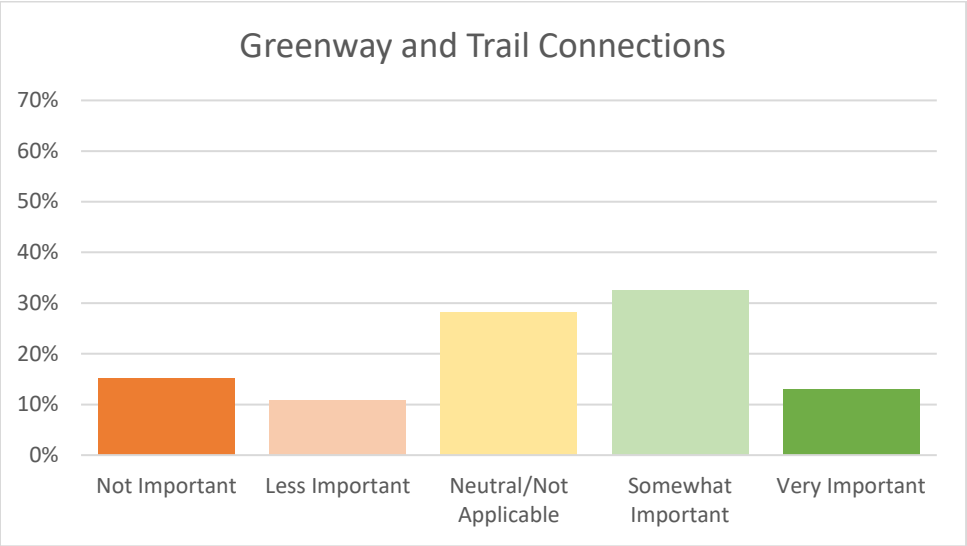
Question 11h: Better Facilities for Biking – This question attempted to gauge the level of importance to the community of implementing better facilities for biking in the study corridor. Similar percentages (approximately 30%) of responders rank better facilities for biking as not important or less important as rank this issue as somewhat important or very important, which is illustrated in **Exhibit 24** below.

Exhibit 24: Community Prioritization of Better Facilities for Biking



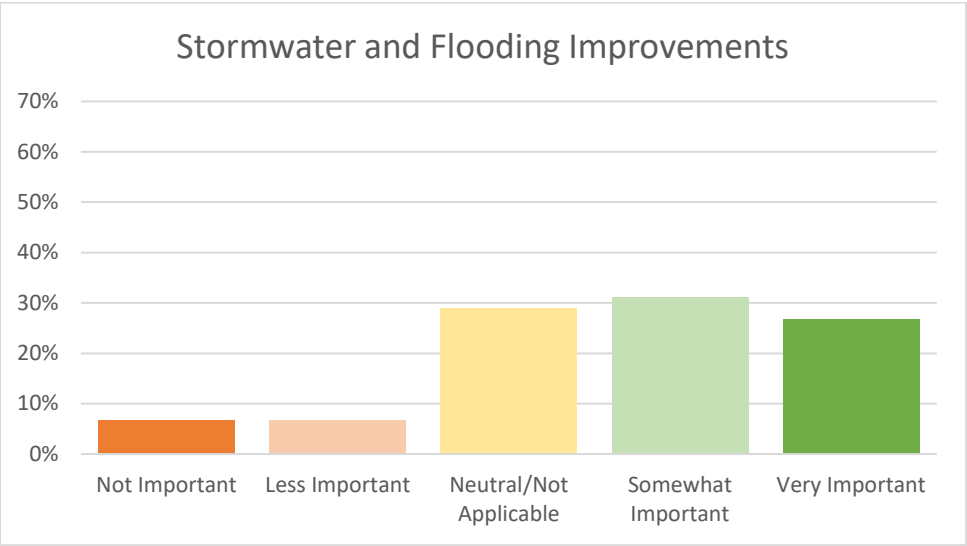
Question 11i: Greenway and Trail Connections – This question attempted to gauge the level of importance to the community of implementing greenway and trail connections in the study corridor. More responders (45.7%) rank greenway and trail connections as somewhat important or very important than rank greenway and trail connections as less important or not important (26.1%), which is illustrated in **Exhibit 25** below.

Exhibit 25: Community Prioritization of Greenway and Trail Connections



Question 11j: Stormwater and Flooding Improvements– This question attempted to gauge the level of importance to the community of implementing stormwater and flooding improvements in the study corridor. The majority of responders (57.8%) rank stormwater and flooding improvements as somewhat important or very important, which is illustrated in **Exhibit 26** below.

Exhibit 26: Community Prioritization of Stormwater and Flooding Improvements



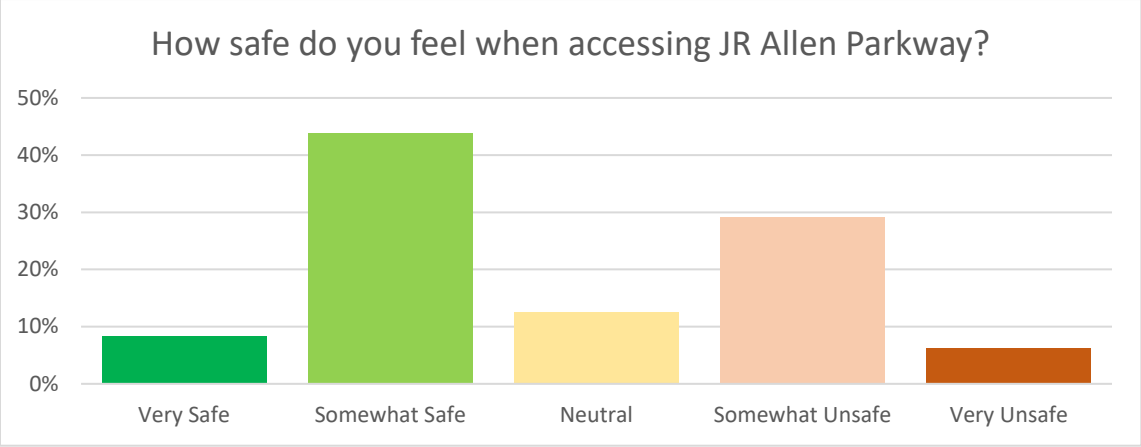
Question 12: Where do you most often access JR Allen Parkway? – This question attempted to identify routes that respondents use to access JR Allen Parkway. The route that was mentioned most often (8 times) was Flat Rock Road as indicated in **Table 5** below. The second most listed route was 2nd Avenue.

Table 5: Where Do You Access JR Allen Parkway Most Often

Where do you most often access JR Allen Parkway?	Frequency Listed
Flat Rock Road	8
2nd Avenue	7
Bradley Park Drive	5
Schomburg Road	5
Moon Road	4
US-27/Veterans Parkway	3
Beaver Run Road (East End)	3
Lynch Road	3
River Road	2
Blackmon Road	2
Manchester Expressway	2
Whitesville Road	1
Interstate 185	1
Warm Springs Road	0

Question 14: How safe do you feel when accessing JR Allen Parkway? – This question attempted to determine the perception of safety while accessing the JR Allen Parkway corridor. The majority of responders (52.1%) stated that they felt somewhat safe or very safe while accessing the JR Allen Parkway corridor, which is illustrated in **Exhibit 27** below.

Exhibit 27: Perception of Safety While Accessing JR Allen Parkway



Question 15: If You Could Make One Transportation Improvement to the Roadways Within the JR Allen Parkway Study Area It Would Be...? – This question attempted to identify routes in the study corridor that respondents would like to see improved. The comments were divided between highway related comments and multimodal comments in **Table 6** below and on the following page.

Table 6: If You Could Make One Transportation Improvement to the Roadways Within the Study Area It Would Be...?

Highway ID	Comment	Comment Category
1	Slow the cars down!	Safety
2	Re-designed interchanges	Congestion
3	Vehicles entering need to learn the meaning of YIELD	Safety
4	Ability to get on and off needs to be easier	Safety
5	Traffic congestion nearing Midland area	Congestion
6	Reduce congestion at Kitten Lake Road and at the river	Congestion
7	Less cars	Congestion
8	the hot mess at the Flat Rock/Beaver Run/Kitten Lake intersection	Congestion
9	exit lanes and entrance ramps are the same lane, and it's an incredibly short length of space to have cars merging on at speed while others merging off slowing down hard enough to not run off the road to make the slow and tight turn around the exit. it's a horrible design.	Safety
10	Slow down speeding traffic.	Safety
11	Add a third lane; maybe increase the speed by maybe 5 (70 mph) from the gas station/Walmart in Midland all the way to 2nd ave	Congestion
12	Adding lane extensions to entry ramps at Bradley Park	Safety
13	Less traffic congestion around Midland area	Congestion
14	Access on and off safely	Safety
15	Reconfigure the on ramp from Bradley Park going east like they did going east bound. I struggle to get on the highway when coming from Bradley Park west taking the east bound ramp.	Safety
16	Reconfigure the on ramp going east on JR Allen from Bradley Park West. It is a struggle to get on the highway coming down the ramp and I usually end up stopped in the break down lane while I wait to get over.	Safety
17	Kitten Lake Intersection	Congestion
18	Less traffic congestion during rush hours	Congestion
19	Add a turning land at Psalmond	Safety
20	An extra lane on both sides would make driving more comfortable and would allow better flow and better merging.	Safety
21	Better turning lanes, wider roads and streetlights	Safety
22	Less tractor trailer traffic during peak times	Congestion
23	Make it easier to determine which lane to be in in order to turn left when Parkway ends at east end.	Safety
24	Exit Only Lane to 2nd Avenue Exit westbound	Safety
25	access for on ramps	Safety

Table 6: If You Could Make One Transportation Improvement to the Roadways Within the Study Area It Would Be...? (Continued)

Highway ID	Comment	Comment Category
26	Full limited access to Manchester Expressway if not further	Safety
27	upgrade throughout entire 10 mi length to u s interstate standards	Safety
28	Less congestion at Schomburg Road	Congestion
29	Better control the flow of traffic	Safety
30	Upgrade to interstate standards from AL Border to Midland. Limited access along the way and to Talbot County. Improve Traffic flow near Alabama bridge.	Safety
31	Bradley Park ramps	Safety
32	More flow of traffic upon exit with fewer traffic lights	Congestion
33	A third lane across the river	Congestion
34	More lanes	Congestion
35	Roundabouts on Blackmon Road at exit ramps. There are collisions there almost daily.	Safety
36	Update the road	Safety
37	Sound suppression, reduce road noise for homeowners	Noise Abatement
38	Ok I live right by JR Allen Parkway for the last 13 years and the road is so busy and continues to get busy and louder. It would really be nice for the homes where the road is behind their house to have some type of retaining wall or noise reduction wall to help the families. We have also heard many accidents and it is very loud and scary. Every Saturday night people drag race on this road and my children are sometimes woke up from the road noise. It would be nice to have some separation between homes and the road with some type of wall	Noise Abatement
39	Headed South at 2nd Avenue	Congestion
Multimodal ID	**Comment**	**Comment Category**
1	Address (N-185; JR Allen East; Veterans Pkwy North; Double Churches Road) path	Pedestrian
2	More cycling lanes	Bicycle

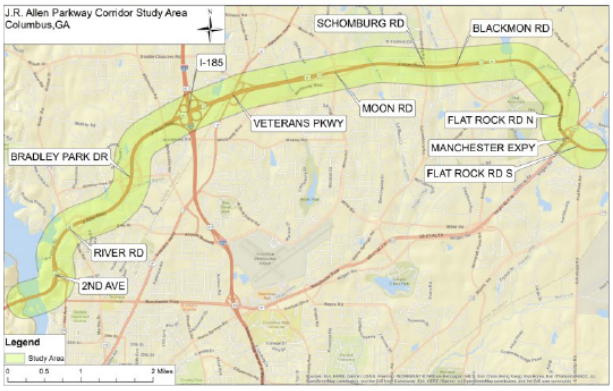
APPENDIX A – PROJECT NOTIFICATION POST CARD

COLUMBUS GEORGIA
We do amazing.

J.R. Allen Parkway (US 80) Corridor Study
PI No. 0016425

The Columbus Consolidated Government is studying strategies to reduce congestion and improve safety and mobility along J.R. Allen Parkway (US 80). The study area shown below begins at the Chattahoochee River in the west and extends for more than 10 miles to the Flat Rock/Kitten Lake area in the east.

The Study Team is interested in your ideas and suggestions for highway and multi-modal solutions.



An online public forum will be held **June 15-28, 2020** to review potential highway and multi-modal solutions, including new freeway lanes and multi-use paths, and allow the public an opportunity to provide input. Interested citizens may visit the website any time during the meeting to learn more about the project and provide input. Public comments are being accepted through June 28, 2020.

Design Workshop Virtual Event

Open forum for public input

June 15-28, 2020

http://www.JRAllenParkwayStudy.com

Share ideas and sign up for updates

Please call the Columbus Planning Department for more information: 706-225-3938

APPENDIX B – PUBLIC MEETING ANNOUNCEMENT

PUBLIC MEETING ANNOUNCEMENT

The Columbus Consolidated Government, with the Columbus-Phenix City Metropolitan Planning Organization, invites you to participate in a virtual public open house for the J.R. Allen Parkway Corridor Study. The purpose of this study is to analyze J.R. Allen Parkway/Beaver Run Road (US-80) from the Flat Rock Rd/Kitten Lake Drive to the western end of the US-80 bridge over the Chattahoochee River. The focus of this analysis will be on addressing traffic congestion, determining the opportunities and constraints involved in bringing J.R. Allen Parkway to interstate standards, and improving the infrastructure available for bus, pedestrian, and bicycle traffic.

J.R. Allen Parkway is a critical corridor for the cities of Columbus and Phenix City. Therefore, input from the community is important to ensure that improvements address deficiencies, maximize opportunities, and meet current and future needs of those living, working and traveling along and through the corridor. The study team has prepared a website with a presentation to inform the public on the initial findings and potential solutions from this study as well as a survey and interactive map to receive feedback from the community.

Your input is vital for the City of Columbus, Georgia to establish a shared vision and lead to the successful implementation of the study in future phases when funding is available. You may participate in this open house any time between **June 15-June 28** by using the following resources.

View the presentation and complete the survey at: http://www.JRAllenParkwayStudy.com

Email your comments to: cpcmpo@columbusga.org

Call in your comments to: 706-225-3938

Mail comments to: Columbus Consolidated Government
Planning Department
P.O. Box 1340
Columbus, Georgia 31902

Please call the Columbus Planning Department for more information: 706-225-3938

APPENDIX C – INTERACTIVE STUDY MAP COMMENTS

INTERACTIVE STUDY MAP COMMENTS

ID	Category	Comment_	Near_Exit	Location
1	Destination	Flat Rock Park	Flat Rock Park	Beyond Study Area
2	Destination	Walmart Shopping Center	Gateway Road	Beyond Study Area
3	Improvement Needed	Sidewalk missing	Flat Rock Road	Within Study Area
4	Improvement Needed	Shelter needed	Gateway Road	Beyond Study Area
5	Improvement Needed	Sidewalk missing	Warm Springs Road	Within Study Area
6	Improvement Needed	Sidewalk missing	Moon Road	Beyond Study Area
7	Destination	Movie Theater	Veterans Parkway	Beyond Study Area
8	Barrier	No sidewalks	Whitesville Rd	Within Study Area
9	Other	No shade along streetscape	Double Churches Rd	Beyond Study Area
10	Safety	At-grade railroad crossing near intersection	Veterans Parkway	Beyond Study Area
11	Improvement Needed	Crosswalk needed to access transit stop	Veterans Parkway	Beyond Study Area
12	Safety	Vehicles often do not accelerate appropriately to join the flow of traffic when merging	Bradley Park Drive	Within Study Area
13	Safety		Bradley Park Drive	Within Study Area
14	Safety		Bradley Park Drive	Within Study Area
15	Safety		Bradley Park Drive	Within Study Area
16	Safety	Setting sun in the west often blinds drivers at certain times of the year causing congestion/accidents	River Road	Within Study Area
17	Improvement Needed	Very short acceleration lane that often causes accidents and congestion	Veterans Parkway	Within Study Area
18	Improvement Needed		Schomburg Road	Within Study Area
19	Improvement Needed	Needs to be wider/more lanes	Moon Road	Within Study Area
20	Improvement Needed	Signal or roundabout needed.	Psalmond Road	Beyond Study Area
21	Barrier		I-185	Within Study Area
22	Improvement Needed		2nd Avenue	Within Study Area
23	Improvement Needed		2nd Avenue	Within Study Area
24	Improvement Needed		Bradley Park Drive	Within Study Area
25	Improvement Needed		Middleburg Drive	Within Study Area
26	Improvement Needed		Manchester Expressway - US 27 Alt	Within Study Area
27	Safety		I-185	Within Study Area
28	Improvement Needed		Bradley Park Drive	Within Study Area
29	Improvement Needed		2nd Avenue	Within Study Area
30	Improvement Needed		Schomburg Road	Within Study Area
31	Safety		Flat Rock Park	Beyond Study Area
32	Other	Consider extending limited access freeway on a new alignment from the termination of limited access in Midland. Beyond here begin conversions to full limited access to Talbot County	Yellow Pine Road	Beyond Study Area
33	Other	About here, consider continuing on a new alignment fully limited-access freeway on past Pratt and Whitney. This would allow truck traffic and thru-way traffic to bypass unnecessary stops and releive congestion for comm and residential areas in Midland.	Stone Creek Lane	Within Study Area
34	Other	Near here consider a fully limited access interchange much like I-185 w/ JR Allen and the Manchester Expressway.	Manchester Expressway - US 27 Alt	Beyond Study Area
35	Destination	Improving Interchange as this is the gateway to the heart of Columbus, Uptown.	2nd Avenue	Within Study Area
36	Destination	A better 'Welcome to Georgia' sign is long overdue. Columbus is the gateway to West Georgia!	Bridge-State Border	Within Study Area
37	Destination	Some sort of 'Welcome to Columbus' mark. Look to the Ft. Benning/Columbus gateway at the I-185/Victory Dr (US-280) interchange for inspiration, but not necessarily anything that complex.	I-185	Within Study Area
38	Improvement Needed	Major congestion, any bridge expansion would help greatly.	Bridge-State Border	Within Study Area
39	Safety		Bradley Park Drive	Within Study Area
40	Safety	Interstate standards along entire route as cited in the study will be a major improvement	Bradley Park Drive	Within Study Area
41	Barrier		Hamilton Road	Beyond Study Area
42	Barrier		Hamilton Road	Beyond Study Area
43	Destination	Golf Course	Schomburg Road	Beyond Study Area

APPENDIX D – ON-LINE SURVEY RESULTS

Timestamp (mm/dd/yyyy)	Time Taken to Complete (Seconds)	Region	What is your primary mode of transportation on a typical day? Choose one.					How do you typically use JR Allen Parkway? Choose all that apply.					How often do you use JR Allen Parkway?	Please rank the following transportation issues along the roadways within the JR Allen Parkway study area from most important (1) to least important (8).									Rate your satisfaction with the following aspects of the roadways within the JR Allen Parkway Study area: Flow of Traffic					Rate your satisfaction with the following aspects of the roadways within the JR Allen Parkway Study area: Motorist Safety					Rate your satisfaction with the following aspects of the roadways within the JR Allen Parkway Study area: Bicyclist safety - crossing streets					Rate your satisfaction with the following aspects of the roadways within the JR Allen Parkway Study area: Pedestrian safety - crossing streets					Rate your satisfaction with the following aspects of the roadways within the JR Allen Parkway Study area: Number of Travel Lanes					Rate your satisfaction with the following aspects of the roadways within the JR Allen Parkway Study area: Level of Safety at Intersections				
			Personal vehicle	Transit (Bus)	Walk	Bicycle	Other	To travel to and from school	To travel to and from work	To travel to and from shopping, errands	To travel to and from other activities (Hospital, etc.)	Other		Traffic Congestion	Safety and Crash Reduction	Improving connectivity across the corridor	Mobility options (Car, Bus, Bike, Ped)	Bus Service and Access to Bus Amenities (shelters, benches) - crossing streets	Sidewalk gaps in Pedestrian amenities	Bike lanes - crossing streets	Aesthetics and Beauty	Other	Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Satisfied	Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Satisfied	Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Satisfied	Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Satisfied	Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Satisfied	Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Satisfied
6/10/2020	17	NC																																																		
6/15/2020	10	IL																																																		
6/16/2020	502	GA				1						I rarely use JR Allen	4	8	7	6	2	4	5	1	3	0			1					1			1					1							1			1				
6/16/2020	312	GA	1							1			3	3	1	2	5	4	8	9	6	7			1				1						1					1					1				1			
6/16/2020	339	GA	1						1	1	1		1	8	7	3	4	5	1	2	9	6				1					1			1					1								1				1	
6/17/2020	327	GA	1						1	1			1	7	1	8	6	4	3	2	5	0					1				1		1					1								1					1	
6/17/2020	794	GA	1							1			3	2	1	0	0	3	0	0	0	0				1					1				1					1							1	1				
6/17/2020	4	GA																																																		
6/17/2020	469	GA	1						1	1	1		1	8	7	6	2	1	4	3	5	0	1								1				1					1							1				1	
6/17/2020	712	GA	1						1	1	1		1	3	5	2	7	8	6	9	4	0	1						1						1					1			1						1			
6/17/2020	485	GA	1						1	1	1		1	2	5	0	3	6	4	7	8	0			1				1						1			1					1						1			
6/18/2020	414	GA	1							1	1		1	1	3	2	6	8	5	7	4	0	1					1							1			1					1						1			
6/18/2020	343	GA	1							1			1	1	2	3	5	6	9	8	7	0		1							1										1					1					1	
6/18/2020	265	GA	1						1	1			2	1	2	4	6	0	0	0	5	0		1							1				1					1						1					1	
6/18/2020	698	GA	1										3	2	1	8	4	7	3	5	6	9					1	1						1					1								1			1		
6/18/2020	2226	GA	1							1	1		1	4	1	6	3	7	5	2	8	0		1					1				1						1						1				1			
6/18/2020	304	GA	1							1	1	visit friends, go to park	2	2	1	3	7	8	5	6	4	9					1				1			1						1							1				1	
6/18/2020	393	GA	1						1	1	1		3	1	2	4	6	5	3	7	8	9		1					1						1			1	1				1					1				
6/18/2020	39	GA																																																		
6/18/2020	402	GA	1						1				1	2	1	3	6	7	8	4	5	0			1				1				1					1					1					1				
6/18/2020	378	GA	1						1	1	1		1	1	2	3	7	8	6	4	5	9				1			1						1					1				1					1			
6/19/2020	793	AL	1					1	1	1	1		1	8	9	7	5	1	3	2	6	0		1					1						1				1						1			1				
6/19/2020	419	GA	1						1	1	1		1	8	6	7	9	3	4	5	2	1		1					1				1						1							1				1		
6/19/2020	308	GA	1						1	1			1	9	8	7	6	5	4	3	2	1		1					1						1					1				1					1			
6/19/2020	227	GA	1						1	1			1	9	8	7	5	6	4	3	2	1	1					1							1					1				1					1			
6/19/2020	369	GA	1						1	1			1	2	1	7	3	5	4	6	8	9		1						1					1						1					1			1			
6/19/2020	575	GA	1						1	1			1	2	1	3	4	7	6	5	8	9	1					1								1					1				1					1		
6/20/2020	484	SC	1						1	1			1	1	4	8	9	7	3	6	5	2		1					1						1					1						1				1		
6/20/2020	1076	GA	1						1	1	1		1	1	2	3	4	7	6	8	9	0	1						1						1					1			1						1			
6/21/2020	389	GA	1							1			1	7	5	8	6	9	1	2	4	3		1					1						1					1				1						1		
6/22/2020	271	GA	1					1	1	1			1	9	8	6	7	5	3	4	2	1	1					1							1					1					1				1			
6/22/2020	809	GA	1							1	1		2	1	0	0	0	0	0	0	0	0		1																							1					
6/22/2020	12	GA																																																		
6/23/2020	451	GA	1							1			2	3	2	1	4	5	7	6	8	0			1				1						1					1						1			1			
6/23/2020	236	GA	1						1				1	2	1	3	4	9	8	7	6	5		1					1						1					1					1				1			
6/23/2020	470	GA	1						1	1	1	Out of town travel	1	2	3	1	8	7	9	6	5	4		1				1	1						1								1					1				
6/23/2020	353	GA	1						1	1	1	To visit family.	1	4	1	2	7	3	5	6	8	0			1					1					1					1					1			1				
6/23/2020	35	GA																																																		
6/23/2020	9	GA																																																		
6/24/2020	1245	GA	1								1		2	2	3	1	8	7	6	5	4	0				1					1				1				1					1					1			
6/24/2020	356	FL	1						1	1			1	8	9	7	2	3	6	5	4	1		1					1						1					1				1							1	
6/24/2020	527	AL	1						1	1	1	Visit family	2	1	3	2	4	5	6	8	9	0	1						1				1					1						1					1			
6/24/2020	304	GA	1							1			3	2	1	3	4	8	7	6	5	0			1					1					1					1					1					1		
6/25/2020	327	AL	1						1				1	2	4	1	5	3	7	6	8	0		1						1				1					1							1				1		
6/26/2020	400	GA	1							1	1		2	1	2	3	4	5	6	7	8	0				1					1			1					1						1				1			
6/27/2020	517	GA	1						1	1	1		2	2	3	1	5	6	8	7	4	9				1				1					1					1						1				1		
6/27/2020	953	AL	1							1	1		2	1	3	2	5	4	6	7	8	0	1							1							1					1			1						1	
6/28/2020	4	GA																																																		
6/28/2020	557	GA	1						1	1			1	2	1	3	5	6	8	7	4	9				1			1							1				1				1						1		
6/28/2020	1969	AL	1							1			2	6	3	7	1	2	0	0	0	0		1						1					1					1				1						1		
6/28/2020	984	GA	1						1	1	1		1	2	1	4	5	3	7	8	6	0		1					1				1					1							1				1			
6/29/2020	12	NC																																																		
6/29/2020	829	GA	1								1		3	1	2	3	4	7	8	9	5	6			1					1					1					1					1					1		
7/4/2020	506	GA	1						1				1	2	3	5	8	9	7	6	4	0				1					1				1					1				1						1		
7/4/2020	521	GA	1					1	1	1	1		1	2	1	3	8	4	5	7	9	6		1				1					1					1							1					1		
7/6/2020	18	GA																																																		
7/8/2020	319	GA	1						1	1			2	4	1	7	8	9	5	2	3	0			1					1			1						1					1				1				
7/10/2020	352	GA	1							1			3	1	8	6	2	4	5	3	7	9		1						1			1					1						1					1			

Timestamp (mm/dd/yyyy)	Time Taken to Complete (Seconds)	Region	Rate your satisfaction with the following aspects of the roadways within the JR Allen Parkway Study area: Lighting Conditions					Rate your satisfaction with the following aspects of the roadways within the JR Allen Parkway Study area: Sidewalk connections - crossing streets					Rate your satisfaction with the following aspects of the roadways within the JR Allen Parkway Study area: Bus service - crossing streets					Rate your satisfaction with the following aspects of the roadways within the JR Allen Parkway Study area: Bus amenities - crossing streets					Please tell us three intersections within the JR Allen Parkway Study area that are in need of improvements.1.	2.	3.	Please rank the following potential improvements in terms of their importance to you: Wider Sidewalks					Please rank the following potential improvements in terms of their importance to you: Less Vehicle Congestion					Please rank the following potential improvements in terms of their importance to you: Traffic Calming to Reduce Speeds					Please rank the following potential improvements in terms of their importance to you: More Traffic Signals				
			Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Satisfied	Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Satisfied	Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Satisfied	Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Satisfied				Not Important	Less Important	Neutral/Not Applicable	Somewhat Important	Very Important	Not Important	Less Important	Neutral/Not Applicable	Somewhat Important	Very Important	Not Important	Less Important	Neutral/Not Applicable	Somewhat Important	Very Important	Not Important	Less Important	Neutral/Not Applicable	Somewhat Important	Very Important
6/10/2020	17	NC																																											
6/15/2020	10	IL																																											
6/16/2020	502	GA	1					1					1						1				Warm Springs Road	Moon Road	Martha Berry Highway					1		1								1			1		
6/16/2020	312	GA			1					1					1					1			I-185	Bradley Park Drive	Schomburg Road				1						1					1		1			
6/16/2020	339	GA				1			1					1					1				JR Allen/2nd Avenue	Westbound Frontage Road Merge with Primary Road	Eastbound JR Allen and Schomburg/Blackmon				1			1				1						1			
6/17/2020	327	GA					1		1				1					1					FLatrock Road N	Manchester Rd	Flatrock Rd S				1			1							1				1		
6/17/2020	794	GA					1			1					1					1			Entrances from I185	Exiting onto 2d Ave	Entering & Exiting from/to Bradly Park Dr.															1					
6/17/2020	4	GA																																											
6/17/2020	469	GA					1				1				1					1			Beaver Run/Kitten Lake and intersections just prior	Old Flat Rock Rd.	Moon rd exit	1									1				1					1	
6/17/2020	712	GA	1																				Manchester/ JR Allen off ramp	Schaumburg/ Blackmon rd exit	Lynch Rd/technology pkwy			1						1				1							1
6/17/2020	485	GA			1					1					1					1			Lynch Road	Flat Rock Road	Merging lanes onto JR Allen from Bradley Park Drive				1						1					1			1		
6/18/2020	414	GA	1							1							1					1	Kitten Lake	Bridge at the river	Schomburg Road ramp			1							1				1				1		
6/18/2020	343	GA				1					1					1					1		Moon Rd	Schomburg Rd		1								1				1				1			
6/18/2020	265	GA					1			1					1					1			flatrock/beaver run						1						1					1	1				
6/18/2020	698	GA					1			1					1					1			exits are very dangerous unless you already know how tight the turn and how slow the speed to safely make the turn around the exits.	onramps and exit lanes are too short to allow safe merging for entrance/exit	65mph+ to <30mph for an exit in what feels like 300 feet while dodging cars coming at you from the onramp in that same 300' is just dangerous.														1						
6/18/2020	2226	GA			1					1					1					1			Flat Rock Rd. and JR Allen/highway 80	Exit off of JR Allen when crossing Blackmon Rd	Moon Rd. and JR Allen esp. westbound exit		1								1					1			1		
6/18/2020	304	GA				1				1					1					1								1						1				1					1		
6/18/2020	393	GA	1					1							1					1			psalamond road	the road where the chevron is/macon road	all of the roads without a light		1								1	1								1	
6/18/2020	39	GA																																											
6/18/2020	402	GA			1					1					1					1			Ramp to Veterans Pkway	Transition area between east end of the parkway and Manchester Pkway	Moon Road/185 eastbound exit			1						1						1			1		
6/18/2020	378	GA			1					1					1					1			Kitten lake drive	Flat rock	Gateway		1								1				1					1	
6/19/2020	793	AL				1			1						1					1			Flatrock and Kitten Lake	Veterans getting back on JR Allen going to ft benning/Atl Phenix City	Coming off Bradley Pk onto JR Allen and Schromberg Ext		1								1					1				1	
6/19/2020	419	GA				1			1					1					1				Exit to Second Ave	Midland area (near overpass with Manchester Expressway)						1				1			1				1				
6/19/2020	308	GA		1						1					1					1			jr allen/bradley park west bound	jr allen/schomburg rd west bound	jr allen/moon road west bound			1							1			1					1		
6/19/2020	227	GA		1						1					1					1			jr allen/bradley park on ramp going east	jr allen/ moon rd on ramp going east	jr allen/ schomburg off ramp going east		1								1					1				1	
6/19/2020	369	GA					1			1					1					1			2nd Avenue to Phenix City	Kitten Lake/Flat Rock Road	Blackmon Road		1							1					1						1
6/19/2020	575	GA		1						1					1					1			Flat Rock Road N	Moon Road on ramp heading E	Congestion into AL at evening rush hr			1							1					1				1	
6/20/2020	484	SC					1					1			1					1			Psalmond	Lynch	Connection to Manchester expressway				1					1		1						1			
6/20/2020	1076	GA		1						1					1					1			Bradley park exits	2nd ave exits	Merging into bridges that goes into phenix city	1									1				1					1	
6/21/2020	389	GA		1						1					1					1			Lynch and 80	Psalmond rd and 80	Kitten lake and flat rock					1					1				1						1
6/22/2020	271	GA			1					1					1					1			ManchesterExpressway	Flat Rock Road	Kitten Lake	1									1					1		1			
6/22/2020	809	GA																					East end of Parkway, Too confusing. Never end up in correct lane to make left turn.	Intersection with 185 turning south. When traffic is heavy coming off 185 going west it is hard to move into right lane in order to go south on 185		1								1					1				1		
6/22/2020	12	GA																																											
6/23/2020	451	GA		1							1					1					1		2nd Avenue	Bradley Park Drive	Flat Rock Rd		1							1					1					1	
6/23/2020	236	GA		1						1					1					1			Bradley Park	I185	Gateway Toad		1								1					1			1		
6/23/2020	470	GA			1					1					1					1			Manchester Expressway (fully limited access like I-185 would be prefable)	Bradley Park	River Road	1					1				1	1					1				
6/23/2020	353	GA		1					1						1					1			Bradley Park	Veterans Parkway	Moon Road				1						1			1						1	
6/23/2020	35	GA																																											
6/23/2020	9	GA																																											
6/24/2020	1245	GA			1					1					1					1			ga-ala end	kitten lakes end	atlanta-ft benning intersection	1								1					1				1		
6/24/2020	356	FL				1			1						1					1			Moon Rd Exit	Schomberg Rd Exit	2nd ave exit				1						1				1			1			
6/24/2020	527	AL			1				1						1					1			Kitten Lake Dr	Psalmond Rd				1							1					1			1		
6/24/2020	304	GA			1					1					1					1																									
6/25/2020	327	AL				1					1				1					1			roadway leading to bridge to Alabama	Bradley Park	Pratt Whitney				1						1				1				1		
6/26/2020	400	GA			1					1					1					1									1					1				1					1		
6/27/2020	517	GA			1					1					1					1			Bradley Park	River Road	End of the hwy in AL	1								1				1				1			
6/27/2020	953	AL					1			1				1					1				Marging of trafic from J.R. Allen Parkway with traffic from 2dAve/Manchester Expwy going into AL	J.R. Allen Parkway exit onto Veterans Pkway/HWY 27N	Point at which J> R. Allen Parkway becomes HWY 80 E	1									1				1				1		
6/28/2020	4	GA																																											
6/28/2020	557	GA			1					1					1				1				Manchester expressway midland	2nd ave	Bradley park exit going east			1						1						1			1		
6/28/2020	1969	AL			1					1					1					1			Entire area related to flat rock rd access.	Coming across bridge	Traffic coming from pratt whitney		1								1				1				1		
6/28/2020	984	GA		1						1					1				1				Schomburg rd exit and extension ramp to Blackmon rd.	Bradley park. Exiting off Bradley park from the Bradley park business park heading East. Exit ramp too short.	Exiting off second ave heading toward Alabama				1						1				1				1		
6/29/2020	12	NC																																											
6/29/2020	829	GA			1					1					1					1			There needs to be 3 lanes on each side Instead of 2	It needs to be updated to be more safe			1								1		1				1				
7/4/2020	506	GA		1						1					1					1			E and w Bradley park on off ramp too short			1								1				1			1				
7/4/2020	521	GA			1			1					1					1					Schomburg rd on ramp is short	Bradley park on ramp from target is short	Bradley park is congested on and off ramps are not good					1					1					1					1
7/6/2020	18	GA																																											
7/8/2020	319	GA	1						1						1					1			Flat Rock Rd	Beaver Run Rd.	Bradley Park				1					1					1				1		
7/10/2020	352	GA			1			1					1					1					Headed south at 2 Ave	Bradley Park						1					1					1		1			

Timestamp (mm/dd/yyyy)	Time Taken to Complete (Seconds)	Region	Please rank the following potential improvements in terms of their importance to you: More street trees or shade					Please rank the following potential improvements in terms of their importance to you: Improved Pedestrian Crossings					Please rank the following potential improvements in terms of their importance to you: Access Control (Medians/Driveways)					Please rank the following potential improvements in terms of their importance to you: Better facilities for biking					Please rank the following potential improvements in terms of their importance to you: Greenway/Trail Connections					Please rank the following potential improvements in terms of their importance to you: Stormwater/flooding Improvements					Where do you most often access JR Allen Parkway?	Other	How safe do you feel when accessing JR Allen Parkway?	If you could make one transportation improvement to the roadways within the JR Allen Parkway Study area it would be...
			Not important	Less important	Neutral/Not Applicable	Somewhat important	Very important	Not important	Less important	Neutral/Not Applicable	Somewhat important	Very important	Not important	Less important	Neutral/Not Applicable	Somewhat important	Very important	Not important	Less important	Neutral/Not Applicable	Somewhat important	Very important	Not important	Less important	Neutral/Not Applicable	Somewhat important	Very important	Not important	Less important	Neutral/Not Applicable	Somewhat important	Very important				
6/10/2020	17	NC																																	
6/15/2020	10	IL																																	
6/16/2020	502	GA					1					1				1					1				1				1				5		4	Slow the cars down!
6/16/2020	312	GA					1					1					1			1				1							1	11	I-185	3	Re-designed interchanges
6/16/2020	339	GA				1						1				1					1				1						1	6		1	Address (N-185 -> JR Allen East -> Veterans Pkwy North -> Double Churches Road) path
6/17/2020	327	GA			1						1					1					1				1					1		10		2	
6/17/2020	794	GA															1															11		2	Vehicles entering need to learn the meaning of YIELD
6/17/2020	4	GA																																	
6/17/2020	469	GA	1					1									1			1				1							1	10		2	Ability to get on and off needs to be easier
6/17/2020	712	GA	1								1					1				1				1							1	5		4	
6/17/2020	485	GA			1						1						1			1					1					1		10		4	Traffic congestion nearing Midland area
6/18/2020	414	GA			1				1							1		1													1	11	US80/Beaver Run Road	2	Reduce congestion at Kitten Lake Road and at the river
6/18/2020	343	GA	1					1					1					1					1					1				7		4	Less cars
6/18/2020	265	GA				1				1						1				1						1				1		10		1	the hot mess at the flat rock/beaver run/kitten lake intersection
6/18/2020	698	GA									1										1					1						5		4	exit lanes and entrance ramps are the same lane, and it's an incredibly short length of space to have cars merging on at speed while others merging off slowing down hard enough to not run off the road to make the slow and tight turn around the exit. it's a horrible design.
6/18/2020	2226	GA			1						1				1							1				1				1		11	Manchester Pkwy	2	Slow down speeding traffic.
6/18/2020	304	GA				1				1						1					1					1				1		3		2	
6/18/2020	393	GA	1									1				1		1								1					1	1		3	Add a third lane; maybe increase the speed by maybe 5 (70 mph) from the gas station/walmart in midland all the way to 2nd ave
6/18/2020	39	GA																																	
6/18/2020	402	GA			1					1					1						1					1				1		10		3	Adding lane extensions to entry ramps at Bradley Park
6/18/2020	378	GA			1					1						1				1						1				1	11	Kitten lake	2	Less traffic congestion around Midland area
6/19/2020	793	AL		1						1						1				1						1				1	10		4	Access on and off safely
6/19/2020	419	GA					1				1				1						1										11	Midland/Lynch Road	1	More cycling lanes
6/19/2020	308	GA			1					1						1					1					1				1	3		5	Reconfigure the on ramp from Bradley Park going east like they did going east bound. I struggle to get on the highway when coming from bradley park west taking the east bound ramp.
6/19/2020	227	GA			1					1						1					1					1				1	3		5	Reconfigure the on ramp going east on JR Allen from Bradley Park West. It is a struggle to get on the highway coming down the ramp and I usually end up stopped in the break down lane while I wait to get over.
6/19/2020	369	GA		1						1				1					1					1						1	10		2	Kitten Lake Intersection
6/19/2020	575	GA		1						1					1				1					1						1	10		4	Less traffic congestion during rush hrs
6/20/2020	484	SC			1						1				1				1			1								1	11	Lynch	4	Add a turning land at psalmond
6/20/2020	1076	GA		1						1						1	1					1							1		3		4	An extra lane on both sides would make driving more comfortable and would allow better flow and better merging.
6/21/2020	389	GA		1					1							1	1							1					1		11	Lynch rd	5	Better turning lanes,wider rode and street lights
6/22/2020	271	GA			1					1						1				1		1					1				11	Manchester Expressway	4	Less tractor trailer traffic during peak times
6/22/2020	809	GA			1			1							1			1				1					1				7		2	Make it easier to determine which lane to be in in order to turn left when Parkway ends at east end.
6/22/2020	12	GA																																	
6/23/2020	451	GA		1					1						1					1				1					1		7		2	Exit Only Lane to 2nd Avenue Exit westbound
6/23/2020	236	GA			1					1						1		1				1					1				1		4	access for on ramps
6/23/2020	470	GA				1		1					1					1				1				1					1		2	Full limited access to Manchester Expressway if not further
6/23/2020	353	GA			1						1					1				1				1					1	6		2	
6/23/2020	35	GA																																	
6/23/2020	9	GA																																	
6/24/2020	1245	GA				1				1							1	1				1					1				2		2	upgrade throughout entire 10 mi length to u s interstate standards
6/24/2020	356	FL				1					1				1			1							1					1	6		2	Less congestion at schomburg rd
6/24/2020	527	AL			1						1			1						1				1					1		6		3	Better control the flow of traffic
6/24/2020	304	GA																													3		4	
6/25/2020	327	AL			1					1						1					1					1				1	1		3	Upgrade to interstate standards from Al Border to Midland. Limited access along the way and to Talbot County. Improve Traffic flow near Alabama bridge.
6/26/2020	400	GA				1					1						1				1				1				1		4		2	
6/27/2020	517	GA			1					1						1					1					1				1	2		2	Bradley Park ramps
6/27/2020	953	AL			1					1							1				1					1				1	1		2	More flow of traffic upon exit with fewer traffic lights
6/28/2020	4	GA																																	
6/28/2020	557	GA			1						1					1						1				1					8		4	A third lane across the river
6/28/2020	1969	AL					1	1						1					1				1				1				11	From pratt whitney direction	2	More lanes
6/28/2020	984	GA		1						1					1					1					1					1	8		2	Roundabouts on Blackmon rd at exit ramps. There are collisions there almost daily.
6/29/2020	12	NC																																	
6/29/2020	829	GA		1				1							1			1							1					1	1		3	Update the road
7/4/2020	506	GA	1						1							1		1					1							1	7		1	Sound suppression, reduce road noise for home owners
7/4/2020	521	GA			1			1								1					1					1				1	7		4	Ok I live right by jr allenparkway for the last 13 years and the road is so busy and continues to get busy and more loud. It would really be nice for the homes where the road is behind there house to have some type of retaining wall or noise reduction wall to help the families. We have also heard many accidents and it is very loud and scary. Every Saturday night people drag race on this road and my children are sometimes woke up from the road noise. It would be nice to have some separation between homes and the road with some type of wall
7/6/2020	18	GA																																	
7/8/2020	319	GA			1				1							1				1				1					1	11	Beaver Run Rd	2	
7/10/2020	352	GA					1				1				1						1				1				1	1		2	Headed South at 2nd ave

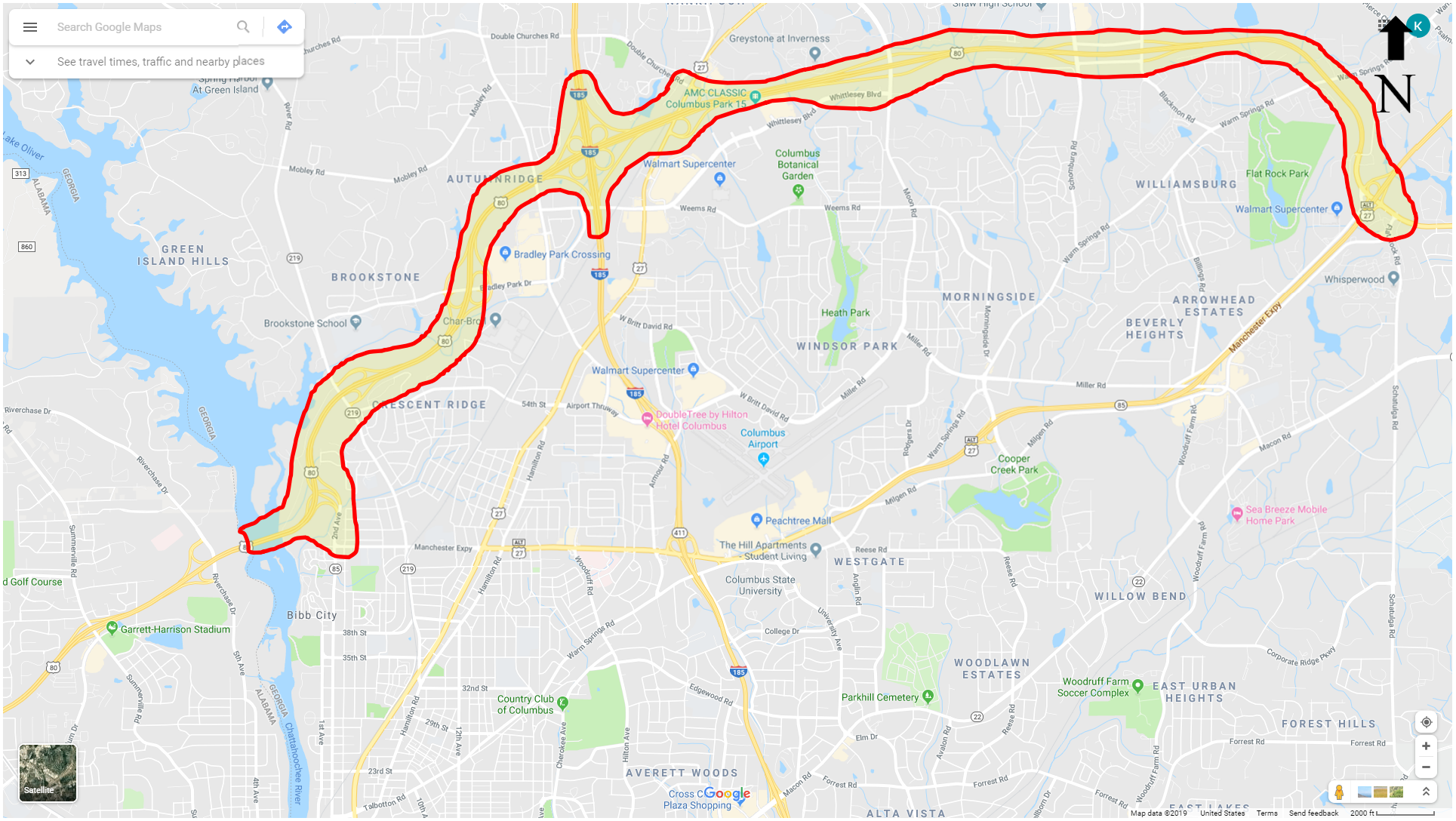
APPENDIX E

TRAFFIC COUNT AND VOLUME DATA

- Traffic Count Maps
- K and D Factors
- ADT and DHV Traffic Volumes
- Ramp Traffic Volumes
- Pedestrian and Bicycle Traffic Counts
- Truck Percentage Calculations
- Intersection Turning Movement Counts
- Arterial and Freeway Classification Counts
- ADT and DHV Traffic Counts

ATTACHMENT A

J.R. Allen Parkway/US 80 Corridor Study Area



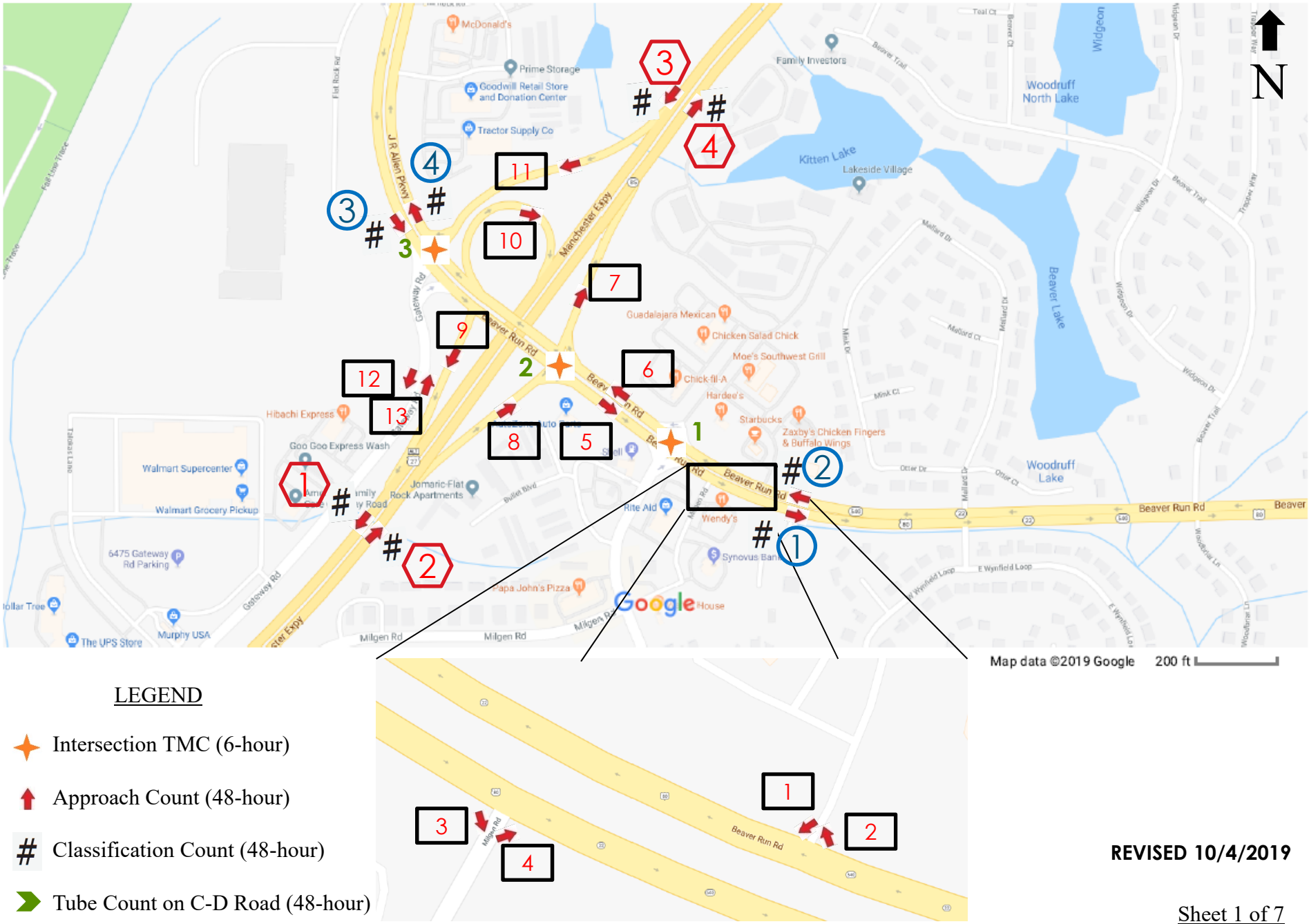
LEGEND

Study Area Limits

Revised 10/07/2019

ATTACHMENT B

J.R. Allen Parkway/US 80 Corridor Study Traffic Data Collection Program



LEGEND

- Intersection TMC (6-hour)
- Approach Count (48-hour)
- # Classification Count (48-hour)
- Tube Count on C-D Road (48-hour)

REVISED 10/4/2019

ATTACHMENT B

J.R. Allen Parkway/US 80 Corridor Study Traffic Data Collection Program



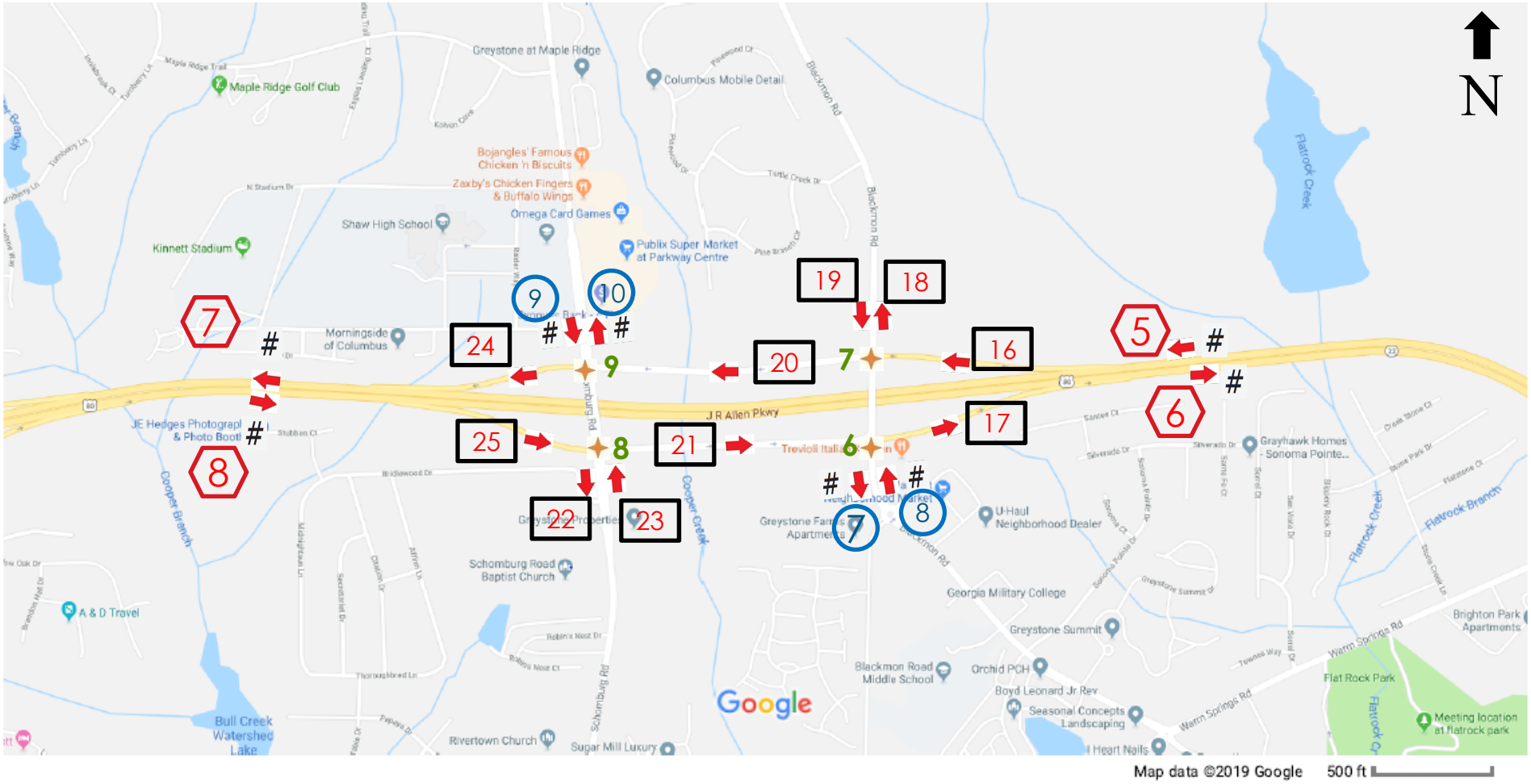
LEGEND

- Intersection TMC (6-hour)
- Approach Count (48-hour)
- # Classification Count (48-hour)
- Tube Count on C-D Road (48-hour)

REVISED 10/4/2019

ATTACHMENT B

J.R. Allen Parkway/US 80 Corridor Study Traffic Data Collection Program



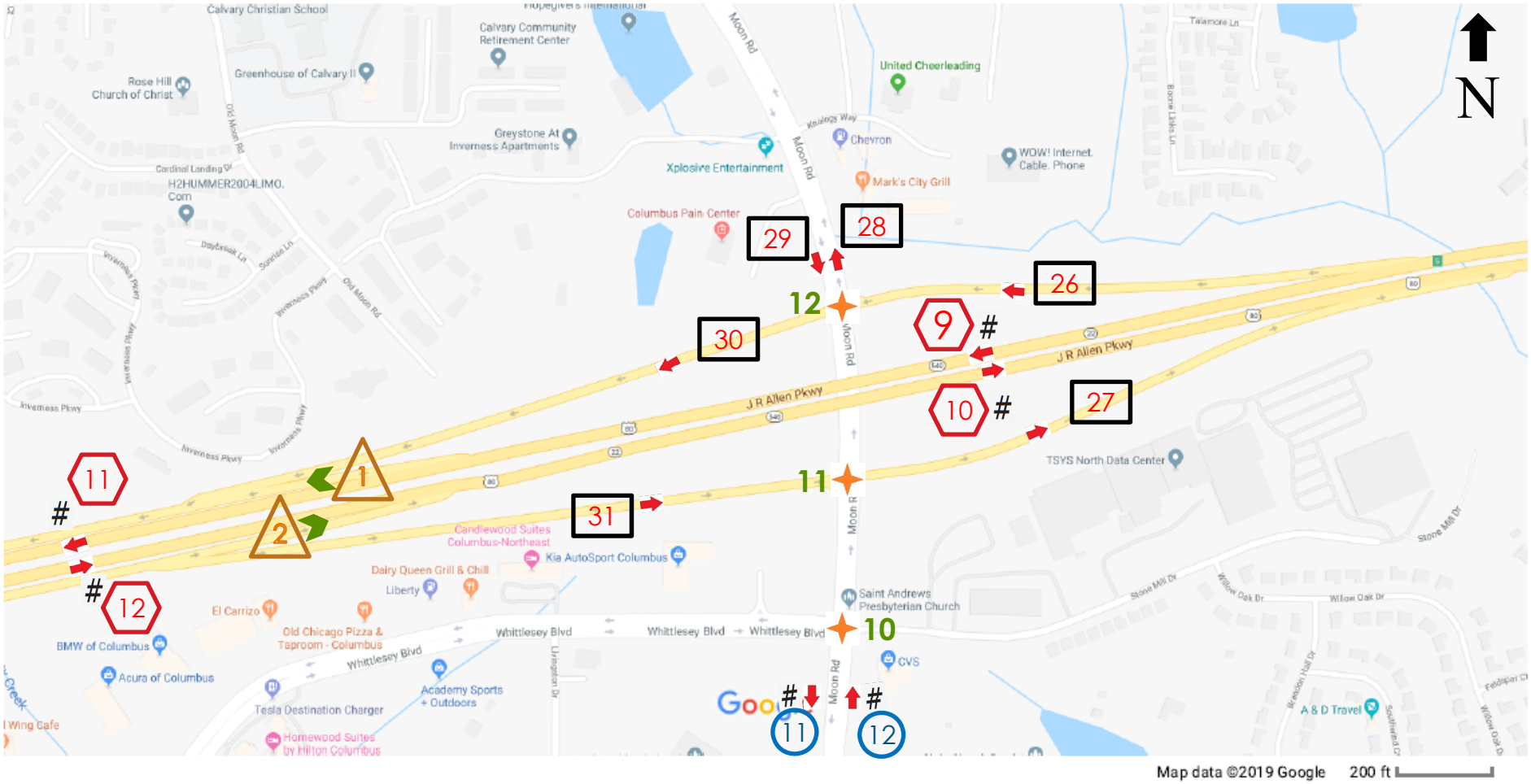
LEGEND

- Intersection TMC (6-hour)
- Approach Count (48-hour)
- # Classification Count (48-hour)
- Tube Count on C-D Road (48-hour)

REVISED 10/4/2019

ATTACHMENT B

J.R. Allen Parkway/US 80 Corridor Study Traffic Data Collection Program



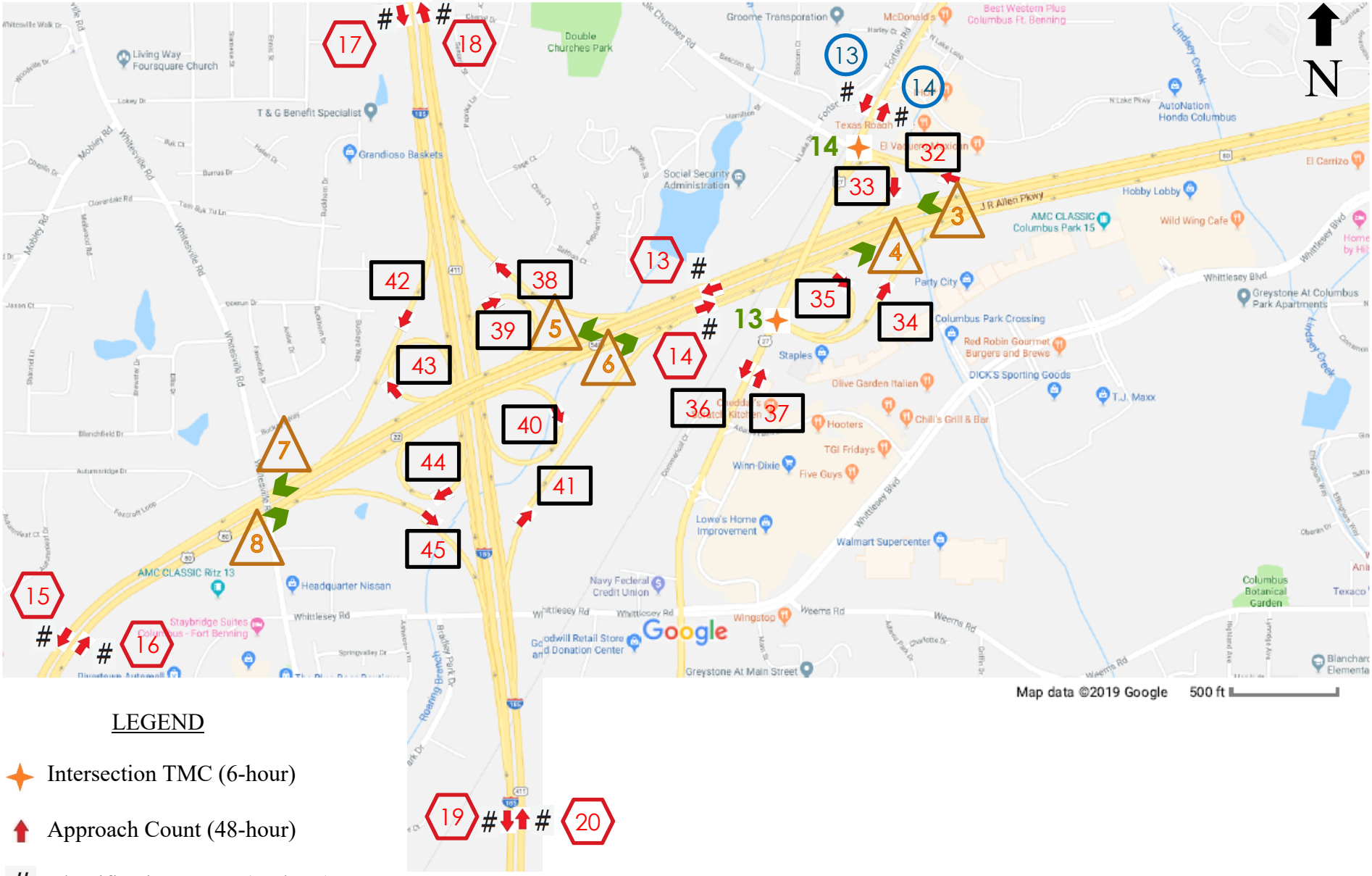
LEGEND

- Intersection TMC (6-hour)
- Approach Count (48-hour)
- # Classification Count (48-hour)
- Tube Count on C-D Road (48-hour)

REVISED 10/4/2019

ATTACHMENT B

J.R. Allen Parkway/US 80 Corridor Study Traffic Data Collection Program



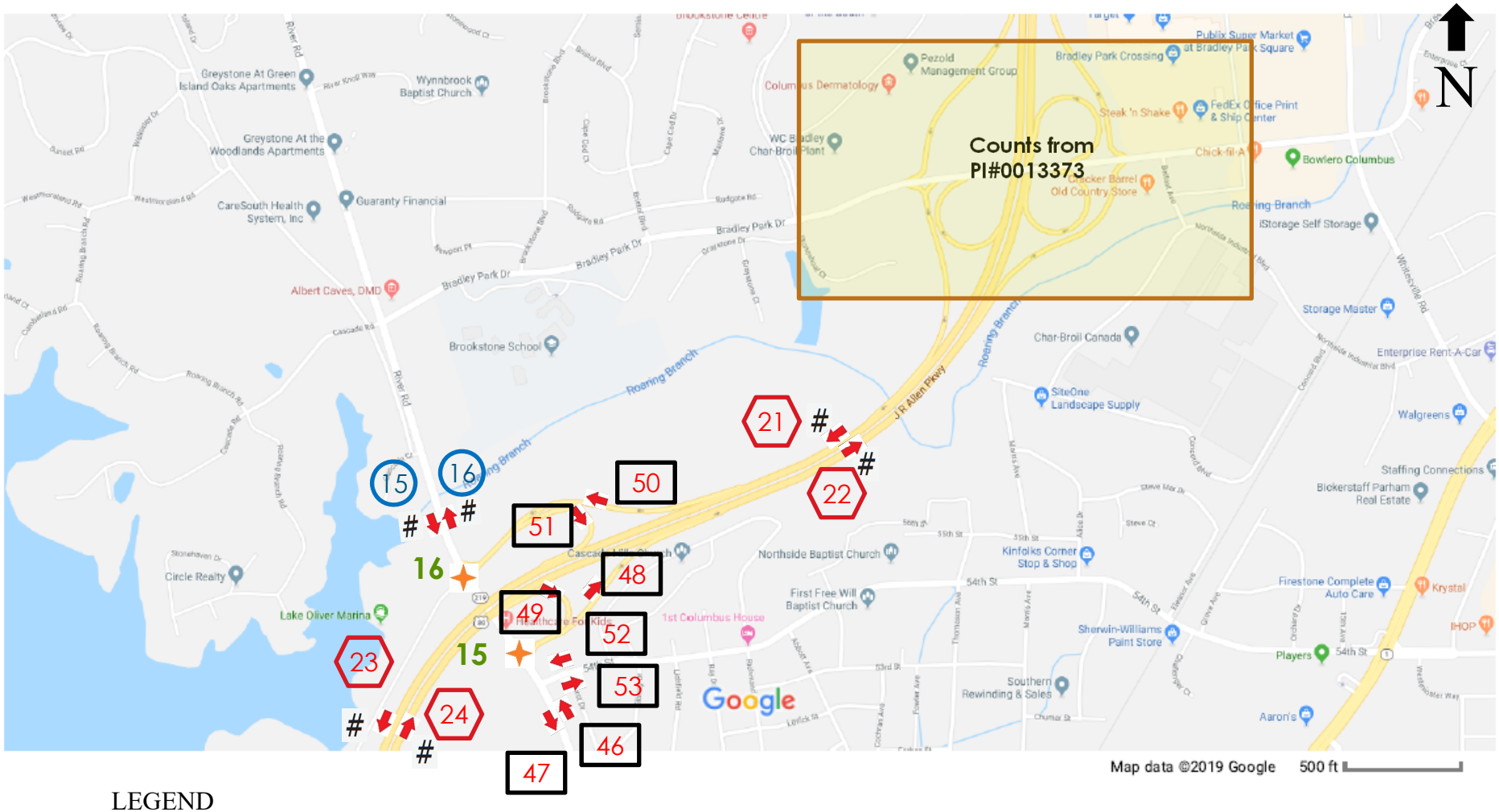
LEGEND

- Intersection TMC (6-hour)
- Approach Count (48-hour)
- # Classification Count (48-hour)
- Tube Count on C-D Road (48-hour)

REVISED 10/4/2019

ATTACHMENT B

J.R. Allen Parkway/US 80 Corridor Study Traffic Data Collection Program



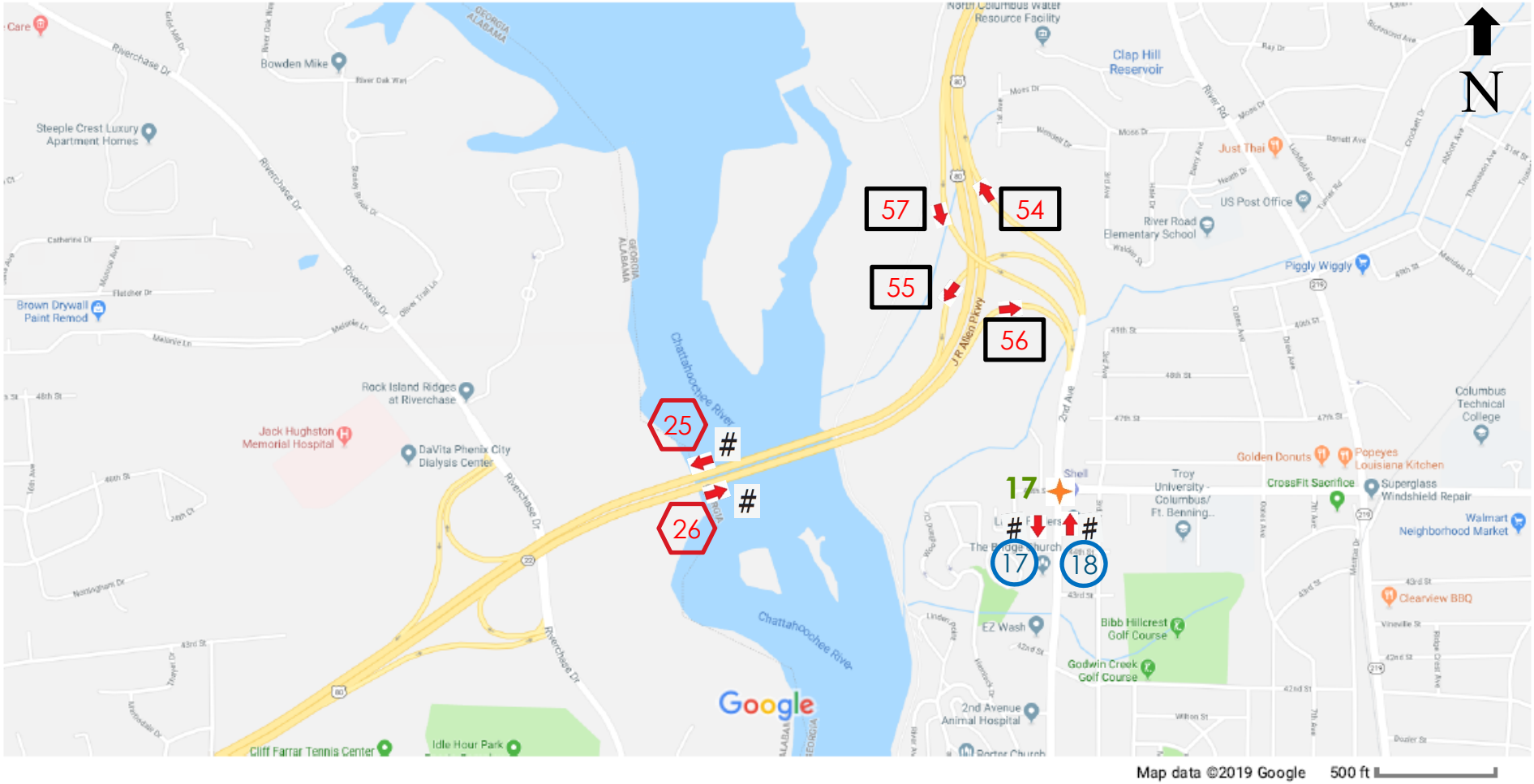
LEGEND

- Intersection TMC (6-hour)
- Approach Count (48-hour)
- # Classification Count (48-hour)
- Tube Count on C-D Road (48-hour)

REVISED 10/4/2019

ATTACHMENT B

J.R. Allen Parkway/US 80 Corridor Study Traffic Data Collection Program



LEGEND

- Intersection TMC (6-hour)
- Approach Count (48-hour)
- # Classification Count (48-hour)
- Tube Count on C-D Road (48-hour)

REVISED 10/4/2019

K AND D FACTOR CALCULATIONS

(PI# 0015005 - Fulton County)

Pedestrian Upgrades on Lenox Road from SR 237/Piedmont Road to East Paces Ferry Road

Location	Count # (Class in yellow)	Peak Hour	2020 Existing Traffic Volumes																Projected AADT Volumes						Peak Hour Volume Calculations and Projections						Checks					
			Raw Data										GDOT Traffic Factors				Calculated Values			Rounded Values			2025			2045				2020 Factored and Rounded Values		2025 Projected Volumes		2045 Projected Volumes		2025			2045		
			Day 1			Day 2			Average of Day 1 & 2			Factors																										
			NE - VOL	SW - VOL	Total	NE - VOL	SW - VOL	Total	NE - VOL	SW - VOL	Total	N/E PHF	S/W PHF	K	D	SF (Monthly)	DF1 (Daily1)	DF2 (Daily2)	AXF (Axle)	NE AADT	SW AADT	Total AADT	NE AADT	SW AADT	Total AADT	NE AADT	SW AADT	Total AADT	Peak Hours	NE Peak Hour Volumes	SW Peak Hour Volumes	NE Peak Hour Volumes	SW Peak Hour Volumes	NE Peak Hour Volumes	SW Peak Hour Volumes	NE AADT	SW AADT	Total AADT	NE AADT	SW AADT	Total AADT
US-80 East of Milgen Rd and Driveway	LOC #1 EB CLS & LOC #2 WB CLS	7:15 AM	902	1,165	2,067	932	1,154	2,086	917	1,160	2,077	0.88	0.84	8.7%	0.56																							
		4:45 PM	919	1,013	1,932	1,000	1,040	2,040	960	1,027	1,987	0.86	0.88	8.3%	0.52	1.09	0.93	0.91	0.96	11,810	11,175	22,985	11,800	11,175	22,975	11,975	11,350	23,325	12,725	12,050	24,750	7:15 AM	885	1115	955	1,210	1,010	1,280	✓	✓	✓	✓	✓	✓
		Daily	12,106	11,580	23,686	12,434	11,636	24,070	12,270	11,608	23,878																				4:45 PM	925	990	1,045	1,110	1,105	1,175						
US-80 East of Manchester Expy	Vol LOC #5 EB & LOC #6 WB	7:15 AM	1,760	1,730	3,490	1,732	1,812	3,544	1,746	1,771	3,517	0.91	0.90	8.8%	0.50																							
		4:45 PM	1,502	1,732	3,234	1,584	1,657	3,241	1,543	1,695	3,238	0.90	0.97	8.1%	0.52	1.09	0.93	0.91	0.96	19,233	19,308	38,541	19,225	19,300	38,550	19,525	19,600	39,125	20,725	20,800	41,550	7:15 AM	1680	1705	1,795	1,855	1,900	1,965	✓	✓	✓	✓	✓	✓
		Daily	19,427	20,043	39,470	20,543	20,070	40,613	19,985	20,057	40,042																				4:45 PM	1485	1630	1,675	1,825	1,770	1,925						
US-80 West of Manchester Expy	LOC #3 EB CLS & LOC #4 WB CLS	7:15 AM	1,401	1,520	2,921	1,352	1,500	2,852	1,377	1,510	2,887	0.93	0.93	8.0%	0.52																							
		4:45 PM	1,386	1,576	2,962	1,367	1,636	3,003	1,377	1,606	2,983	0.93	0.96	8.2%	0.54	1.14	1.00	0.95	0.88	17,624	17,820	35,443	17,625	17,825	35,450	17,900	18,100	35,975	19,000	19,200	38,200	7:15 AM	1345	1475	1,560	1,745	1,645	1,840	✓	✓	✓	✓	✓	✓
		Daily	17,901	18,061	35,962	18,141	18,384	36,525	18,021	18,223	36,244																				4:45 PM	1345	1570	1,725	1,930	1,810	2,025						
US-80 East of Blackmon Rd	LOC #5 WB CLS & LOC #6 EB CLS	7:15 AM	1,537	1,525	3,062	1,471	1,587	3,058	1,504	1,556	3,060	0.91	0.90	8.7%	0.51																							
		4:45 PM	1,439	1,641	3,080	1,513	1,619	3,132	1,476	1,630	3,106	0.93	0.91	8.9%	0.52	1.14	1.00	0.95	0.88	17,613	16,681	34,294	17,625	16,675	34,300	17,900	16,925	34,825	19,000	17,975	36,975	7:15 AM	1470	1520	1,690	1,685	1,780	1,780	✓	✓	✓	✓	✓	✓
		Daily	17,904	17,008	34,912	18,115	17,103	35,218	18,010	17,056	35,066																				4:45 PM	1445	1595	1,735	1,885	1,825	1,985						
US-80 East of Moon Rd	LOC #7 WB CLS & LOC #8 EB CLS	7:15 AM	1,835	2,415	4,250	1,789	2,547	4,336	1,812	2,481	4,293	0.87	0.91	8.9%	0.58																							
		4:45 PM	2,416	2,096	4,512	2,466	2,150	4,616	2,441	2,123	4,564	0.96	0.93	9.5%	0.53	1.14	1.00	0.95	0.88	23,879	23,281	47,160	23,875	23,275	47,150	24,225	23,625	47,850	25,725	25,075	50,825	7:15 AM	1775	2425	1,800	2,460	1,915	2,615	✓	✓	✓	✓	✓	✓
		Daily	23,968	23,225	47,193	24,881	24,409	49,290	24,425	23,817	48,242																				4:45 PM	2385	2075	2,420	2,105	2,570	2,235						
US-80 Between All Moon Rd Ramps	LOC #9 WB CLS & LOC #10 EB CLS	7:15 AM	1,514	2,133	3,647	1,568	2,153	3,721	1,541	2,143	3,684	0.88	0.92	9.8%	0.58																							
		4:45 PM	1,937	1,614	3,551	1,913	1,706	3,619	1,925	1,660	3,585	0.94	0.96	9.6%	0.54	1.14	1.00	0.95	0.88	18,366	18,239	36,605	18,375	18,250	36,600	18,650	18,525	37,150	19,800	19,675	39,450	7:15 AM	1505	2095	1,530	2,125	1,620	2,260	✓	✓	✓	✓	✓	✓
		Daily	18,470	18,299	36,769	19,100	19,013	38,113	18,785	18,656	37,441																				4:45 PM	1885	1625	1,915	1,650	2,030	1,750						
C-D Road East of Moon Rd Ramps	Median LOC #1 & Median LOC #2	7:15 AM	652	1,020	1,672	643	810	1,453	648	915	1,563	0.85	0.89	9.0%	0.59																							
		4:45 PM	889	753	1,642	906	855	1,761	898	804	1,702	0.95	0.91	9.8%	0.53	1.14	1.00	0.95	0.88	8,437	8,603	17,040	8,425	8,600	17,050	8,550	8,725	17,300	9,075	9,275	18,375	7:15 AM	635	900	645	915	685	970	✓	✓	✓	✓	✓	✓
		Daily	8,395	8,649	17,044	8,869	8,950	17,819	8,632	8,800	17,432																				4:45 PM	880	785	895	795	950	845						
US-80 West of Moon Rd WB Onramp and EB Offramp	LOC #11 WB CLS & LOC #12 EB CLS	7:15 AM	997	1,255	2,252	977	1,305	2,282	987	1,280	2,267	0.87	0.88	10.4%	0.56																							
		4:45 PM	1,159	979	2,138	1,138	1,012	2,150	1,149	996	2,145	0.90	0.96	9.9%	0.54	1.14	1.00	0.95	0.88	10,883	10,362	21,244	10,875	10,350	21,250	11,050	10,500	21,575	11,725	11,150	22,900	7:15 AM	965	1250	980	1,270	1,040	1,345	✓	✓	✓	✓	✓	✓
		Daily	11,010	10,452	21,462	11,248	10,742	21,990	11,129	10,597	21,726																				4:45 PM	1125	975	1,140	990	1,210	1,050						
C-D Road Between Veterans Pkwy Ramps	Median LOC #3 & Median LOC #4	7:15 AM	958	1,189	2,147	959	1,205	2,164	959	1,197	2,156	0.84	0.86	10.2%	0.56																							
		4:45 PM	1,138	857	1,995	1,166	887	2,053	1,152	872	2,024	0.94	0.91	9.6%	0.57	1.14	1.00	0.95	0.88	10,384	10,211	20,595	10,375	10,200	20,600	10,525	10,350	20,900	11,175	11,000	22,200	7:15 AM	940	1170	955	1,190	1,015	1,260	✓	✓	✓	✓	✓	✓
			10,299	10,177	20,476	10,950	10,715	21,665	10,625	10,446	21,071																				4:45 PM	1125	855	1,140	870	1,210	920						
US-80 Between I-185 and Veterans Pkwy	LOC #13 WB CLS & LOC #14 EB CLS	7:15 AM	982	1,226	2,208	979	1,292	2,271	981	1,259	2,240	0.85	0.86	10.4%	0.56																							
		4:45 PM	1,151	946	2,097	1,147	1,006	2,153	1,149	976	2,125	0.94	0.92	9.8%	0.54	1.14	1.00	0.95	0.88	10,810	10,343	21,153	10,800	10,350	21,150	10,975	10,500	21,475	11,650	11,150	22,800	7:15 AM	960	1230	975	1,250	1,035	1,325	✓	✓	✓	✓	✓	✓
		Daily	10,935	10,432	21,367	11,175	10,725	21,900	11,055	10,579	21,634																				4:45 PM	1125	955	1,140	970	1,210	1,030						
C-D Road Between Onramps to I-185 N and Offramps from I-185N	Median LOC #5 & Median LOC #6	7:15 AM	1,137	1,686	2,823	1,065	1,661	2,726	1,101	1,674	2,775	0.82	0.87	9.3%	0.60																							
		4:45 PM	1,044	1,408	2,452	1,120	1,509	2,629	1,082	1,459	2,541	0.91	0.94	8.5%	0.57	1.14	1.00	0.95	0.88	11,432	17,642	29,074	11,425	17,650	29,075	11,600	17,925	29,525	12,325	19,025	31,325	7:15 AM	1080	1635	1,095	1,660	1,165	1,760	✓	✓	✓	✓	✓	✓
		Daily	11,389	17,391	28,780	12,003	18,716	30,719	11,696	18,054	29,750																				4:45 PM	1055	1425	1,070	1,445	1,135	1,535						
C-D Road West of I-185	Median LOC #7 & Median LOC #8	7:15 AM	1,870	2,124	3,994	1,745	2,033	3,778	1,808	2,079	3,887	0.87	0.83	9.4%	0.53																							
		4:45 PM	1,956	1,659	3,615	1,817	1,617	3,434	1,887	1,638	3,525	0.87	0.95	8.5%	0.54	1.04	1.00	0.95	0.88	18,661	18,223	36,884	18,650	18,225	36,875	18,925	18,500	37,425	20,100	19,650	39,750	7:15 AM	1615	1855	1,640	1,885	1,740	2,000	✓	✓	✓	✓	✓	✓
		Daily	22,081	21,248	43,329	19,683	19,552	39,235	20,882	20,400	41,282																				4:45 PM	1685	1460	1,710	1,480	1,815	1,575						
US-80 North of Bradley Park Dr	LOC #15 WB CLS & LOC #16 EB CLS	7:15 AM	2,487	2,870	5,357	2,323	2,778	5,101	2,405	2,824	5,229	0.91	0.86	9.4%	0.54																							
		4:45 PM	2,661	2,332	4,993	2,474	2,237	4,711	2,568	2,285	4,853	0.94	0.95	8.8%	0.53	1.04	1.00	0.95	0.88	25,050	24,464	49,514	25,050	24,475	49,525	25,425	24,850	50,275	27,000	26,375	53,375	7:15 AM	2150	2520	2,180	2,560	2,315	2,715	✓	✓	✓	✓	✓	✓
		Daily	29,279	28,358	57,637	26,803	26,425	53,228	28,041	27,392	55,433																				4:45 PM	2295	2040	2,330	2,070	2,475	2,200						
US-80 East of River Rd	LOC #21 WB CLS & LOC #22 EB CLS	7:15 AM	2,759	2,460	5,219	2,669	2,309	4,978	2,714	2,385	5,099	0.88	0.87	9.1%	0.53																							
		4:45 PM	2,457	2,116	4,573	2,336	2,409	4,745	2,397	2,263	4,660	0.92	0.88	8.3%	0.51	1.04	1.00	0.95	0.88	25,572	24,599	50,171	25,575	24,600	50,175	25,950	24,975	50,925	27,575	26,525	54,075	7:15 AM	2425	2130	2,460	2,160	2,615	2,295	✓	✓	✓	✓	✓	✓
		Daily	29,918	28,285	58,203	27,332	26,812	54,144	28,625	27,549	56,174																				4:45 PM	2140	2015	2,170	2,045	2,305	2,170						
US-80 North of 2nd Ave	LOC #23 WB CLS & LOC #24 EB CLS	7:15 AM	2,704	2,544	5,248	2,590	2,190	4,780	2,647	2,367	5,014	0.89	0.92	9.0%	0.53																							
		4:45 PM	2,382	2,335	4,717	2,213	2,493	4,706	2,298	2,414	4,712	0.94	0.87	8.4%	0.51	1.04	1.00	0.95	0.88	24,810	25,180	49,990	24,800	25,175	50,000	25,175	25,550	50,750	26,725	27,125	53,900	7:15 AM	2365	2115	2,400	2,145	2,550	2,280	✓	✓	✓	✓	✓	✓
		Daily	29,003	29,097	58,100	26,542	27,294	53,836	27,773	28,196	55,969																				4:45 PM	2050	2150	2,080	2,180	2,210	2,315						
US-80 South of 2nd Ave	LOC #25 WB CLS & LOC #26 EB CLS	7:15 AM	3,100	1,533	4,633	2,897	1,236	4,133	2,999	1,385	4,384	0.91	0.93	8.4%	0.68																							
		4:45 PM	1,806	2,275	4,081	1,673	2,498	4,171	1,740	2,387	4,127	0.94	0.89	7.9%	0.58	1.04	1.00	0.95	0.88	23,756	23,101	46,857	23,750	23,100	46,850	24,100	23,450	47,550	25,600	24,900	50,500	7:15 AM	2680	1240	2,720	1,260	2,890	1,335	✓	✓	✓	✓	✓	✓
		Daily	27,826	26,771	54,597	25,356	24,961	50,317	26,591	25,866	52,457																				4:45 PM	1555	2125	1,580	2,155	1,675	2,290						
Driveway North of US-80 and East of Milgen Rd	Vol LOC #1 & Vol LOC #2	7:15 AM	89	29	118	97	49	146	93	39	132	0.79	0.65	8.2%	0.70																							
		4:45 PM	64	41	105	58	42	100	61	42	103	0.82	0.78	6.4%	0.59	1.10	0.95	0.94	0.98	864	774	1,639	875	775	1,650	900	775	1,675	950	825	1,775	7:15 AM	95	40	95	40	100	45	✓	✓	✓	✓	✓	✓
		Daily	870	750	1,620	827	770	1,597	849	760	1,609																				4:45 PM	60	40	60	40	65	45						
Milgen Rd South of US-80	Vol LOC #3 & Vol LOC #4	7:15 AM	18	28	46	1	33	34	10	31	41	0.56	0.74	2.6%	0.76																							
		4:45 PM	43	66	109	145	59	204	94	63	157	0.52	0.88	10.1%	0.60	1.10	0.95	0.94	0.98	853	723	1,576	850	725	1,575	875	725	1,600	925	775	1,700	7:15 AM	10	30	10	30	10	30	✓	✓	✓	✓	✓	✓
		Daily	812	699	1,511	863	721	1,584	838	710	1,548																				4:45 PM	95	65	95	65	100	70						
Manchester Expy NB On-Ramp	Vol LOC #7	7:15 AM	148		148	164		164	156		156	0.80		2.9%	1.00																							
		4:45 PM	619		619	625		625	622		622	0.91		11.4%	1.00	1.09	0.93	0.91	0.96	5,251	0	5,251	5,250	0	5,250	5,325	0	5,325	5,650	0	5,650	7:15 AM	150	0	165	0	175	0	✓	✓	✓	✓	✓	✓
		Daily	5,338		5,338	5,574		5,574	5,456		5,456																				4:45 PM	600	0	635	0	675	0						
Manchester Expy NB Off-Ramp	Vol LOC #8	7:15 AM	361		361	298		298	330		330	0.91		6.2%	1.00																							
		4:45 PM	622		622	661		661	642		642	0.90		12.1%	1.00	1.02	0.93	0.91	0.96	4,792	0	4,792	4,800	0	4,800	4,875	0	4,875	5,175	0	5,175	7:15 AM	295	0	300	0	320	0	✓	✓	✓	✓	✓	✓
		Daily	5,367		5,367	5,271		5,271	5,319		5,319																				4:45 PM	580	0	590	0	625	0						
Manchester Expy South of US-80	LOC #1 SB CLS & LOC #2 NB CLS	7:15 AM	492	1,454	1,946	450	1,398	1,848	471	1,426	1,897	0.90	0.82	10.3%	0.75																							
		4:45 PM	1,257	568	1,825	1,325	500	1,825	1,291	534	1,825	0.93	0.92	9.9%	0.71	1.09	0.93	0.91	0.96	9,107	8,557	17,665	9,100	8,550	17,675	9,225	8,675	17,950	9,800	9,225	19,050	7:15 AM	455	1375	535	1,395	565	1,480	✓	✓	✓	✓	✓	✓
		Daily	9,572	8,987	18,559	9,346	8,789	18,135	9,459	8,888	18,347																				4:45 PM	1240	515	1,355	525	1,435	555						
Manchester Expy North of US-80	LOC #3 SB CLS & LOC #4 NB CLS	7:15 AM	284	1,645	1,929	310	1,566	1,876	297	1,606	1,903	0.82	0.79	9.7%	0.84																							
		4:45 PM	1,193	653	1,846	1,227	631	1,858	1,210	642	1,852	0.88	0.94	9.4%	0.65	1.09	0.93	0.91	0.96	9,029	9,877	18,906	9,025	9,875	18,900	9,150	10,025	19,175	9,725	10,650	20,375	7:15 AM	285	1545	305	1,590	320	1,685	✓	✓	✓	✓	✓	✓
		Daily	9,353	10,209	19,562	9,405	10,312	19,717	9,379	10,261	19,640																				4:45 PM	1165	620	1,210	655	1,280	695						
Manchester Expy SB On-Ramp (South of Interchange)	Vol LOC #9	7:15 AM		102	102		116	116		109	109		0.83	10.0%	1.00																							
		4:45 PM		100	100		91	91		96	96		0.76	8.8%	1.00	1.09	0.93	0.91	0.96	0	1,046	1,046	0	1,050	1,050	0	1,075	1,075	0	1,125	1,125	7:15 AM	0	105	0	160	0	165	✓	✓	✓	✓	✓	✓
		Daily		1,090	1,090		1,083	1,083		1,087	1,087																				4:45 PM	0	90	0	190	0	195						
Manchester Expy SB Ramps (North of Interchange)	Vol LOC #10 (NB) & Vol LOC #11 (SB)	7:15 AM	440	31	471	421	32	453	431	32	463	0.91	0.84	5.5%	0.93																							
		4:45 PM	178	620	798	158	620	778	168	620	788	0.91	0.81	9.4%	0.79	1.09	0.93	0.91	0.96	2,932	5,162	8,094	2,925	5,150	8,100	2,975	5,225	8,225	3,150	5,550	8,725	7:15 AM	415	30	420	50	445	50	✓	✓	✓	✓	✓	✓
		Daily	3,088	5,261	8,349	3,002	5,466	8,468	3,045	5,364	8,409																				4:45 PM	160	595	160	630	170	670						
Gateway Rd South of US-80	Vol LOC #12 & Vol LOC #13	7:15 AM	140	351	491	145	339	484	143	345	488	0.85	0.88	4.8%	0.71																							
		4:45 PM	380	590	970	409	536	945	395	563	958	0.75	0.88	9.5%	0.59	1.10	0.95	0.94	0.98	4,205	6,103	10,307	4,200	6,100	10,300	4,275	6,200	10,450	4,525	6,575	11,100	7:15 AM	145	350	175	395	185	415	✓	✓	✓	✓	✓	✓
		Daily	4,087	5,896	9,983	4,168	6,086	10,254	4,128	5,991	10,119																				4:45 PM	400	575	445	655	470	690						
Driveway on US-80 South of Flat Rock Rd	Vol LOC #14 & Vol LOC #15	7:15 AM	167	106	273	174	166	340	171	136	307	0.93	0.86	7.5%	0.56																							
		4:45 PM	154	159	313	176	166	342	165	163	328	0.83	0.71	8.0%	0.50	1.10	0.95	0.94	0.98	2,111	2,051	4,161	2,100	2,050	4,150	2,125	2,075	4,225	2,275	2,200	4,475	7:15 AM	175	140	180	140	190	150	✓	✓	✓	✓	✓	✓
		Daily	2,053	1,924	3,977	2,091	2,103	4,194	2,072	2,014	4,086																				4:45 PM	170	165	175	165	185	180						
Flat Rock Rd North of Flat Rock Ct	LOC #5 SB CLS & LOC #6 NB CLS	7:15 AM	228	377	605	224	361	585	226	369	595	0.76	0.87	10.0%	0.62																							
		4:45 PM	317	300	617	308	284	592	313	292	605	0.87	0.85	10.2%	0.52	1.10	0.95	0.94	0.98	3,071	2,989	6,060	3,075	3,000	6,050	3,125	3,050	6,150	3,325	3,225	6,525	7:15 AM	230	375	250	405	265	430	✓	✓	✓	✓	✓	✓
		Daily	2,982	2,907	5,889	3,047	2,962	6,009	3,015	2,935	5,950																				4:45 PM	320	300	360	340	365	360						
US-80 WB Offramp at Blackmon Rd	Vol LOC #16	7:15 AM		199	199		224	224		212	212		0.89	1.0%	1.00																							
		4:45 PM		299	299		262	262		281	281		0.86	1.3%	1.00	1.14	1.00	0.95	0.88	0	2,267	2,267	0	2,275	2,275	0	2,300	2,300	0	2,450	2,450	7:15 AM	0	205	0	350	0	365	✓	✓	✓	✓	✓	✓
		Daily		2,319	2,319		2,317	2,317		22,000	22,000																				4:45 PM	0	275	0	545	0	560						
US-80 EB Onramp at Blackmon Rd	Vol LOC #17	7:15 AM	263		263	256		256	260		260	0.84		9.7%	1.00																							
		4:45 PM	204		204	204		204	204		204	0.85		7.6%	1.00	1.14	1.00	0.95	0.88	2,634	0	2,634	2,625	0	2,625	2,675	0	2,675	2,825	0	2,825	7:15 AM	255	0	360	0	375	0	✓	✓	✓	✓	✓	✓
		Daily	2,702		2,702	2,683		2,683	2,693		2,693																				4:45 PM	200	0	335	0	350	0						
Blackmon Rd North of US-80	Vol LOC #18 & Vol LOC #19	7:15 AM	167	376	543	187	373	560	177	375	552	0.83	0.84	10.7%	0.68																							
		4:45 PM	294	225	519	257	236	493	276	231	507	0.82	0.82	9.9%	0.54	1.09	0.93	0.91	0.96	2,335	2,611	4,946	2,325	2,600	4,950	2,350	2,650	5,025	2,500	2,800	5,325	7:15 AM	170	360	210	420	220	440	✓	✓	✓	✓	✓	✓
		Daily	2,480	2,763	5,243	2,370	2,661	5,031	2,425	2,712	5,137																				4:45 PM	265	220	340	295	355	310						
Blackmon Rd South of US-80	LOC #7 SB CLS & LOC #8 NB CLS	7:15 AM	379	615	994	379	598	977	379	607	986	0.77	0.93	8.0%	0.62																							
		4:45 PM	582	526	1,108	582	575	1,157	582	551	1,133	0.83	0.87	9.2%	0.51	1.09	0.93	0.91	0.96	5,824	6,038	11,863	5,825	6,050	11,875	5,925	6,150	12,050	6,275	6,525	12,800	7:15 AM	365	585	415

ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #1: US-80 at 2nd Ave Interchange

2020 Existing Peak Hr TMC (RAW DATA)

	US-80			US-80			2nd Ave		
BY MOVEMENT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT	NB LT	NB THRU	NB RT
7:15 AM	N/A	2170	829	1524	843	N/A	260	N/A	293
Percentage	N/A	72.4%	27.6%	64.4%	35.6%	N/A	47.0%	N/A	53.0%
4:45 PM	N/A	1396	344	392	2022	N/A	695	N/A	1135
Percentage	N/A	80.2%	19.8%	16.2%	83.8%	N/A	38.0%	N/A	62.0%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	2999		1103	2367		2463	553		2353
PM:	1740		2717	2414		2531	1830		736
6-HOUR TOTAL	N/A	9102	2943	4575	7858	N/A	2451	N/A	3564
Percentage	N/A	75.6%	24.4%	36.8%	63.2%	N/A	40.7%	N/A	59.3%

2020 Existing Peak Hr TMC (Rounded)

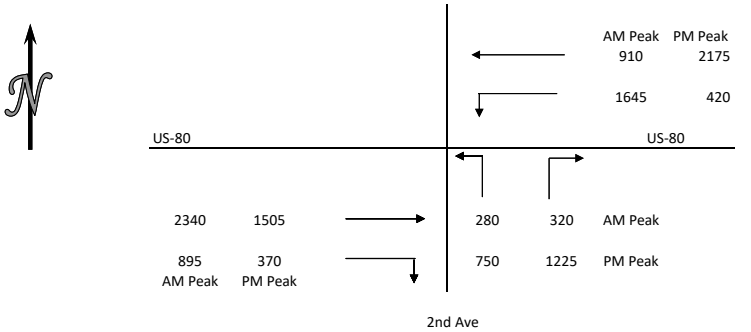
	US-80			US-80			2nd Ave		
BY MOVEMENT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT	NB LT	NB THRU	NB RT
AM:	N/A	2170	830	1525	845	N/A	260	N/A	295
PM:	N/A	1395	345	390	2020	N/A	695	N/A	1135
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	3000		1105	2370		2465	555		2355
PM:	1740		2715	2410		2530	1830		735

2025 No Build/Build DHV

	US-80			US-80			2nd Ave		
BY MOVEMENT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT	NB LT	NB THRU	NB RT
AM:	N/A	2205	845	1550	860	N/A	265	N/A	300
PM:	N/A	1415	350	395	2050	N/A	705	N/A	1150
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	3050		1125	2410		2505	565		2395
PM:	1765		2755	2445		2565	1855		745
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	US-80			US-80			2nd Ave		
BY MOVEMENT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT	NB LT	NB THRU	NB RT
AM:	N/A	2340	895	1645	910	N/A	280	N/A	320
PM:	N/A	1505	370	420	2175	N/A	750	N/A	1225
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	3235		1190	2555		2660	600		2540
PM:	1875		2925	2595		2730	1975		790
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

DHV TRAFFIC VOLUMES JR Allen Corridor Study | Project Number: 171015013
Client: Columbus | Computed by: J. Ekstedt
Date: 2/1/2020 | Checked by:
Growth Rate: 0.3%
AM Peak Hour: 7:15 AM | PM Peak Hour: 4:45 PM

Intersection #2A: US-80 WB Ramps at River Rd

2020 Existing Peak Hr TMC (RAW DATA)

	River Rd			River Rd			Lake Oliver Rd			US-80 WB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	12	477	42	200	819	4	1	2	8	113	1	167
Percentage	2.3%	89.8%	7.9%	19.6%	80.1%	0.4%	9.1%	18.2%	72.7%	40.2%	0.4%	59.4%
4:45 PM	17	743	181	150	495	3	3	1	20	66	2	37
Percentage	1.8%	79.0%	19.2%	23.1%	76.4%	0.5%	12.5%	4.2%	83.3%	62.9%	1.9%	35.2%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	531		940	1023		645	11		17	281		244
PM:	941		581	648		783	24		22	105		332
6-HOUR TOTAL	76	3024	508	852	3070	37	17	14	80	467	14	360
Percentage	2.1%	83.8%	14.1%	21.5%	77.5%	0.9%	15.3%	12.6%	72.1%	55.5%	1.7%	42.8%

2020 Existing Peak Hr TMC (Rounded)

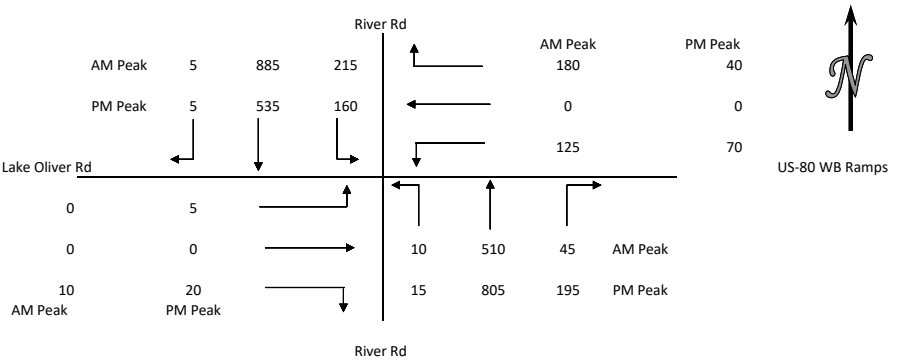
	River Rd			River Rd			Lake Oliver Rd			US-80 WB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	10	475	40	200	820	5	0	0	10	115	0	165
PM:	15	745	180	150	495	5	5	0	20	65	0	35
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	525		945	1025		640	10		15	280		240
PM:	940		580	650		785	25		20	100		330

2025 No Build/Build DHV

	River Rd			River Rd			Lake Oliver Rd			US-80 WB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	10	480	40	205	830	5	0	0	10	115	0	165
PM:	15	755	185	150	500	5	5	0	20	65	0	35
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	530		955	1040		645	10		15	280		245
PM:	955		585	655		795	25		20	100		335
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	River Rd			River Rd			Lake Oliver Rd			US-80 WB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	10	510	45	215	885	5	0	0	10	125	0	180
PM:	15	805	195	160	535	5	5	0	20	70	0	40
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	565		1020	1105		690	10		15	305		260
PM:	1015		625	700		850	25		20	110		355
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #2B: US-80 EB Ramps at River Rd

2020 Existing Peak Hr TMC (RAW DATA)

	River Rd			River Rd			US-80 EB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
7:15 AM	N/A	291	179	180	747	N/A	156	N/A	214
Percentage	N/A	61.9%	38.1%	19.4%	80.6%	N/A	42.2%	N/A	57.8%
4:45 PM	N/A	656	224	149	395	N/A	91	N/A	240
Percentage	N/A	74.5%	25.5%	27.4%	72.6%	N/A	27.5%	N/A	72.5%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	470		961	927		447	370		359
PM:	880		635	544		747	331		373
6-HOUR TOTAL	N/A	2509	1050	707	2680	N/A	654	N/A	1120
Percentage	N/A	70.5%	29.5%	20.9%	79.1%	N/A	36.9%	N/A	63.1%

2020 Existing Peak Hr TMC (Rounded)

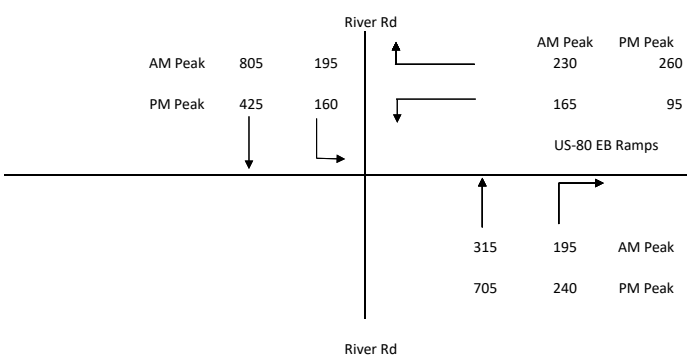
	River Rd			River Rd			US-80 EB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
AM:	N/A	290	180	180	745	N/A	155	N/A	215
PM:	N/A	655	225	150	395	N/A	90	N/A	240
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	470		900	925		445	370		360
PM:	880		485	545		745	330		375

2025 No Build/Build DHV

	River Rd			River Rd			US-80 EB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
AM:	N/A	295	185	185	755	N/A	155	N/A	220
PM:	N/A	665	230	150	400	N/A	90	N/A	245
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	480		910	940		515	375		370
PM:	895		490	550		910	335		380
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	River Rd			River Rd			US-80 EB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
AM:	N/A	315	195	195	805	N/A	165	N/A	230
PM:	N/A	705	240	160	425	N/A	95	N/A	260
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	510		970	1000		545	395		390
PM:	945		520	585		965	355		400
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #3: US-80 C-D Rd at I-185 C-D Rd Interchange

2020 Existing Peak Hr TMC (RAW DATA)

	I-185 C-D Road			I-185 C-D Road			US-80 C-D Road			US-80 C-D Road		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	439	438	752	425	1175	1090	375	586	847	1006	668	205
Percentage	26.9%	26.9%	46.2%	15.8%	43.7%	40.5%	20.7%	32.4%	46.8%	53.5%	35.6%	10.9%
4:45 PM	576	873	1339	291	307	791	741	472	674	713	746	319
Percentage	20.7%	31.3%	48.0%	21.0%	22.1%	56.9%	39.3%	25.0%	35.7%	40.1%	42.0%	17.9%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	1629		3028	2690		1018	1808		2197	1879		1763
PM:	2788		1694	1389		1933	1887		2113	1778		2102
6-HOUR TOTAL	2688	3609	5326	1706	3768	4722	2859	2551	3803	4183	3712	1410
Percentage	23.1%	31.1%	45.8%	16.7%	37.0%	46.3%	31.0%	27.7%	41.3%	45.0%	39.9%	15.2%

2020 Existing Peak Hr TMC (Rounded)

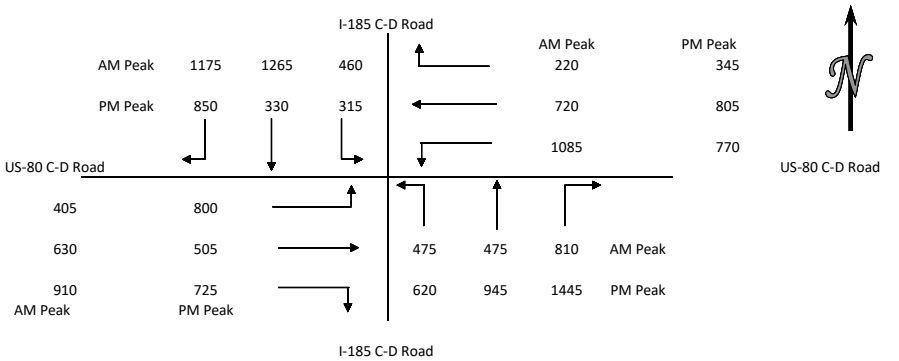
	I-185 C-D Road			I-185 C-D Road			US-80 C-D Road			US-80 C-D Road		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	440	440	750	425	1175	1090	375	585	845	1005	670	205
PM:	575	875	1340	290	305	790	740	470	675	715	745	320
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	1630		3025	2690		1020	1805		2200	1880		1760
PM:	2790		1695	1385		1935	1885		2110	1780		2100

2025 No Build/Build DHV

	I-185 C-D Road			I-185 C-D Road			US-80 C-D Road			US-80 C-D Road		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	445	445	760	430	1195	1105	380	595	860	1020	680	210
PM:	585	890	1360	295	310	800	750	475	685	725	755	325
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	1650		3075	2730		1035	1835		2230	1910		1785
PM:	2835		1720	1405		1965	1910		2140	1805		2130
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	I-185 C-D Road			I-185 C-D Road			US-80 C-D Road			US-80 C-D Road		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	475	475	810	460	1265	1175	405	630	910	1085	720	220
PM:	620	945	1445	315	330	850	800	505	725	770	805	345
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	1760		3260	2900		1100	1945		2370	2025		1900
PM:	3010		1825	1495		2090	2030		2275	1920		2265
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #4A: C-D Road WB Ramps at Veterans Pkwy

2020 Existing Peak Hr TMC (RAW DATA)

	Veterans Pkwy			Veterans Pkwy			Double Churches Rd			C-D Road WB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	348	812	137	382	628	161	205	251	332	165	180	108
Percentage	26.8%	62.6%	10.6%	32.6%	53.6%	13.7%	26.0%	31.9%	42.1%	36.4%	39.7%	23.8%
4:45 PM	506	1248	489	384	588	174	192	265	405	163	211	104
Percentage	22.6%	55.6%	21.8%	33.5%	51.3%	15.2%	22.3%	30.7%	47.0%	34.1%	44.1%	21.8%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	1297		1125	1171		1125	788		689	453		770
PM:	2243		1156	1146		1544	862		891	478		1138
6-HOUR TOTAL	2030	5251	1659	1895	3263	861	914	1188	1786	858	935	531
Percentage	22.7%	58.7%	18.6%	31.5%	54.2%	14.3%	23.5%	30.6%	45.9%	36.9%	40.2%	22.8%

2020 Existing Peak Hr TMC (Rounded)

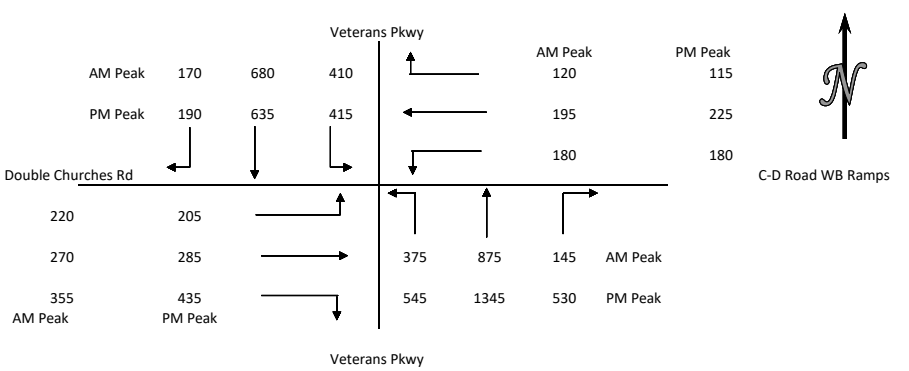
	Veterans Pkwy			Veterans Pkwy			Double Churches Rd			C-D Road WB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	350	810	135	380	630	160	205	250	330	165	180	110
PM:	505	1250	490	385	590	175	190	265	405	165	210	105
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	1295		1125	1170		1125	785		690	455		765
PM:	2245		1160	1150		1545	860		890	480		1140

2025 No Build/Build DHV

	Veterans Pkwy			Veterans Pkwy			Double Churches Rd			C-D Road WB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	355	820	135	385	640	160	210	255	335	165	185	110
PM:	515	1270	495	390	600	180	195	270	410	165	215	105
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	1310		1140	1185		1140	800		700	460		775
PM:	2280		1175	1170		1570	875		910	485		1155
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Veterans Pkwy			Veterans Pkwy			Double Churches Rd			C-D Road WB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	375	875	145	410	680	170	220	270	355	180	195	120
PM:	545	1345	530	415	635	190	205	285	435	180	225	115
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	1395		1215	1260		1215	845		740	495		825
PM:	2420		1250	1240		1665	925		960	520		1230
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #4B: C-D Road EB Ramps at Veterans Pkwy

2020 Existing Peak Hr TMC (RAW DATA)

	Veterans Pkwy			Veterans Pkwy			C-D Rd EB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
7:15 AM	N/A	568	77	203	943	N/A	251	N/A	729
Percentage	N/A	88.1%	11.9%	17.7%	82.3%	N/A	25.6%	N/A	74.4%
4:45 PM	N/A	1513	245	205	1006	N/A	646	N/A	589
Percentage	N/A	86.1%	13.9%	16.9%	83.1%	N/A	52.3%	N/A	47.7%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	645		1672	1146		819	980		280
PM:	1758		1595	1211		2159	1235		450
6-HOUR TOTAL	N/A	5840	896	950	5197	N/A	2524	N/A	3199
Percentage	N/A	86.7%	13.3%	15.5%	84.5%	N/A	44.1%	N/A	55.9%

2020 Existing Peak Hr TMC (Rounded)

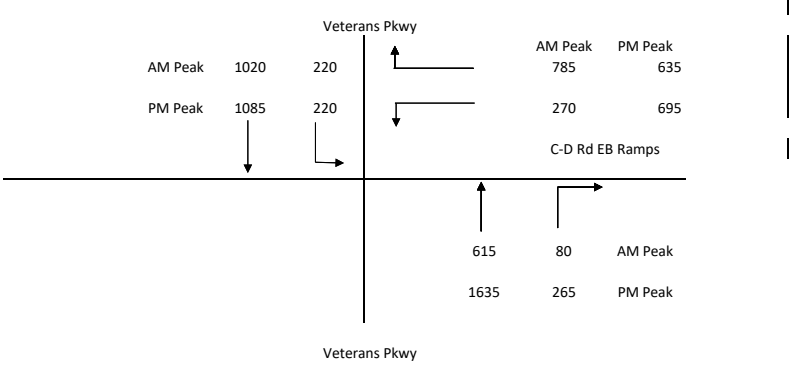
	Veterans Pkwy			Veterans Pkwy			C-D Rd EB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
AM:	N/A	570	75	205	945	N/A	250	N/A	730
PM:	N/A	1515	245	205	1005	N/A	645	N/A	590
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	645		1195	1150		820	980		280
PM:	1760		1650	1210		2160	1235		450

2025 No Build/Build DHV

	Veterans Pkwy			Veterans Pkwy			C-D Rd EB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
AM:	N/A	580	75	210	960	N/A	255	N/A	740
PM:	N/A	1540	250	210	1020	N/A	655	N/A	600
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	655		1215	1170		1320	995		285
PM:	1790		1675	1230		2140	1255		460
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Veterans Pkwy			Veterans Pkwy			C-D Rd EB Ramps		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
AM:	N/A	615	80	220	1020	N/A	270	N/A	785
PM:	N/A	1635	265	220	1085	N/A	695	N/A	635
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	695		1290	1240		1400	1055		300
PM:	1900		1780	1305		2270	1330		485
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project: JR Allen Corridor Study
Client: Columbus
Date: 2/1/2020
Growth Rate: 0.3%
AM Peak Hour: 7:15 AM

Project Number: 171015013
Computed by: J. Ekstedt
Checked by:
PM Peak Hour: 4:45 PM

Intersection #5: US-80/C-D Road at Moon Rd

2020 Existing Peak Hr TMC (RAW DATA)

	Moon Rd			Moon Rd			C-D Road			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	270	350	173	226	258	347	313	0	313	165	3	354
Percentage	34.0%	44.1%	21.8%	27.2%	31.0%	41.8%	50.0%	0.0%	50.0%	31.6%	0.6%	67.8%
4:45 PM	329	555	403	236	397	207	244	4	397	332	4	262
Percentage	25.6%	43.1%	31.3%	28.1%	47.3%	24.6%	37.8%	0.6%	61.6%	55.5%	0.7%	43.8%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	793		736	831		1017	626		620	522		399
PM:	1287		1126	840		1061	645		540	598		643
6-HOUR TOTAL	1540	3212	1532	1093	3487	1253	1101	8	1817	1264	13	1258
Percentage	24.5%	51.1%	24.4%	18.7%	59.8%	21.5%	37.6%	0.3%	62.1%	49.9%	0.5%	49.6%

2020 Existing Peak Hr TMC (Rounded)

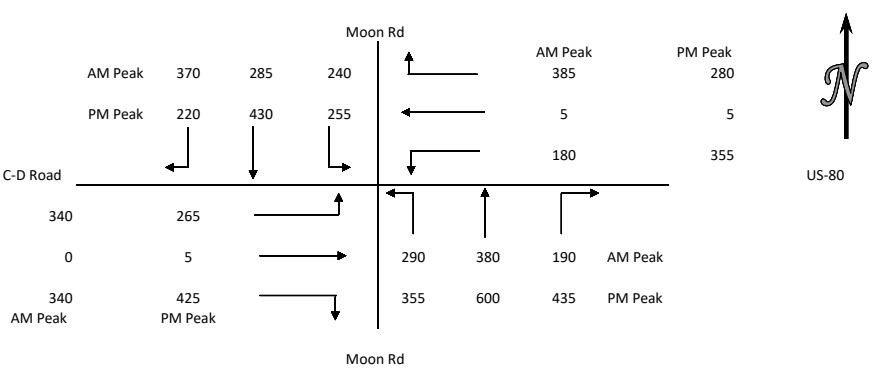
	Moon Rd			Moon Rd			C-D Road			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	270	350	175	225	260	345	315	0	315	165	5	355
PM:	330	555	405	235	395	205	245	5	395	330	5	260
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	795		740	830		1020	630		620	525		400
PM:	1290		1120	835		1060	645		540	595		645

2025 No Build/Build DHV

	Moon Rd			Moon Rd			C-D Road			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	275	355	180	230	265	350	320	0	320	165	5	360
PM:	335	565	410	240	400	210	250	5	400	335	5	265
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	810		750	845		1035	640		630	530		410
PM:	1310		1135	850		1080	655		550	605		655
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Moon Rd			Moon Rd			C-D Road			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	290	380	190	240	285	370	340	0	340	180	5	385
PM:	355	600	435	255	430	220	265	5	425	355	5	280
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	860		805	895		1105	680		665	570		430
PM:	1390		1210	905		1145	695		580	640		695
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #5A: Moon Rd at WB US-80/C-D Rd Ramps

2020 Existing Peak Hr TMC (RAW DATA)

	Moon Rd			Moon Rd			C-D Road On-Ramp			US-80 Off-Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	270	668	0	0	484	347	N/A	N/A	N/A	165	3	354
Percentage	28.8%	71.2%	0.0%	0.0%	58.2%	41.8%	N/A	N/A	N/A	31.6%	0.6%	67.8%
4:45 PM	329	777	0	0	633	207	N/A	N/A	N/A	332	4	262
Percentage	29.7%	70.3%	0.0%	0.0%	75.4%	24.6%	N/A	N/A	N/A	55.5%	0.7%	43.8%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	938		649	831		1022	0		620	522		0
PM:	1106		965	840		1039	0		540	598		0
6-HOUR TOTAL	1540	3212	0	0	2862	1253	N/A	N/A	N/A	1264	13	1258
Percentage	32.4%	67.6%	0.0%	0.0%	69.6%	30.4%	N/A	N/A	N/A	49.9%	0.5%	49.6%

2020 Existing Peak Hr TMC (Rounded)

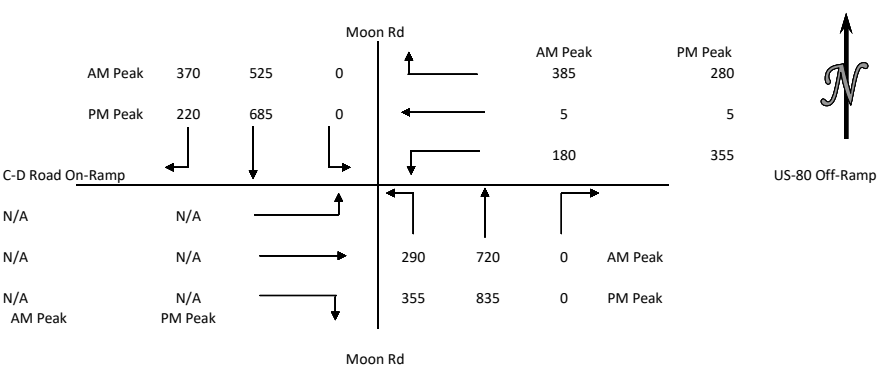
	Moon Rd			Moon Rd			C-D Road On-Ramp			US-80 Off-Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	270	670	0	0	485	345	N/A	N/A	N/A	165	5	355
PM:	330	775	0	0	635	205	N/A	N/A	N/A	330	5	260
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	940		650	830		1025	0		620	525		0
PM:	1105		965	840		1035	0		540	595		0

2025 No Build/Build DHV

	Moon Rd			Moon Rd			C-D Road On-Ramp			US-80 Off-Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	275	680	0	0	490	350	N/A	N/A	N/A	165	5	360
PM:	335	785	0	0	645	210	N/A	N/A	N/A	335	5	265
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	955		655	840		1040	0		630	530		0
PM:	1120		980	855		1050	0		550	605		0
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Moon Rd			Moon Rd			C-D Road On-Ramp			US-80 Off-Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	290	720	0	0	525	370	N/A	N/A	N/A	180	5	385
PM:	355	835	0	0	685	220	N/A	N/A	N/A	355	5	280
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	1010		705	895		1105	0		665	570		0
PM:	1190		1040	905		1115	0		580	640		0
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #5B: Moon Rd at EB US-80/C-D Rd Ramps

2020 Existing Peak Hr TMC (RAW DATA)

	Moon Rd			Moon Rd			C-D Road Off-Ramp			US-80 On Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	0	620	173	226	478	0	313	0	313	N/A	N/A	N/A
Percentage	0.0%	78.2%	21.8%	32.1%	67.9%	0.0%	50.0%	0.0%	50.0%	N/A	N/A	N/A
4:45 PM	0	884	403	236	814	0	244	4	397	N/A	N/A	N/A
Percentage	0.0%	68.7%	31.3%	22.5%	77.5%	0.0%	37.8%	0.6%	61.6%	N/A	N/A	N/A
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	793		791	704		933	626		0	0		399
PM:	1287		1211	1050		1128	645		0	0		643
6-HOUR TOTAL	0	3684	1532	1093	3487	0	1101	8	1817	N/A	N/A	N/A
Percentage	0.0%	70.6%	29.4%	23.9%	76.1%	0.0%	37.6%	0.3%	62.1%	N/A	N/A	N/A

2020 Existing Peak Hr TMC (Rounded)

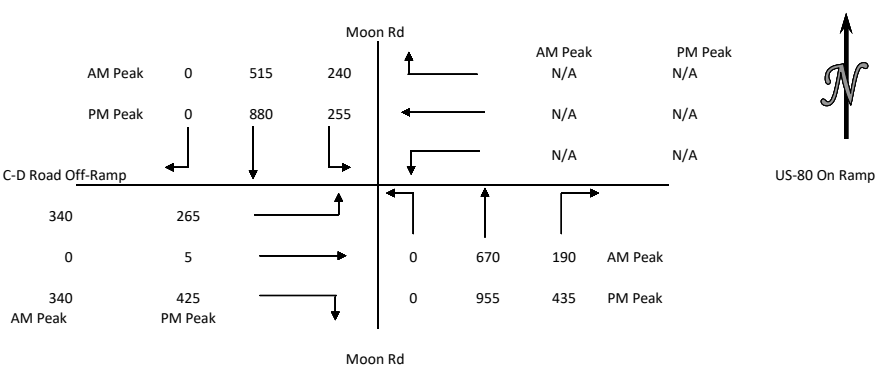
	Moon Rd			Moon Rd			C-D Road Off-Ramp			US-80 On Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	0	620	175	225	480	0	315	0	315	N/A	N/A	N/A
PM:	0	885	405	235	815	0	245	5	395	N/A	N/A	N/A
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	795		795	705		935	630		0	0		400
PM:	1290		1210	1050		1130	645		0	0		645

2025 No Build/Build DHV

	Moon Rd			Moon Rd			C-D Road Off-Ramp			US-80 On Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	0	630	180	230	485	0	320	0	320	N/A	N/A	N/A
PM:	0	900	410	240	825	0	250	5	400	N/A	N/A	N/A
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	810		805	715		950	640		0	0		410
PM:	1310		1225	1065		1150	655		0	0		655
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Moon Rd			Moon Rd			C-D Road Off-Ramp			US-80 On Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	0	670	190	240	515	0	340	0	340	N/A	N/A	N/A
PM:	0	955	435	255	880	0	265	5	425	N/A	N/A	N/A
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	860		855	755		1010	680		0	0		430
PM:	1390		1305	1135		1220	695		0	0		695
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	#####	Checked by:	
Growth Rate:	0.3%	800 / 9400	
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #6: US-80 at Schomburg Rd

2020 Existing Peak Hr TMC (RAW DATA)

	Schomburg Rd			Schomburg Rd			US-80			Schomburg Rd/Blackmon Rd Connector		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	267	338	51	190	202	486	334	202	148	30	536	229
Percentage	40.7%	51.5%	7.8%	21.6%	23.0%	55.4%	48.8%	29.5%	21.6%	3.8%	67.4%	28.8%
4:45 PM	163	242	48	160	245	242	438	547	356	71	323	139
Percentage	36.0%	53.4%	10.6%	24.7%	37.9%	37.4%	32.7%	40.8%	26.5%	13.3%	60.6%	26.1%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	656		380	878		901	684		1289	795		443
PM:	453		672	647		819	1341		728	533		755
6-HOUR TOTAL	1260	2785	326	846	1517	1622	1799	1806	1209	302	2132	810
Percentage	28.8%	63.7%	7.5%	21.2%	38.1%	40.7%	37.4%	37.5%	25.1%	9.3%	65.7%	25.0%

2020 Existing Peak Hr TMC (Rounded)

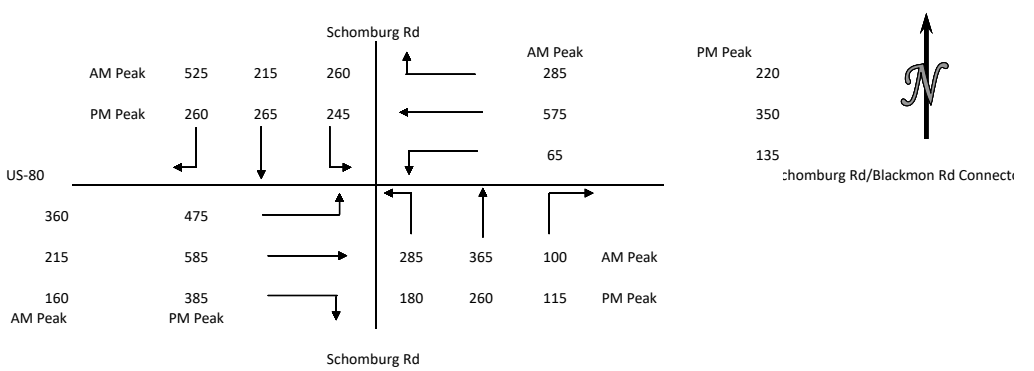
	Schomburg Rd			Schomburg Rd			US-80			Schomburg Rd/Blackmon Rd Connector		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	265	340	50	190	200	485	335	200	150	30	535	230
PM:	165	240	50	160	245	240	440	545	355	70	325	140
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	655		380	875		905	685		1285	795		440
PM:	455		670	645		820	1340		730	535		755

2025 No Build/Build DHV

	Schomburg Rd			Schomburg Rd			US-80			Schomburg Rd/Blackmon Rd Connector		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	270	345	95	245	205	490	340	205	150	65	545	270
PM:	165	245	115	235	250	245	445	555	360	135	330	215
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	710		420	940		955	695		1305	880		545
PM:	525		745	730		905	1360		740	680		905
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Schomburg Rd			Schomburg Rd			US-80			Schomburg Rd/Blackmon Rd Connector		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	285	365	100	260	215	525	360	215	160	65	575	285
PM:	180	260	115	245	265	260	475	585	385	135	350	220
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	750		440	1000		1010	735		1385	925		575
PM:	555		785	770		955	1445		790	705		945
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	#####	800 Checked by:	
Growth Rate:	0.3%	9400	
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #6A: Schomburg Rd at WB US-80 Ramp

2020 Existing Peak Hr TMC (RAW DATA)

	Schomburg Rd			Schomburg Rd			US-80 WB On-Ramp			Schomburg Rd/Blackmon Rd Connector		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	267	582	0	0	392	486	N/A	N/A	N/A	30	536	229
Percentage	31.4%	68.6%	0.0%	0.0%	44.6%	55.4%	N/A	N/A	N/A	3.8%	67.4%	28.8%
4:45 PM	163	590	0	0	405	242	N/A	N/A	N/A	71	323	139
Percentage	21.6%	78.4%	0.0%	0.0%	62.6%	37.4%	N/A	N/A	N/A	13.3%	60.6%	26.1%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	849		422	878		811	0		1289	795		0
PM:	753		476	647		729	0		728	533		0
6-HOUR TOTAL	1260	2785	0	0	2084	1622	N/A	N/A	N/A	302	2132	810
Percentage	31.1%	68.9%	0.0%	0.0%	56.2%	43.8%	N/A	N/A	N/A	9.3%	65.7%	25.0%

2020 Existing Peak Hr TMC (Rounded)

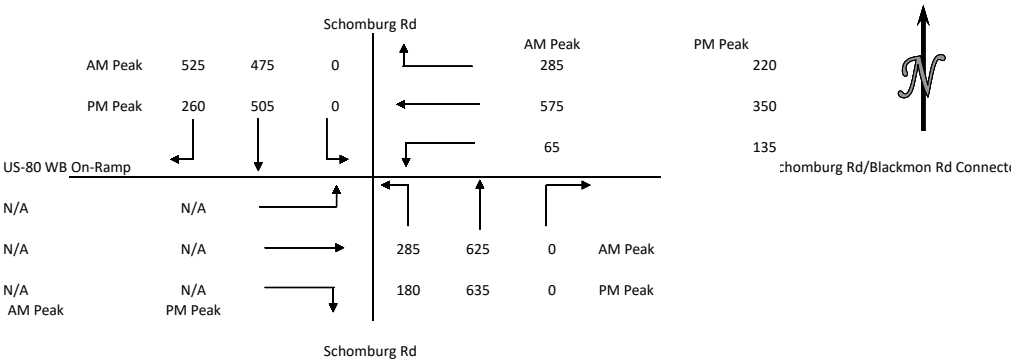
	Schomburg Rd			Schomburg Rd			US-80 WB On-Ramp			Schomburg Rd/Blackmon Rd Connector		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	265	580	0	0	390	485	N/A	N/A	N/A	30	535	230
PM:	165	590	0	0	405	240	N/A	N/A	N/A	70	325	140
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	845		420	875		810	0		1285	795		0
PM:	755		475	645		730	0		730	535		0

2025 No Build/Build DHV

	Schomburg Rd			Schomburg Rd			US-80 WB On-Ramp			Schomburg Rd/Blackmon Rd Connector		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	270	590	0	0	450	490	N/A	N/A	N/A	65	545	270
PM:	165	600	0	0	480	245	N/A	N/A	N/A	135	330	215
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	860		515	940		860	0		1305	880		0
PM:	765		615	725		815	0		740	680		0
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Schomburg Rd			Schomburg Rd			US-80 WB On-Ramp			Schomburg Rd/Blackmon Rd Connector		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	285	625	0	0	475	525	N/A	N/A	N/A	65	575	285
PM:	180	635	0	0	505	260	N/A	N/A	N/A	135	350	220
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	910		540	1000		910	0		1385	925		0
PM:	815		640	765		855	0		790	705		0
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	#####	800 Checked by:	
Growth Rate:	0.3%	9400	
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #6B: Schomburg Rd at EB US-80 Ramp

2020 Existing Peak Hr TMC (RAW DATA)

	Schomburg Rd			Schomburg Rd			US-80 EB Off-Ramp			Schomburg Rd/Blackmon Rd Connector		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	0	605	51	190	313	0	334	202	148	N/A	N/A	N/A
Percentage	0.0%	92.2%	7.8%	37.8%	62.2%	0.0%	48.8%	29.5%	21.6%	N/A	N/A	N/A
4:45 PM	0	405	48	160	275	0	438	547	356	N/A	N/A	N/A
Percentage	0.0%	89.4%	10.6%	36.8%	63.2%	0.0%	32.7%	40.8%	26.5%	N/A	N/A	N/A
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	656		461	503		939	684		0	0		443
PM:	453		631	435		843	1341		0	0		755
6-HOUR TOTAL	0	2430	326	846	1517	0	1799	1806	1209	N/A	N/A	N/A
Percentage	0.0%	88.2%	11.8%	35.8%	64.2%	0.0%	37.4%	37.5%	25.1%	N/A	N/A	N/A

2020 Existing Peak Hr TMC (Rounded)

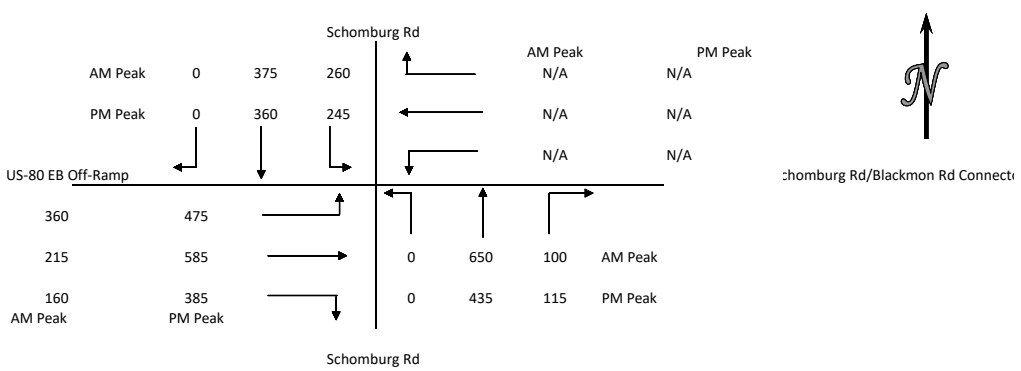
	Schomburg Rd			Schomburg Rd			US-80 EB Off-Ramp			Schomburg Rd/Blackmon Rd Connector		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	0	605	50	190	315	0	335	200	150	N/A	N/A	N/A
PM:	0	405	50	160	275	0	440	545	355	N/A	N/A	N/A
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	655		465	505		940	685		0	0		440
PM:	455		630	435		845	1340		0	0		755

2025 No Build/Build DHV

	Schomburg Rd			Schomburg Rd			US-80 EB Off-Ramp			Schomburg Rd/Blackmon Rd Connector		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	0	615	95	245	355	0	340	205	150	N/A	N/A	N/A
PM:	0	410	115	235	340	0	445	555	360	N/A	N/A	N/A
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	710		505	600		955	695		0	0		545
PM:	525		700	575		855	1360		0	0		905
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Schomburg Rd			Schomburg Rd			US-80 EB Off-Ramp			Schomburg Rd/Blackmon Rd Connector		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	0	650	100	260	375	0	360	215	160	N/A	N/A	N/A
PM:	0	435	115	245	360	0	475	585	385	N/A	N/A	N/A
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	750		535	635		1010	735		0	0		575
PM:	550		745	605		910	1445		0	0		945
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project: JR Allen Corridor Study
Client: Columbus
Date: 2/1/2020
Growth Rate: 0.3%
AM Peak Hour: 7:15 AM

Project Number: 171015013
Computed by: J. Ekstedt
Checked by:
PM Peak Hour: 4:45 PM

Intersection #7: US-80 at Blackmon Rd

2020 Existing Peak Hr TMC (RAW DATA)

	Blackmon Rd			Blackmon Rd			Schomburg Rd/Blackmon Rd Connector			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	460	81	63	105	136	181	30	119	243	31	119	68
Percentage	76.2%	13.4%	10.4%	24.9%	32.2%	42.9%	7.7%	30.4%	62.0%	14.2%	54.6%	31.2%
4:45 PM	388	128	75	37	96	62	95	78	561	68	115	51
Percentage	65.7%	21.7%	12.7%	19.0%	49.2%	31.8%	12.9%	10.6%	76.4%	29.1%	49.1%	21.8%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	604		410	422		179	392		760	218		287
PM:	591		725	195		274	734		565	234		190
6-HOUR TOTAL	2163	834	368	330	782	537	341	529	2130	249	544	292
Percentage	64.3%	24.8%	10.9%	20.0%	47.4%	32.6%	11.4%	17.6%	71.0%	22.9%	50.1%	26.9%

2020 Existing Peak Hr TMC (Rounded)

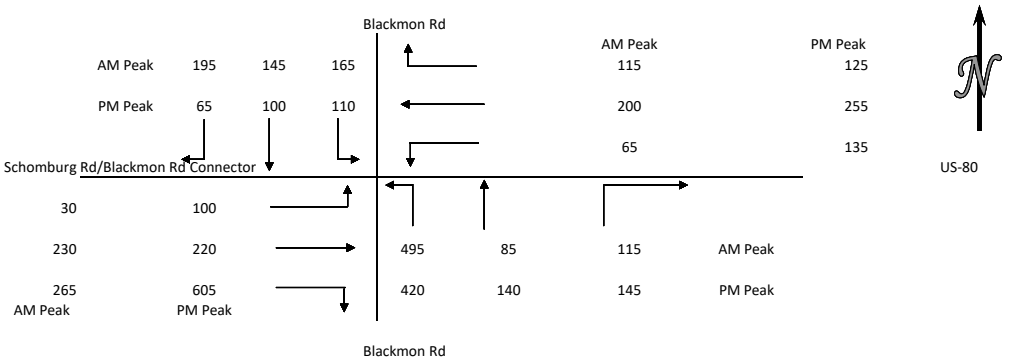
	Blackmon Rd			Blackmon Rd			Schomburg Rd/Blackmon Rd Connector			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	460	80	65	105	135	180	30	120	245	30	120	70
PM:	390	130	75	35	95	60	95	80	560	70	115	50
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	605		410	420		180	395		760	220		290
PM:	595		725	190		275	735		565	235		190

2025 No Build/Build DHV

	Blackmon Rd			Blackmon Rd			Schomburg Rd/Blackmon Rd Connector			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	465	80	110	160	135	185	30	220	250	65	195	110
PM:	395	130	140	105	95	60	95	215	570	135	250	120
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	655		450	480		220	500		845	370		490
PM:	665		800	260		345	880		705	505		460
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Blackmon Rd			Blackmon Rd			Schomburg Rd/Blackmon Rd Connector			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	495	85	115	165	145	195	30	230	265	65	200	115
PM:	420	140	145	110	100	65	100	220	605	135	255	125
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	695		475	505		230	525		890	380		510
PM:	705		840	275		365	925		740	515		475
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #7A: Blackmon Rd at US-80 WB Ramp

2020 Existing Peak Hr TMC (RAW DATA)

	Blackmon Rd			Blackmon Rd			Schomburg Rd/Blackmon Rd Connector			US-80 WB Off-Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	460	114	0	0	241	181	N/A	N/A	N/A	31	119	68
Percentage	80.1%	19.9%	0.0%	0.0%	57.1%	42.9%	N/A	N/A	N/A	14.2%	54.6%	31.2%
4:45 PM	388	206	0	0	133	62	N/A	N/A	N/A	68	115	51
Percentage	65.3%	34.7%	0.0%	0.0%	68.2%	31.8%	N/A	N/A	N/A	29.1%	49.1%	21.8%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	574		272	422		182	0		760	218		0
PM:	594		201	195		257	0		565	234		0
6-HOUR TOTAL	2163	834	0	0	854	537	N/A	N/A	N/A	249	544	292
Percentage	72.2%	27.8%	0.0%	0.0%	61.4%	38.6%	N/A	N/A	N/A	22.9%	50.1%	26.9%

2020 Existing Peak Hr TMC (Rounded)

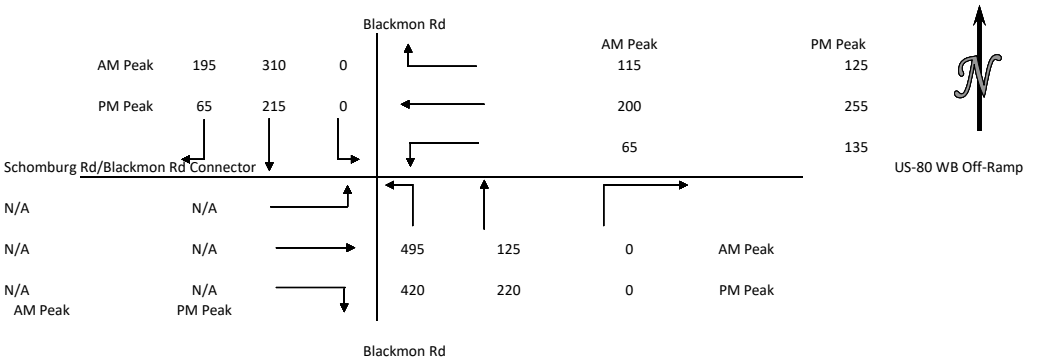
	Blackmon Rd			Blackmon Rd			Schomburg Rd/Blackmon Rd Connector			US-80 WB Off-Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	460	115	0	0	240	180	N/A	N/A	N/A	30	120	70
PM:	390	205	0	0	135	60	N/A	N/A	N/A	70	115	50
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	575		270	420		185	0		760	220		0
PM:	595		205	195		255	0		565	235		0

2025 No Build/Build DHV

	Blackmon Rd			Blackmon Rd			Schomburg Rd/Blackmon Rd Connector			US-80 WB Off-Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	465	115	0	0	295	185	N/A	N/A	N/A	65	195	110
PM:	395	210	0	0	210	60	N/A	N/A	N/A	135	250	120
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	580		360	480		225	0		845	370		0
PM:	605		345	270		330	0		705	505		0
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Blackmon Rd			Blackmon Rd			Schomburg Rd/Blackmon Rd Connector			US-80 WB Off-Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	495	125	0	0	310	195	N/A	N/A	N/A	65	200	115
PM:	420	220	0	0	215	65	N/A	N/A	N/A	135	255	125
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	620		375	505		240	0		890	380		0
PM:	640		350	280		345	0		740	515		0
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #7B: Blackmon Rd at US-80 EB Ramp

2020 Existing Peak Hr TMC (RAW DATA)

	Blackmon Rd			Blackmon Rd			Schomburg Rd/Blackmon Rd Connector			US-80 EB On-Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	0	541	63	105	148	0	30	119	243	N/A	N/A	N/A
Percentage	0.0%	89.6%	10.4%	41.5%	58.5%	0.0%	7.7%	30.4%	62.0%	N/A	N/A	N/A
4:45 PM	0	516	75	37	164	0	95	78	561	N/A	N/A	N/A
Percentage	0.0%	87.3%	12.7%	18.4%	81.6%	0.0%	12.9%	10.6%	76.4%	N/A	N/A	N/A
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	604		391	253		571	392		0	0		287
PM:	591		725	201		611	734		0	0		190
6-HOUR TOTAL	0	2664	368	330	782	0	341	529	2130	N/A	N/A	N/A
Percentage	0.0%	87.9%	12.1%	29.7%	70.3%	0.0%	11.4%	17.6%	71.0%	N/A	N/A	N/A

2020 Existing Peak Hr TMC (Rounded)

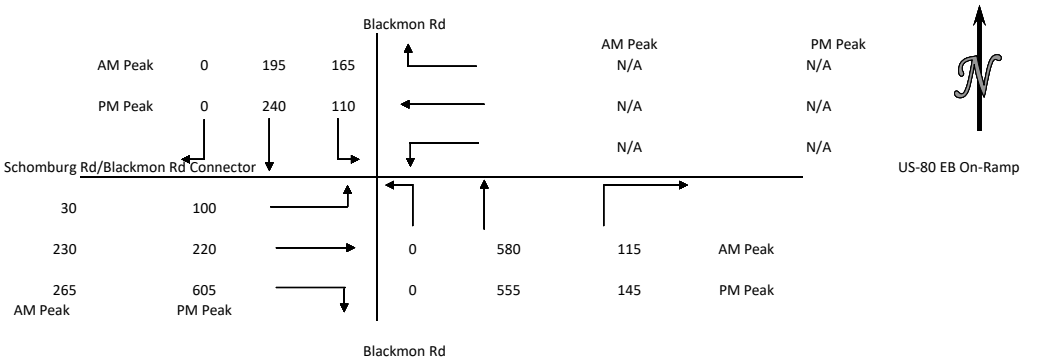
	Blackmon Rd			Blackmon Rd			Schomburg Rd/Blackmon Rd Connector			US-80 EB On-Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	0	540	65	105	150	0	30	120	245	N/A	N/A	N/A
PM:	0	515	75	35	165	0	95	80	560	N/A	N/A	N/A
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	605		395	255		570	395		0	0		290
PM:	590		725	200		610	735		0	0		190

2025 No Build/Build DHV

	Blackmon Rd			Blackmon Rd			Schomburg Rd/Blackmon Rd Connector			US-80 EB On-Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	0	550	110	160	185	0	30	220	250	N/A	N/A	N/A
PM:	0	525	140	105	230	0	95	215	570	N/A	N/A	N/A
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	660		435	345		580	500		0	0		490
PM:	665		800	335		620	880		0	0		460
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Blackmon Rd			Blackmon Rd			Schomburg Rd/Blackmon Rd Connector			US-80 EB On-Ramp		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	0	580	115	165	195	0	30	230	265	N/A	N/A	N/A
PM:	0	555	145	110	240	0	100	220	605	N/A	N/A	N/A
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	695		460	360		610	525		0	0		510
PM:	700		845	350		655	925		0	0		475
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #8: US-80 at Flat Rock Rd (North of Manchester Expy)

2020 Existing Peak Hr TMC (RAW DATA)

	Flat Rock Rd			Flat Rock Rd			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	0	1	0	250	2	175	155	1672	9	4	1636	84
Percentage	0.0%	100.0%	0.0%	58.5%	0.5%	41.0%	8.4%	91.1%	0.5%	0.2%	94.9%	4.9%
4:45 PM	0	3	1	224	0	155	185	1386	0	0	1905	140
Percentage	0.0%	75.0%	25.0%	59.1%	0.0%	40.9%	11.8%	88.2%	0.0%	0.0%	93.2%	6.8%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	1		15	427		240	1836		1811	1724		1922
PM:	4		0	379		328	1571		2060	2045		1611
6-HOUR TOTAL	7	7	2	1181	6	681	869	7601	18	9	8405	596
Percentage	43.8%	43.8%	12.5%	63.2%	0.3%	36.5%	10.2%	89.5%	0.2%	0.1%	93.3%	6.6%

2020 Existing Peak Hr TMC (Rounded)

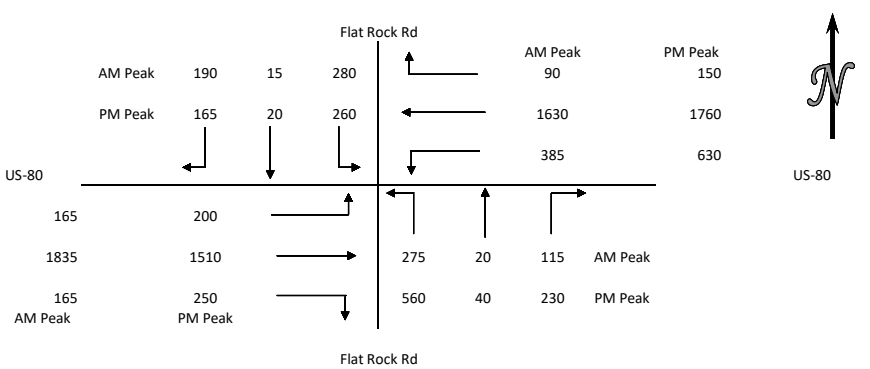
	Flat Rock Rd			Flat Rock Rd			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	0	0	0	250	0	175	155	1670	10	5	1635	85
PM:	0	5	0	225	0	155	185	1385	0	0	1905	140
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	0		15	425		240	1835		1810	1725		1920
PM:	5		0	380		330	1570		2060	2045		1610

2025 No Build/Build DHV

	Flat Rock Rd			Flat Rock Rd			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	275	20	115	265	15	180	155	1730	160	385	1530	85
PM:	560	40	230	245	20	155	190	1425	250	630	1640	140
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	410		560	460		260	2045		1985	2000		2110
PM:	830		900	420		370	1865		2355	2410		1900
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	✓

2045 No Build/Build DHV

	Flat Rock Rd			Flat Rock Rd			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	275	20	115	280	15	190	165	1835	165	385	1630	90
PM:	560	40	230	260	20	165	200	1510	250	630	1760	150
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	410		565	485		275	2165		2095	2105		2230
PM:	830		900	445		390	1960		2485	2540		2000
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

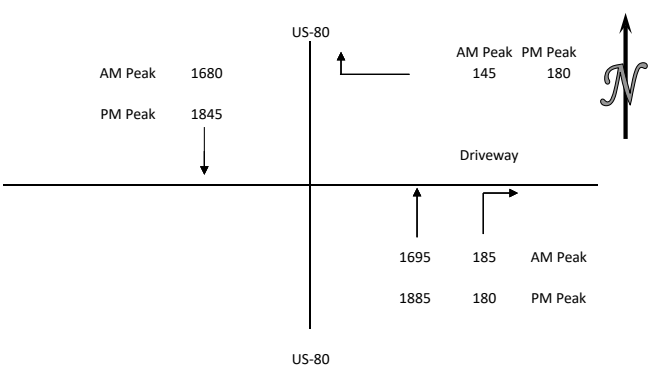
Intersection #9: US-80 at Driveway (North of Manchester Expy)

	US-80			US-80			Driveway		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
7:15 AM	N/A	1339	171	N/A	1377	N/A	N/A	N/A	136
Percentage	N/A	88.7%	11.3%	N/A	100.0%	N/A	N/A	N/A	100.0%
4:45 PM	N/A	1441	165	N/A	1377	N/A	N/A	N/A	163
Percentage	N/A	89.7%	10.3%	N/A	100.0%	N/A	N/A	N/A	100.0%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	1510		1377	1377		1475	136		171
PM:	1606		1377	1377		1604	163		165
6-HOUR TOTAL	N/A	3159	907	N/A	7484	N/A	N/A	N/A	785
Percentage	N/A	77.7%	22.3%	N/A	100.0%	N/A	N/A	N/A	100.0%

	US-80			US-80			Driveway		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
AM:	N/A	1340	170	N/A	1375	N/A	N/A	N/A	135
PM:	N/A	1440	165	N/A	1375	N/A	N/A	N/A	165
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	1510		1375	1375		1475	135		170
PM:	1605		1375	1375		1605	165		165

	US-80			US-80			Driveway		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
AM:	N/A	1610	175	N/A	1595	N/A	N/A	N/A	135
PM:	N/A	1795	165	N/A	1760	N/A	N/A	N/A	165
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	1785		1595	1595		1745	135		175
PM:	1960		1760	1760		1960	165		165
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓

	US-80			US-80			Driveway		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
AM:	N/A	1695	185	N/A	1680	N/A	N/A	N/A	145
PM:	N/A	1885	180	N/A	1845	N/A	N/A	N/A	180
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	1880		1680	1680		1840	145		185
PM:	2065		1845	1845		2065	180		180
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #10A: US-80 at Manchester Expy (SB Ramps)

2020 Existing Peak Hr TMC (RAW DATA)

	Gateway Rd			Manchester Expy SB Off-Ramp			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	78	N/A	69	171	57	466	N/A	1826	171	94	1200	390
Percentage	53.1%	N/A	46.9%	24.6%	8.2%	67.1%	N/A	91.4%	8.6%	5.6%	71.3%	23.2%
4:45 PM	215	N/A	287	50	39	173	N/A	1417	223	241	1723	130
Percentage	42.8%	N/A	57.2%	19.1%	14.9%	66.0%	N/A	86.4%	13.6%	11.5%	82.3%	6.2%
BY APPROACH	IN		OUT	IN		OUT	IN			IN		OUT
AM:	147		322	694		390	1997			1684		2066
PM:	502		503	262		130	1640			2094		1754
6-HOUR TOTAL	786	N/A	984	495	248	1572	N/A	8004	1036	836	6989	1330
Percentage	44.4%	N/A	55.6%	21.4%	10.7%	67.9%	N/A	88.5%	11.5%	9.1%	76.3%	14.5%

2020 Existing Peak Hr TMC (Rounded)

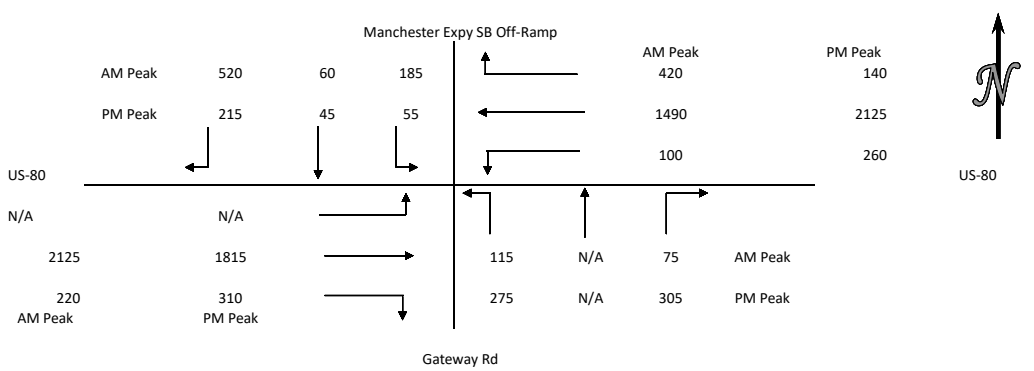
	Gateway Rd			Manchester Expy SB Off-Ramp			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	80	N/A	70	170	55	465	N/A	1825	170	95	1200	390
PM:	215	N/A	285	50	40	175	N/A	1415	225	240	1725	130
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	150		320	690		390	1995		1745	1685		2065
PM:	500		505	265		130	1640		2115	2095		1750

2025 No Build/Build DHV

	Gateway Rd			Manchester Expy SB Off-Ramp			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	110	N/A	70	175	55	490	N/A	2010	210	95	1415	395
PM:	260	N/A	290	50	40	205	N/A	1730	300	245	2020	130
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	180		360	720		395	2220		2015	1905		2255
PM:	550		585	295		130	2030		2485	2395		2070
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Gateway Rd			Manchester Expy SB Off-Ramp			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	115	N/A	75	185	60	520	N/A	2125	220	100	1490	420
PM:	275	N/A	305	55	45	215	N/A	1815	310	260	2125	140
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	190		380	765		420	2345		2125	2010		2385
PM:	580		615	315		140	2125		2615	2525		2175
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #10B: US-80 at Manchester Expy (NB Ramps)

2020 Existing Peak Hr TMC (RAW DATA)

	Manchester Expy NB Off-Ramp			Manchester Expy NB On-Ramp			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	108	0	186	N/A	N/A	N/A	114	1921	N/A	N/A	1566	40
Percentage	36.7%	0.0%	63.3%	N/A	N/A	N/A	5.6%	94.4%	N/A	N/A	97.5%	2.5%
4:45 PM	338	0	328	N/A	N/A	N/A	501	1238	N/A	N/A	1838	134
Percentage	50.8%	0.0%	49.2%	N/A	N/A	N/A	28.8%	71.2%	N/A	N/A	93.2%	6.8%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	294		N/A	0		154	2035		1674	1606		2107
PM:	666		N/A	0		635	1739		2176	1972		1566
6-HOUR TOTAL	982	0	1274	N/A	N/A	N/A	1661	7608	N/A	N/A	8403	495
Percentage	43.5%	0.0%	56.5%	N/A	N/A	N/A	17.9%	82.1%	N/A	N/A	94.4%	5.6%

2020 Existing Peak Hr TMC (Rounded)

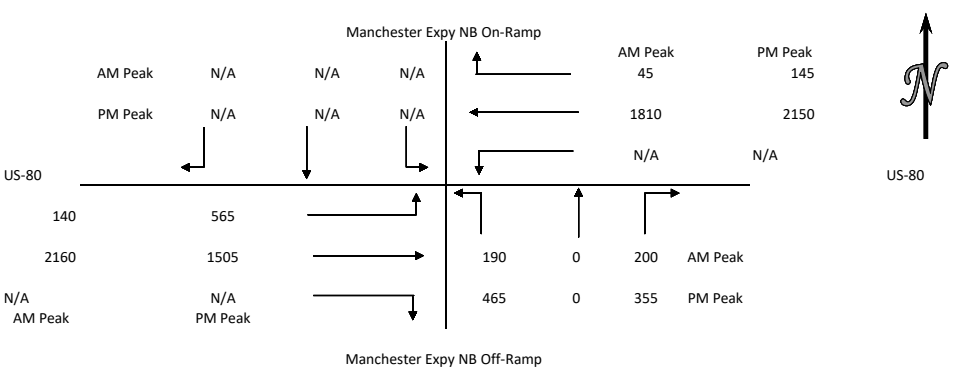
	Manchester Expy NB Off-Ramp			Manchester Expy NB On-Ramp			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	110	0	185	N/A	N/A	N/A	115	1920	N/A	N/A	1565	40
PM:	340	0	330	N/A	N/A	N/A	500	1240	N/A	N/A	1840	135
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	295		N/A	N/A		155	2035		1675	1605		2105
PM:	670		N/A	N/A		635	1740		2180	1975		1570

2025 No Build/Build DHV

	Manchester Expy NB Off-Ramp			Manchester Expy NB On-Ramp			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	185	0	190	N/A	N/A	N/A	130	2040	N/A	N/A	1715	40
PM:	445	0	335	N/A	N/A	N/A	535	1425	N/A	N/A	2035	135
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	375		N/A	N/A		170	2170		1900	1755		2230
PM:	780		N/A	N/A		670	1960		2480	2170		1760
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Manchester Expy NB Off-Ramp			Manchester Expy NB On-Ramp			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	190	0	200	N/A	N/A	N/A	140	2160	N/A	N/A	1810	45
PM:	465	0	355	N/A	N/A	N/A	565	1505	N/A	N/A	2150	145
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	390		N/A	N/A		185	2300		2000	1855		2360
PM:	820		N/A	N/A		710	2070		2615	2295		1860
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #11: US-80 at Flat Rock Rd (South of Manchester Expy)

2020 Existing Peak Hr TMC (RAW DATA)

	Flat Rock Rd			Kitten Lake Dr			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	442	42	53	78	94	189	200	1031	807	104	1014	43
Percentage	82.3%	7.8%	9.9%	21.6%	26.0%	52.4%	9.8%	50.6%	39.6%	9.0%	87.3%	3.7%
4:45 PM	859	63	23	59	62	151	291	818	483	109	1025	20
Percentage	90.9%	6.7%	2.4%	21.7%	22.8%	55.5%	18.3%	51.4%	30.3%	9.4%	88.8%	1.7%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	537		1005	361		285	2038		1645	1161		1162
PM:	945		654	272		374	1592		2035	1154		900
6-HOUR TOTAL	3402	345	218	384	453	907	1255	4250	3174	558	4831	202
Percentage	85.8%	8.7%	5.5%	22.0%	26.0%	52.0%	14.5%	49.0%	36.6%	10.0%	86.4%	3.6%

2020 Existing Peak Hr TMC (Rounded)

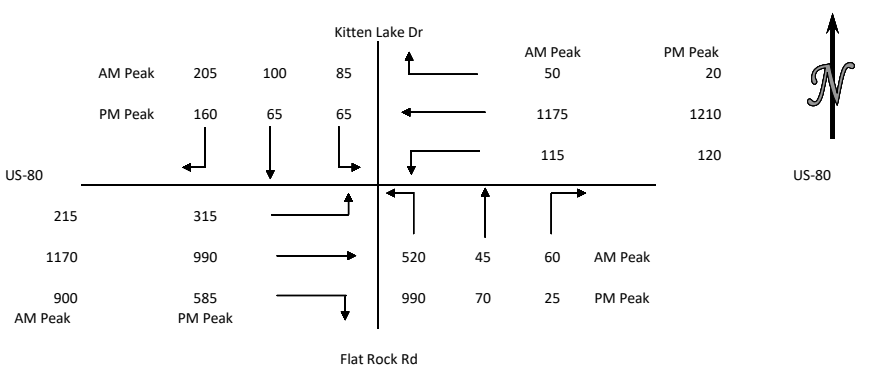
	Flat Rock Rd			Kitten Lake Dr			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	440	40	55	80	95	190	200	1030	805	105	1015	45
PM:	860	65	25	60	60	150	290	820	485	110	1025	20
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	535		1005	365		285	2035		1645	1165		1165
PM:	950		655	270		375	1595		2035	1155		905

2025 No Build/Build DHV

	Flat Rock Rd			Kitten Lake Dr			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	495	40	55	80	95	195	205	1105	850	105	1110	45
PM:	935	65	25	60	60	150	295	940	555	110	1145	20
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	590		1050	370		290	2160		1800	1260		1240
PM:	1025		725	270		380	1790		2230	1275		1025
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Flat Rock Rd			Kitten Lake Dr			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	520	45	60	85	100	205	215	1170	900	115	1175	50
PM:	990	70	25	65	65	160	315	990	585	120	1210	20
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	625		1115	390		310	2285		1900	1340		1315
PM:	1085		770	290		405	1890		2360	1350		1080
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #12: 2nd Ave at 45th St/Manchester Expy

2020 Existing Peak Hr TMC (RAW DATA)

	2nd Ave			2nd Ave			45th St			Manchester Expy		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	0	327	103	692	1406	0	4	12	1	108	2	239
Percentage	0.0%	76.0%	24.0%	33.0%	67.0%	0.0%	23.5%	70.6%	5.9%	30.9%	0.6%	68.5%
4:45 PM	0	923	158	358	456	0	5	13	1	157	0	633
Percentage	0.0%	85.4%	14.6%	44.0%	56.0%	0.0%	26.3%	68.4%	5.3%	19.9%	0.0%	80.1%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	430		1515	2098		570	17		2	349		807
PM:	1081		614	814		1561	19		0	790		529
6-HOUR TOTAL	10	3148	764	2690	4555	1	25	49	5	727	17	2281
Percentage	0.3%	80.3%	19.5%	37.1%	62.9%	0.0%	31.6%	62.0%	6.3%	24.0%	0.6%	75.4%

2020 Existing Peak Hr TMC (Rounded)

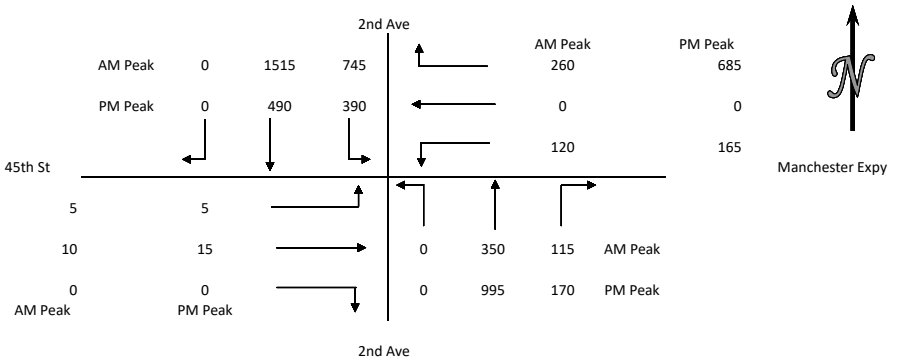
	2nd Ave			2nd Ave			45th St			Manchester Expy		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	0	325	105	690	1405	0	5	10	0	110	0	240
PM:	0	925	160	360	455	0	5	15	0	155	0	635
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	430		1515	2095		570	15		0	350		805
PM:	1085		610	815		1565	20		0	790		535

2025 No Build/Build DHV

	2nd Ave			2nd Ave			45th St			Manchester Expy		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	0	330	105	700	1425	0	5	10	0	110	0	245
PM:	0	940	160	365	460	0	5	15	0	155	0	645
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	435		1535	2125		580	15		0	355		815
PM:	1100		615	825		1590	20		0	800		540
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	2nd Ave			2nd Ave			45th St			Manchester Expy		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	0	350	115	745	1515	0	5	10	0	120	0	260
PM:	0	995	170	390	490	0	5	15	0	165	0	685
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	465		1635	2260		615	15		0	380		870
PM:	1165		655	880		1685	20		0	850		575
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #13: Moon Rd at Whittlesey Blvd/Stone Mill Dr

2020 Existing Peak Hr TMC (RAW DATA)

	Moon Rd			Moon Rd			Whittlesey Blvd			Stone Mill Dr		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	57	712	20	123	346	227	141	15	42	14	4	43
Percentage	7.2%	90.2%	2.5%	17.7%	49.7%	32.6%	71.2%	7.6%	21.2%	23.0%	6.6%	70.5%
4:45 PM	178	446	21	86	456	622	589	28	211	64	51	228
Percentage	27.6%	69.1%	3.3%	7.4%	39.2%	53.4%	71.1%	3.4%	25.5%	18.7%	14.9%	66.5%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	789		402	696		896	198		288	61		158
PM:	645		731	1164		1263	828		851	343		135
6-HOUR TOTAL	713	2624	117	562	2107	2506	2231	151	766	167	132	647
Percentage	20.6%	76.0%	3.4%	10.9%	40.7%	48.4%	70.9%	4.8%	24.3%	17.7%	14.0%	68.4%

2020 Existing Peak Hr TMC (Rounded)

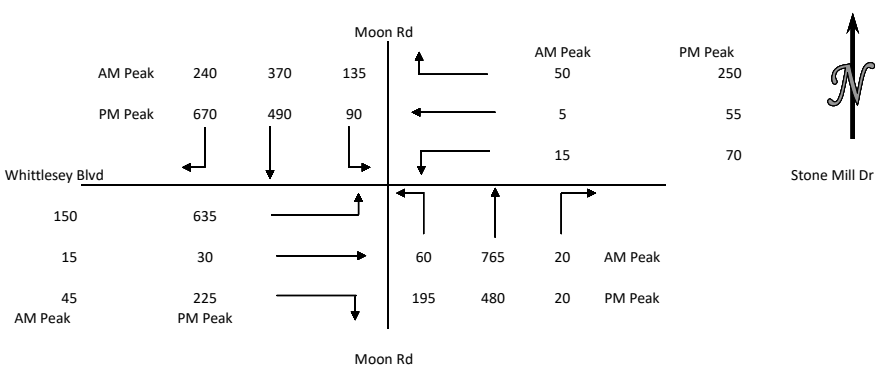
	Moon Rd			Moon Rd			Whittlesey Blvd			Stone Mill Dr		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	55	710	20	125	345	225	140	15	40	15	5	45
PM:	180	445	20	85	455	620	590	30	210	65	50	230
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	785		400	695		895	195		285	65		160
PM:	645		730	1160		1265	830		850	345		135

2025 No Build/Build DHV

	Moon Rd			Moon Rd			Whittlesey Blvd			Stone Mill Dr		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	55	720	20	125	350	230	140	15	40	15	5	45
PM:	185	450	20	85	460	630	600	30	215	65	50	235
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	795		405	705		905	195		290	65		160
PM:	655		740	1175		1285	845		865	350		135
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Moon Rd			Moon Rd			Whittlesey Blvd			Stone Mill Dr		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	60	765	20	135	370	240	150	15	45	15	5	50
PM:	195	480	20	90	490	670	635	30	225	70	55	250
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	845		430	745		965	210		305	70		170
PM:	695		785	1250		1365	890		920	375		140
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #14: US-80 at Milgen Rd/Driveway

2020 Existing Peak Hr TMC (RAW DATA)

	Milgen Rd			Driveway			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
7:15 AM	N/A	N/A	10	N/A	N/A	39	N/A	907	31	N/A	1067	93
Percentage	N/A	N/A	100.0%	N/A	N/A	100.0%	N/A	96.7%	3.3%	N/A	92.0%	8.0%
4:45 PM	N/A	N/A	94	N/A	N/A	42	N/A	866	63	N/A	966	61
Percentage	N/A	N/A	100.0%	N/A	N/A	100.0%	N/A	93.2%	6.8%	N/A	94.1%	5.9%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	10		31	39		93	938		1106	1160		917
PM:	94		63	42		61	929		1008	1027		960
6-HOUR TOTAL	N/A	N/A	307	N/A	N/A	271	N/A	4689	233	N/A	5056	380
Percentage	N/A	N/A	100.0%	N/A	N/A	100.0%	N/A	95.3%	4.7%	N/A	93.0%	7.0%

2020 Existing Peak Hr TMC (Rounded)

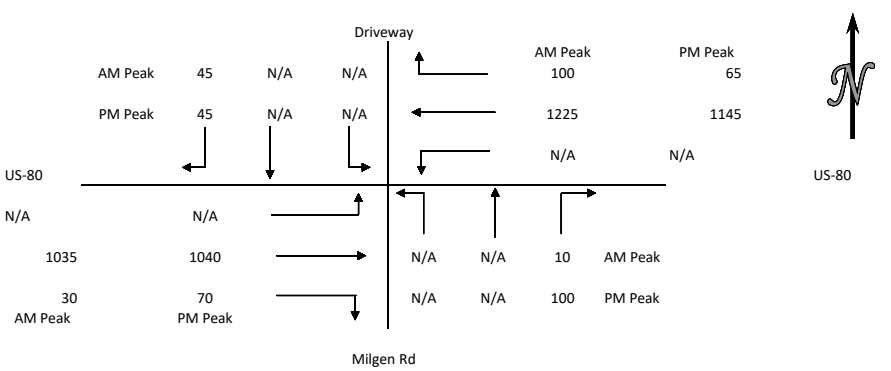
	Milgen Rd			Driveway			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	N/A	N/A	10	N/A	N/A	40	N/A	905	30	N/A	1065	95
PM:	N/A	N/A	95	N/A	N/A	40	N/A	865	65	N/A	965	60
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	10		30	40		95	935		1105	1160		915
PM:	95		65	40		60	930		1005	1025		960

2025 No Build/Build DHV

	Milgen Rd			Driveway			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	N/A	N/A	10	N/A	N/A	40	N/A	975	30	N/A	1160	95
PM:	N/A	N/A	95	N/A	N/A	40	N/A	985	65	N/A	1085	60
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	10		30	40		95	1005		1200	1255		985
PM:	95		65	40		60	1050		1125	1145		1080
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2045 No Build/Build DHV

	Milgen Rd			Driveway			US-80			US-80		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
AM:	N/A	N/A	10	N/A	N/A	45	N/A	1035	30	N/A	1225	100
PM:	N/A	N/A	100	N/A	N/A	45	N/A	1040	70	N/A	1145	65
BY APPROACH	IN		OUT	IN		OUT	IN		OUT	IN		OUT
AM:	10		30	45		100	1065		1270	1325		1045
PM:	100		70	45		65	1110		1190	1210		1140
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



ADT AND DHV TRAFFIC VOLUMES

Project:	JR Allen Corridor Study	Project Number:	171015013
Client:	Columbus	Computed by:	J. Ekstedt
Date:	2/1/2020	Checked by:	
Growth Rate:	0.3%		
AM Peak Hour:	7:15 AM	PM Peak Hour:	4:45 PM

Intersection #14: Flat Rock Rd at Flat Rock Ct

2020 Existing Peak Hr TMC (RAW DATA)

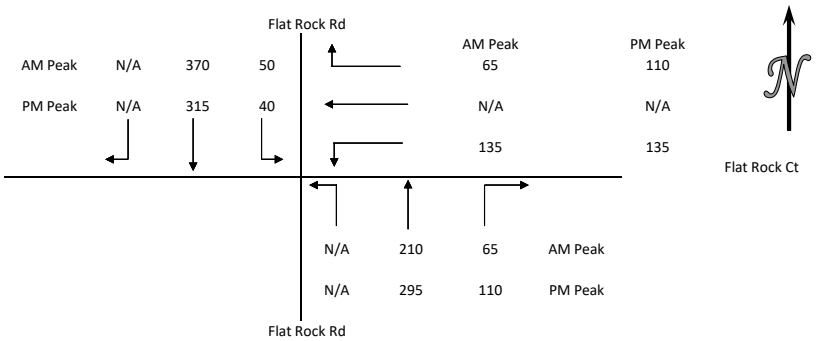
	Flat Rock Rd			Flat Rock Rd			Flat Rock Ct		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
7:15 AM	N/A	173	62	43	319	N/A	124	N/A	58
Percentage	N/A	73.6%	26.4%	11.9%	88.1%	N/A	68.1%	N/A	31.9%
4:45 PM	N/A	239	98	37	261	N/A	125	N/A	101
Percentage	N/A	70.9%	29.1%	12.4%	87.6%	N/A	55.3%	N/A	44.7%
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	235		443	362		231	182		105
PM:	337		386	298		340	226		135
6-HOUR TOTAL	N/A	1037	423	221	1309	N/A	614	N/A	365
Percentage	N/A	71.0%	29.0%	14.4%	85.6%	N/A	62.7%	N/A	37.3%

2020 Existing Peak Hr TMC (Rounded)

	Flat Rock Rd			Flat Rock Rd			Flat Rock Ct		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
AM:	N/A	175	60	45	320	N/A	125	N/A	60
PM:	N/A	240	100	35	260	N/A	125	N/A	100
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	235		445	365		235	185		105
PM:	340		385	295		340	225		135

	Flat Rock Rd			Flat Rock Rd			Flat Rock Ct		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
AM:	N/A	195	60	45	350	N/A	125	N/A	60
PM:	N/A	280	100	35	300	N/A	125	N/A	100
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	255		475	395		255	185		105
PM:	380		425	335		380	225		135
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓

	Flat Rock Rd			Flat Rock Rd			Flat Rock Ct		
BY MOVEMENT	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	WB LT	WB THRU	WB RT
AM:	N/A	210	65	50	370	N/A	135	N/A	65
PM:	N/A	295	110	40	315	N/A	135	N/A	110
BY APPROACH	IN		OUT	IN		OUT	IN		OUT
AM:	275		505	420		275	200		115
PM:	405		450	355		405	245		150
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓
CHECK	✓	✓	✓	✓	✓	✓	✓	✓	✓



EB Ramp to Ramp Volumes									
Ramps	Corridor	Peak Period	Incoming Volume	First Ramp		Segment Volume	Second Ramp		Outgoing Volumes
				On-Ramp Volumes	Off-Ramp Volumes		On-Ramp Volumes	Off-Ramp Volumes	
2nd Ave Off-Ramps to 2nd Ave On-Ramps	US-80	AM	2,890	0	800	2,090	280	0	2,370
		PM	1,675	0	330	1,345	1,095	0	2440
	C-D RD	AM	0	0	0	0	0	0	0
		PM	0	0	0	0	0	0	0
River Rd Off-Ramps to River Rd On-Ramps	US-80	AM	2,550	0	255	2,295	320	0	2615
		PM	2,210	0	235	1,975	335	0	2310
	C-D RD	AM	0	0	0	0	0	0	0
		PM	0	0	0	0	0	0	0
Bradley Park Dr EB Off-Ramp to EB On-Ramp	US-80	AM	3,295	0	935	2,360	415	0	2775
		PM	2,530	0	720	1,810	1215	0	3025
	C-D RD	AM	0	0	0	0	0	0	0
		PM	0	0	0	0	0	0	0
C-D Rd Ramps and I-185 Ramps	US-80	AM	2,315	0	1,740	575	0	0	575
		PM	2,475	0	1,815	660	0	0	660
	C-D RD	AM	0	1,740	0	1,740	0	890	850
		PM	0	1,815	0	1,815	0	710	1105
I-185 Off-Ramp to On-Ramp (Westmost ramps)	US-80	AM	1,035	0	0	1,035	0	0	1035
		PM	1,210	0	0	1,210	0	0	1210
	C-D RD	AM	1,740	0	890	850	445	0	1,295
		PM	1,815	0	710	1,105	305	0	1410
I-185 On-Ramp to Off-Ramp (Center Ramps)	US-80	AM	1,035	0	0	1,035	0	0	1035
		PM	1,210	0	0	1,210	0	0	1210
	C-D RD	AM	850	445	0	1,295	0	360	935
		PM	1,105	305	0	1,410	0	710	700
I-185 Off-Ramp to On-Ramp (Eastmost ramps)	US-80	AM	1,035	0	0	1,035	0	0	1035
		PM	1,210	0	0	1,210	0	0	1210
	C-D RD	AM	1,525	0	360	1,165	720	0	1885
		PM	1,845	0	710	1,135	1,290	0	2425
Veterans Pkwy Off-Ramps to Veterans Pkwy On-Ramps	US-80	AM	1,035	0	0	1,035	0	0	1035
		PM	1,210	0	0	1,210	0	0	1210
	C-D RD	AM	2,010	0	995	1,015	270	0	1285
		PM	2,545	0	1,335	1,210	425	0	1635
Moon Rd Offramp to C-D Rd Ramp	US-80	AM	1,040	0	0	1,040	685	0	1725
		PM	1,210	0	0	1,210	950	0	2160
	C-D RD	AM	1,285	0	600	685	0	685	0
		PM	1,770	0	820	950	0	950	0

WB Ramp to Ramp Volumes									
Ramps	Corridor	Peak Period	Incoming Volume	First Ramp		Segment Volume	Second Ramp		Outgoing Volumes
				On-Ramp Volumes	Off-Ramp Volumes		On-Ramp Volumes	Off-Ramp Volumes	
C-D Rd Ramp to Moon Rd On-Ramp	US-80	AM	2,260	0	970	1,290	0	0	1290
		PM	1,750	0	845	905	0	0	905
	C-D RD	AM	0	970	0	970	650	0	1620
		PM	0	845	0	845	635	0	1480
Veterans Pkwy Off-Ramps to Veterans Pkwy On-Ramps	US-80	AM	1,345	0	0	1,345	0	0	1345
		PM	1,050	0	0	1,050	0	0	1050
	C-D RD	AM	2,065	0	805	1,260	510	0	1770
		PM	1,970	0	1,050	920	515	0	1435
I-185 Off-Ramp to On-Ramp (Eastmost ramps)	US-80	AM	1,325	0	0	1,325	0	0	1325
		PM	1,030	0	0	1,030	0	0	1030
	C-D RD	AM	1,960	0	200	1,760	420	0	2180
		PM	1,840	0	305	1,535	555	0	2090
I-185 On-Ramp to Off-Ramp (Center Ramps)	US-80	AM	1,325	0	0	1,325	0	0	1325
		PM	1,030	0	0	1,030	0	0	1,030
	C-D RD	AM	1,760	420	0	2,180	0	1,055	1125
		PM	1,535	555	0	2,090	0	750	1,340
I-185 Off-Ramp to On-Ramp (Westmost ramps)	US-80	AM	1,325	0	0	1,325	0	0	1325
		PM	1,030	0	0	1,030	0	0	1030
	C-D RD	AM	2,180	0	1,055	1,125	1,150	0	2275
		PM	2,090	0	750	1,340	835	0	2175
I-185 On-Ramp to C-D Rd Ramp	US-80	AM	1,325	0	0	1,325	2,000	0	3325
		PM	1,030	0	0	1,030	1,575	0	2605
	C-D RD	AM	850	1,150	0	2,000	0	2,000	0
		PM	740	835	0	1,575	0	1,575	0
Bradley Park Dr WB Off-Ramp to Bradley Park Dr WB On-Ramp	US-80	AM	3,325	0	1,100	2,225	0	485	1740
		PM	2,605	0	755	1,850	0	450	1400
	C-D RD	AM	0	0	0	0	0	0	0
		PM	0	0	0	0	0	0	0
River Rd Off-Ramps to River Rd On-Ramps	US-80	AM	2,295	0	205	2,090	240	0	2330
		PM	2,170	0	130	2,040	270	0	2310
	C-D RD	AM	0	0	0	0	0	0	0
		PM	0	0	0	0	0	0	0
2nd Ave Off-Ramps to 2nd Ave On-Ramps	US-80	AM	2,280	0	1,465	815	255	0	1070
		PM	2,315	0	375	1,940	670	0	2610
	C-D RD	AM	0	0	0	0	0	0	0
		PM	0	0	0	0	0	0	0

Pedestrian Counts								
TMC #	N/S Leg	E/W Leg	Peak Hour	North Leg	East Leg	South Leg	West Leg	Total
1	Kitten Lake Dr/Flat Rock Rd	US-80	7:15 AM	0	0	0	1	1
			4:45 PM	0	0	0	2	2
2	Manchester Expy NB Ramps	US-80	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
3	Manchester Expy SB Ramps/Gateway Rd	US-80	7:15 AM	0	0	0	1	1
			4:45 PM	0	0	0	0	0
4	Flat Rock Rd	US-80	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
5	Flat Rock Rd	Flat Rock Ct	7:15 AM	0	0	0	0	0
			4:45 PM	0	1	0	0	1
6	Blackmon Rd	US-80 EB On Ramp	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
7	Blackmon Rd	US-80 WB Off Ramp	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
8	Schomburg Rd	US-80 EB Off Ramp	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
9	Schomburg Rd	US-80 WB On Ramp	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
10	Moon Rd	Whittlesey Blvd/ Stone Mill Dr	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
11	Moon Rd	US-80 EB Ramps	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
12	Moon Rd	US-80 WB Ramps	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
13	Veterans Pkwy	US-80 EB Ramps	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
14	Veterans Pkwy	US-80 WB Ramps/ Double Churches Rd	7:15 AM	2	0	0	0	2
			4:45 PM	0	3	3	0	6
15	River Rd	US-80 EB Ramps	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
16	River Rd	US-80 WB Ramps/ Lake Oliver Dr	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
17	2nd Ave	Manchester Expy/45th St	7:15 AM	0	1	0	0	1
			4:45 PM	2	2	2	0	6

Bicycle Counts								
TMC #	N/S Leg	E/W Leg	Peak Hour	North Leg	East Leg	South Leg	West Leg	Total
1	Kitten Lake Dr/Flat Rock Rd	US-80	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
2	Manchester Expy NB Ramps	US-80	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
3	Manchester Expy SB Ramps/Gateway Rd	US-80	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
4	Flat Rock Rd	US-80	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
5	Flat Rock Rd	Flat Rock Ct	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
6	Blackmon Rd	US-80 EB On Ramp	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
7	Blackmon Rd	US-80 WB Off Ramp	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
8	Schomburg Rd	US-80 EB Off Ramp	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
9	Schomburg Rd	US-80 WB On Ramp	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
10	Moon Rd	Whittlesey Blvd/ Stone Mill Dr	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
11	Moon Rd	US-80 EB Ramps	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
12	Moon Rd	US-80 WB Ramps	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
13	Veterans Pkwy	US-80 EB Ramps	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
14	Veterans Pkwy	US-80 WB Ramps/ Double Churches Rd	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
15	River Rd	US-80 EB Ramps	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
16	River Rd	US-80 WB Ramps/ Lake Oliver Dr	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0
17	2nd Ave	Manchester Expy/45th St	7:15 AM	0	0	0	0	0
			4:45 PM	0	0	0	0	0

Truck Percentage Calculations

PI #0015005 - Fulton County, GA

Lenox Road Pedestrian Safety Upgrades from SR 237/Piedmont Road to East Paces Ferry Road

US-80 East of Lakeside Village Plaza East Driveway (LOC #1 EB CLS & LOC #2 WB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	EB	**902**	1	659	140	22	38	5	0	18	8	0	10	0	1	6.4%	3.6%
		WB	**1,165**	3	856	202	17	49	1	0	17	16	0	3	0	1		
	Day 2	EB	**932**	4	701	137	18	28	4	0	15	15	1	7	0	2	6.4%	4.2%
		WB	**1,154**	3	811	210	25	52	6	0	19	24	0	4	0	0		
															AM DHV T%		6.4%	3.9%
																	6.5%	**4.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	EB	**919**	5	652	145	19	45	1	0	26	16	1	7	1	1	7.1%	5.2%
		WB	**1,013**	6	701	185	14	56	3	0	18	23	0	7	0	0		
	Day 2	EB	**1,000**	4	701	193	13	42	2	1	22	12	0	10	0	0	6.0%	4.5%
		WB	**1,040**	1	733	194	12	50	2	0	20	21	0	7	0	0		
															PM DHV T%		6.5%	4.8%
																	6.5%	**5.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	EB	**12,106**	59	8,174	2,149	249	553	69	2	390	350	9	85	6	11	6.7%	6.9%
		WB	**11,580**	47	7,910	2,140	134	510	57	2	248	473	12	39	3	5		
	Day 2	EB	**12,434**	51	8,518	2,193	222	555	75	4	360	314	14	111	6	11	6.5%	6.4%
		WB	**11,636**	24	7,984	2,207	140	516	47	1	236	414	7	53	7	0		
															Daily T%		6.6%	6.6%
																	6.5%	**6.5%**

US-80 West of Manchester Expy (LOC #3 EB CLS & LOC #4 WB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	EB	**1,401**	12	943	236	76	32	9	0	60	15	2	13	1	2	9.1%	6.0%
		WB	**1,520**	12	1,015	262	93	52	3	0	51	18	0	12	1	1		
	Day 2	EB	**1,352**	11	911	216	69	39	9	1	57	12	1	15	3	8	11.2%	7.2%
		WB	**1,500**	20	895	275	98	100	4	0	77	10	1	20	0	0		
															AM DHV T%		10.1%	6.6%
																	10.0%	**6.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	EB	**1,386**	4	990	209	44	52	2	0	45	24	2	10	2	2	7.4%	6.4%
		WB	**1,576**	12	1,072	266	51	66	3	1	68	15	2	19	0	1		
	Day 2	EB	**1,367**	8	912	256	41	48	6	0	52	21	1	17	0	5	7.7%	5.9%
		WB	**1,636**	18	1,113	287	45	90	2	0	50	4	0	23	2	2		
															PM DHV T%		7.6%	6.2%
																	7.5%	**6.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	EB	**17,901**	98	12,109	3,100	440	793	91	1	547	532	16	141	10	23	8.0%	6.9%
		WB	**18,088**	125	12,105	3,068	525	959	84	4	548	512	9	124	7	18		
	Day 2	EB	**18,141**	102	12,133	3,242	482	813	123	5	579	477	13	133	13	26	9.4%	6.4%
		WB	**17,872**	159	11,577	3,112	604	1,243	116	1	578	309	17	134	3	19		
															Daily T%		8.7%	6.6%
																	8.5%	**6.5%**

Truck Percentage Calculations

PI #0015005 - Fulton County, GA

Lenox Road Pedestrian Safety Upgrades from SR 237/Piedmont Road to East Paces Ferry Road

US-80 East of Blackmon Rd Ramps (LOC #5 WB CLS & LOC #6 EB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	EB	**1,537**	10	1,027	294	39	80	11	0	43	22	0	10	0	1	7.9%	5.1%
		WB	**1,525**	6	1,033	296	46	59	6	0	27	35	1	14	1	1		
	Day 2	EB	**1,471**	8	903	291	72	92	11	0	50	15	0	27	0	2	10.9%	5.9%
		WB	**1,587**	6	1,033	306	49	104	4	0	55	15	0	15	0	0		
															AM DHV T%		9.4%	5.5%
																	9.5%	**5.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	EB	**1,439**	8	954	273	31	90	6	0	30	30	2	15	0	0	8.1%	4.8%
		WB	**1,641**	3	1,106	338	36	80	6	0	44	19	0	8	0	1		
	Day 2	EB	**1,513**	6	992	335	13	85	6	0	40	23	2	10	0	1	6.5%	4.3%
		WB	**1,619**	3	1,130	329	26	71	1	1	37	3	0	17	0	1		
															PM DHV T%		7.3%	4.6%
																	7.5%	**4.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	EB	**17,904**	76	11,229	3,810	288	1,244	122	1	442	572	10	101	5	4	8.5%	6.4%
		WB	**17,008**	68	11,099	3,413	319	899	99	2	466	541	15	75	3	9		
	Day 2	EB	**18,115**	71	11,302	3,967	321	1,215	138	5	493	471	14	110	3	5	8.8%	6.0%
		WB	**17,103**	60	11,137	3,461	366	941	117	2	565	331	8	103	3	9		
															Daily T%		8.7%	6.2%
																	8.5%	**6.0%**

US-80 West of Schomburg Rd Ramps (LOC #7 WB CLS & LOC #8 EB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	EB	**1,835**	8	1,271	352	48	75	12	0	40	18	0	10	0	1	7.1%	4.0%
		WB	**2,415**	16	1,721	414	79	79	6	1	56	25	1	13	1	3		
	Day 2	EB	**1,789**	7	1,266	311	40	90	5	0	46	17	1	6	0	0	7.0%	3.7%
		WB	**2,547**	25	1,827	437	66	98	4	1	49	22	1	14	0	3		
															AM DHV T%		7.0%	3.8%
																	7.0%	**4.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	EB	**2,416**	9	1,752	429	50	87	4	0	43	32	0	10	0	0	5.8%	3.5%
		WB	**2,096**	6	1,482	414	43	74	3	0	44	21	0	7	1	1		
	Day 2	EB	**2,466**	15	1,760	498	38	89	7	0	36	11	1	10	0	1	5.9%	3.2%
		WB	**2,150**	14	1,500	408	62	69	6	0	56	18	1	15	0	1		
															PM DHV T%		5.8%	3.4%
																	6.0%	**3.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	EB	**23,968**	55	16,814	4,722	315	967	110	0	424	475	10	70	3	3	5.8%	4.4%
		WB	**23,225**	67	16,412	4,280	380	883	89	2	504	507	10	73	8	10		
	Day 2	EB	**24,881**	69	17,341	4,957	323	1,031	113	1	517	449	14	62	2	2	5.9%	4.5%
		WB	**24,409**	109	17,259	4,440	431	889	107	2	535	509	16	94	6	12		
															Daily T%		5.8%	4.5%
																	6.0%	**4.5%**

Truck Percentage Calculations

PI #0015005 - Fulton County, GA

Lenox Road Pedestrian Safety Upgrades from SR 237/Piedmont Road to East Paces Ferry Road

US-80 Just East of Moon Rd Underpass (LOC #9 WB CLS & LOC #10 EB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	EB	**1,514**	3	1,086	267	23	73	7	0	27	20	1	6	0	1	6.4%	3.8%
		WB	**2,133**	8	1,532	379	47	80	3	0	36	35	1	8	1	3		
	Day 2	EB	**1,568**	4	1,163	258	16	60	5	1	30	26	0	5	0	0	6.4%	3.7%
		WB	**2,153**	8	1,527	388	45	109	1	0	31	26	0	16	0	2		
															AM DHV T%		6.4%	3.7%
																	6.5%	**3.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	EB	**1,937**	8	1,409	349	32	67	2	0	39	23	0	7	1	0	6.1%	3.5%
		WB	**1,614**	3	1,098	346	21	90	3	0	20	27	0	6	0	0		
	Day 2	EB	**1,913**	14	1,420	350	11	71	1	0	28	12	0	5	0	1	5.1%	3.2%
		WB	**1,706**	6	1,170	360	31	66	3	0	33	25	2	10	0	0		
															PM DHV T%		5.6%	3.3%
																	5.5%	**3.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	EB	**18,470**	51	12,907	3,604	201	730	74	2	407	445	11	29	4	5	5.9%	5.3%
		WB	**18,299**	41	12,398	3,655	267	844	63	0	363	590	12	58	5	3		
	Day 2	EB	**19,100**	48	13,371	3,716	207	769	67	1	436	417	9	54	4	1	5.9%	5.1%
		WB	**19,013**	62	12,806	3,885	259	885	79	0	411	531	12	77	3	3		
															Daily T%		5.9%	5.2%
																	6.0%	**5.0%**

US-80 West of WB Onramp and EB Offramp for Moon Rd (LOC #11 WB CLS & LOC #12 EB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	EB	**997**	2	709	186	13	38	9	0	20	15	0	5	0	0	4.6%	4.3%
		WB	**1,255**	4	959	193	12	30	1	0	31	20	0	5	0	0		
	Day 2	EB	**977**	3	713	174	6	33	3	0	20	22	0	3	0	0	4.7%	3.6%
		WB	**1,305**	2	990	211	13	50	2	0	19	12	1	5	0	0		
															AM DHV T%		4.6%	3.9%
																	4.5%	**4.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	EB	**1,159**	0	852	194	19	42	2	0	31	19	0	0	0	0	5.4%	4.2%
		WB	**979**	0	690	198	11	38	3	0	27	12	0	0	0	0		
	Day 2	EB	**1,138**	3	835	226	4	40	1	0	13	11	0	5	0	0	4.2%	3.3%
		WB	**1,012**	5	714	205	10	33	2	0	21	19	1	2	0	0		
															PM DHV T%		4.8%	3.8%
																	5.0%	**4.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	EB	**11,010**	23	7,665	2,065	115	422	57	2	287	347	10	16	1	0	5.2%	6.4%
		WB	**10,452**	23	7,256	1,942	99	360	55	0	377	314	6	17	1	2		
	Day 2	EB	**11,248**	25	7,775	2,181	110	441	54	1	268	363	6	22	1	1	5.3%	6.2%
		WB	**10,742**	20	7,494	1,982	108	397	44	1	309	346	12	23	2	4		
															Daily T%		5.2%	6.3%
																	5.0%	**6.5%**

Truck Percentage Calculations

PI #0015005 - Fulton County, GA

Lenox Road Pedestrian Safety Upgrades from SR 237/Piedmont Road to East Paces Ferry Road

US-80 Between I-185 and Veterans Pkwy (LOC #13 WB CLS & LOC #14 EB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	EB	**982**	2	667	198	11	47	7	0	20	24	1	4	1	0	4.8%	5.0%
		WB	**1,226**	4	938	182	18	22	2	0	30	24	1	4	0	1		
	Day 2	EB	**979**	3	675	202	6	48	5	0	12	25	0	3	0	0	4.7%	3.6%
		WB	**1,292**	4	991	208	14	32	2	0	20	15	2	3	0	1		
															AM DHV T%		4.8%	4.3%
																	5.0%	**4.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	EB	**1,151**	3	799	213	17	57	3	0	18	32	2	6	0	1	5.8%	5.0%
		WB	**946**	1	680	176	10	30	4	0	20	23	0	2	0	0		
	Day 2	EB	**1,147**	4	809	236	5	62	3	1	15	7	0	4	1	0	5.5%	3.3%
		WB	**1,006**	5	723	187	11	36	0	0	21	16	4	3	0	0		
															PM DHV T%		5.6%	4.1%
																	5.5%	**4.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	EB	**10,935**	25	7,240	2,288	113	527	54	3	221	413	11	32	6	2	5.3%	6.7%
		WB	**10,432**	17	7,426	1,812	98	292	40	2	271	401	49	21	1	2		
	Day 2	EB	**11,175**	19	7,209	2,420	134	678	56	2	228	378	7	40	3	1	6.0%	6.3%
		WB	**10,725**	23	7,647	1,884	96	305	37	3	275	353	71	24	3	4		
															Daily T%		5.6%	6.5%
																	5.5%	**6.5%**

US-80 West of I-185 Interchange (LOC #15 WB CLS & LOC #16 EB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	EB	**2,487**	10	1,633	518	65	118	18	1	63	38	0	18	1	4	7.6%	5.3%
		WB	**2,870**	13	2,025	470	102	91	10	1	106	27	0	23	1	1		
	Day 2	EB	**2,323**	14	1,528	484	63	97	9	0	61	42	0	21	2	2	6.1%	5.1%
		WB	**2,778**	8	2,036	460	60	79	5	0	87	24	0	19	0	0		
															AM DHV T%		6.9%	5.2%
																	7.0%	**5.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	EB	**2,661**	8	1,825	527	69	109	8	1	61	27	3	22	1	0	6.5%	3.8%
		WB	**2,332**	11	1,677	427	70	62	7	0	53	16	0	8	0	1		
	Day 2	EB	**2,474**	8	1,720	459	48	91	7	0	67	46	0	23	2	3	5.9%	4.5%
		WB	**2,237**	5	1,605	424	63	65	4	0	48	14	0	7	1	1		
															PM DHV T%		6.2%	4.2%
																	6.0%	**4.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	EB	**29,279**	67	19,427	5,960	618	1,385	145	4	689	793	7	156	16	12	6.7%	5.8%
		WB	**28,358**	55	19,874	5,093	540	1,014	133	6	948	536	15	130	9	5		
	Day 2	EB	**26,803**	45	17,698	5,677	469	1,286	83	2	595	766	9	151	16	6	6.1%	5.7%
		WB	**26,425**	42	18,790	4,710	467	872	78	0	872	484	6	94	5	5		
															Daily T%		6.4%	5.7%
																	6.5%	**5.5%**

Truck Percentage Calculations

PI #0015005 - Fulton County, GA

Lenox Road Pedestrian Safety Upgrades from SR 237/Piedmont Road to East Paces Ferry Road

US-80 Between River Rd and Bradley Park Dr (LOC #21 WB CLS & LOC #22 EB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	EB	**2,704**	9	1,838	504	81	129	19	0	67	33	1	14	2	7	7.8%	5.0%
		WB	**2,460**	20	1,689	441	58	98	17	1	71	44	2	17	2	0		
	Day 2	EB	**2,590**	7	1,751	504	79	128	9	1	60	29	0	20	0	2	7.6%	4.4%
		WB	**2,309**	10	1,619	419	60	88	6	0	59	34	2	12	0	0		
															AM DHV T%		7.7%	4.8%
																	7.5%	**5.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	EB	**2,382**	7	1,646	475	65	85	6	0	44	34	0	20	0	0	8.1%	6.8%
		WB	**2,116**	17	1,318	364	133	69	4	1	122	35	2	40	1	10		
	Day 2	EB	**2,213**	4	1,412	448	61	186	8	0	51	31	2	9	0	1	9.6%	4.3%
		WB	**2,409**	17	1,617	484	80	101	7	0	60	28	1	12	0	2		
															PM DHV T%		8.8%	5.5%
																	9.0%	**5.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	EB	**29,003**	59	19,578	5,821	541	1,263	140	4	578	846	12	135	14	12	6.7%	5.8%
		WB	**28,285**	122	19,130	5,387	571	1,168	164	3	711	821	19	157	15	17		
	Day 2	EB	**26,542**	59	16,825	5,656	530	1,971	83	3	544	728	9	125	5	4	8.3%	5.3%
		WB	**26,812**	98	18,047	5,432	521	1,214	107	0	638	609	9	117	11	9		
															Daily T%		7.5%	5.6%
																	7.5%	**5.5%**

US-80 Between 2nd Ave and River Rd (LOC #23 WB CLS & LOC #24 EB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	EB	**2,704**	9	1,838	504	81	129	19	0	67	33	1	14	2	7	8.0%	4.8%
		WB	**2,544**	12	1,734	479	60	105	24	0	63	51	3	11	2	0		
	Day 2	EB	**2,590**	7	1,751	504	79	128	9	1	60	29	0	20	0	2	8.5%	5.3%
		WB	**2,190**	8	1,452	402	92	85	10	1	89	30	1	19	0	1		
															AM DHV T%		8.2%	5.0%
																	8.0%	**5.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	EB	**2,382**	7	1,646	475	65	85	6	0	44	34	0	20	0	0	7.3%	6.1%
		WB	**2,335**	22	1,501	432	102	79	9	0	107	34	1	41	1	6		
	Day 2	EB	**2,213**	4	1,412	448	61	186	8	0	51	31	2	9	0	1	9.0%	4.7%
		WB	**2,493**	12	1,691	495	69	92	9	0	71	21	1	28	0	4		
															PM DHV T%		8.2%	5.4%
																	8.0%	**5.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	EB	**29,003**	59	19,578	5,821	541	1,263	140	4	578	846	12	135	14	12	6.8%	5.8%
		WB	**29,097**	94	19,499	5,729	574	1,226	183	2	677	887	24	175	17	10		
	Day 2	EB	**26,542**	59	16,825	5,656	530	1,971	83	3	544	728	9	125	5	4	8.2%	5.8%
		WB	**29,097**	94	19,499	5,729	574	1,226	183	2	677	887	24	175	17	10		
															Daily T%		7.5%	5.8%
																	7.5%	**6.0%**

Truck Percentage Calculations

PI #0015005 - Fulton County, GA

Lenox Road Pedestrian Safety Upgrades from SR 237/Piedmont Road to East Paces Ferry Road

US-80 at GA/AL Border (LOC #25 WB CLS & LOC #26 EB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	EB	**3,100**	18	2,071	580	111	137	15	1	94	30	0	38	4	1	7.9%	5.9%
		WB	**1,533**	4	996	327	21	69	10	1	46	47	1	7	3	1		
	Day 2	EB	**2,897**	18	1,930	588	92	121	8	0	73	39	0	26	0	2	7.8%	5.2%
		WB	**1,236**	1	796	264	19	77	4	0	29	39	1	6	0	0		
															AM DHV T%		7.8%	5.6%
																	8.0%	**5.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	EB	**1,806**	7	1,212	413	20	85	3	0	17	41	4	4	0	0	9.4%	7.4%
		WB	**2,275**	24	1,335	402	172	90	13	2	149	26	3	53	2	4		
	Day 2	EB	**1,673**	7	1,057	336	17	170	2	0	32	46	0	4	0	2	12.6%	6.2%
		WB	**2,498**	18	1,498	469	124	207	6	1	108	23	1	40	2	1		
															PM DHV T%		11.1%	6.8%
																	11.0%	**7.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	EB	**27,826**	73	18,344	5,861	457	1,365	123	3	611	815	20	136	14	4	7.3%	6.2%
		WB	**26,771**	105	17,263	5,596	619	1,286	127	6	799	761	20	165	15	9		
	Day 2	EB	**25,356**	64	15,802	5,480	368	2,107	84	3	539	740	9	137	15	8	10.7%	5.7%
		WB	**24,961**	101	15,208	5,406	467	2,233	103	3	605	639	8	163	20	5		
															Daily T%		8.9%	6.0%
																	9.0%	**6.0%**

Manchester Expy South of US-80 Interchange (LOC #1 SB CLS & LOC #2 NB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	NB	**492**	0	363	92	4	19	1	0	7	4	0	2	0	0	4.6%	2.1%
		SB	**1,454**	5	1,058	298	7	56	3	0	13	7	0	7	0	0		
	Day 2	NB	**450**	0	327	83	5	21	5	0	4	2	0	3	0	0	5.4%	1.5%
		SB	**1,398**	4	997	310	12	54	1	1	10	1	0	8	0	0		
															AM DHV T%		5.0%	1.8%
																	5.0%	**2.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	NB	**1,257**	3	949	251	3	37	1	0	9	2	1	1	0	0	4.5%	1.4%
		SB	**568**	0	377	137	2	37	1	1	6	5	1	1	0	0		
	Day 2	NB	**1,325**	5	942	311	7	43	0	0	13	2	0	2	0	0	4.5%	1.3%
		SB	**500**	3	335	123	3	29	0	0	3	3	0	1	0	0		
															PM DHV T%		4.5%	1.4%
																	4.5%	**1.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	NB	**9,572**	23	6,878	2,089	44	356	12	0	94	64	2	10	0	0	4.7%	1.8%
		SB	**8,987**	15	6,285	2,069	46	395	12	1	75	61	5	23	0	0		
	Day 2	NB	**9,346**	18	6,695	2,016	54	369	12	1	93	76	1	11	0	0	5.1%	1.8%
		SB	**8,789**	28	6,091	2,043	48	417	19	2	67	48	2	22	2	0		
															Daily T%		4.9%	1.8%
																	5.0%	**2.0%**

Truck Percentage Calculations

PI #0015005 - Fulton County, GA

Lenox Road Pedestrian Safety Upgrades from SR 237/Piedmont Road to East Paces Ferry Road

Manchester Expy North of US-80 Interchange (LOC #3 SB CLS & LOC #4 NB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	NB	**284**	0	173	81	2	15	2	0	7	4	0	0	0	0	4.8%	1.7%
		SB	**1,645**	2	1,184	365	8	65	0	0	17	0	0	4	0	0		
	Day 2	NB	**310**	0	187	88	5	17	8	0	1	4	0	0	0	0	4.6%	1.6%
		SB	**1,566**	3	1,132	349	7	50	0	0	17	2	0	6	0	0		
															AM DHV T%		4.7%	1.6%
																	4.5%	**1.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	NB	**1,193**	6	850	250	10	53	0	0	20	0	0	4	0	0	5.5%	1.9%
		SB	**653**	2	454	147	4	35	0	0	8	2	0	1	0	0		
	Day 2	NB	**1,227**	4	851	295	7	50	0	0	12	1	0	7	0	0	5.5%	1.7%
		SB	**631**	1	436	137	7	39	0	0	8	2	0	1	0	0		
															PM DHV T%		5.5%	1.8%
																	5.5%	**2.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	NB	**9,353**	20	6,310	2,242	58	497	17	0	137	40	1	31	0	0	5.6%	1.8%
		SB	**10,209**	22	7,168	2,355	52	446	18	0	103	33	0	12	0	0		
	Day 2	NB	**9,405**	15	6,300	2,287	52	521	26	0	120	61	3	20	0	0	5.7%	2.0%
		SB	**10,312**	21	7,194	2,381	45	468	20	0	112	50	1	20	0	0		
															Daily T%		5.7%	1.9%
																	5.5%	**2.0%**

Flat Rock Rd North of Flat Rock Ct (LOC #5 SB CLS & LOC #6 NB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	NB	**228**	2	180	34	4	5	0	0	1	2	0	0	0	0	3.9%	1.3%
		SB	**228**	**2**	**180**	**34**	**4**	**5**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**		
	Day 2	NB	**224**	2	176	33	5	6	1	0	1	0	0	0	0	0	5.4%	0.4%
		SB	**224**	**2**	**176**	**33**	**5**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**		
															AM DHV T%		4.6%	0.9%
																	4.5%	**1.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	NB	**317**	2	250	54	1	8	0	0	2	0	0	0	0	0	2.8%	0.6%
		SB	**317**	**2**	**250**	**54**	**1**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**		
	Day 2	NB	**308**	1	238	56	1	9	2	0	1	0	0	0	0	0	3.9%	0.3%
		SB	**308**	**1**	**238**	**56**	**1**	**9**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**		
															PM DHV T%		3.4%	0.5%
																	3.5%	**0.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	NB	**2,982**	14	2,174	587	26	111	14	0	31	25	0	0	0	0	5.1%	1.9%
		SB	**2,982**	**14**	**2,174**	**587**	**26**	**111**	**14**	**0**	**31**	**25**	**0**	**0**	**0**	**0**		
	Day 2	NB	**3,047**	8	2,209	600	42	119	23	1	29	15	0	1	0	0	6.1%	1.5%
		SB	**3,047**	**8**	**2,209**	**600**	**42**	**119**	**23**	**1**	**29**	**15**	**0**	**1**	**0**	**0**		
															Daily T%		5.6%	1.7%
																	5.5%	**1.5%**

Truck Percentage Calculations

PI #0015005 - Fulton County, GA

Lenox Road Pedestrian Safety Upgrades from SR 237/Piedmont Road to East Paces Ferry Road

Blackmon Rd South of US-80 EB Ramps (LOC #7 SB CLS & LOC #8 NB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	NB	**379**	4	251	93	12	15	0	0	2	2	0	0	0	0	6.3%	0.5%
		SB	**615**	5	451	122	14	22	0	0	1	0	0	0	0	0		
	Day 2	NB	**350**	6	240	75	9	19	0	0	1	0	0	0	0	0	6.2%	0.1%
		SB	**598**	7	442	118	13	18	0	0	0	0	0	0	0	0		
															AM DHV T%		6.3%	0.3%
																	6.5%	**0.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	NB	**582**	12	404	121	9	31	0	0	5	0	0	0	0	0	5.9%	0.6%
		SB	**526**	12	357	130	9	16	0	0	2	0	0	0	0	0		
	Day 2	NB	**550**	8	363	134	7	32	0	0	6	0	0	0	0	0	7.0%	1.0%
		SB	**575**	12	374	144	13	27	0	0	4	1	0	0	0	0		
															PM DHV T%		6.4%	0.8%
																	6.5%	**1.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	NB	**6,050**	66	4,080	1,458	92	291	6	0	43	14	0	0	0	0	5.9%	0.7%
		SB	**6,258**	61	4,296	1,529	97	245	1	0	18	11	0	0	0	0		
	Day 2	NB	**6,143**	77	4,194	1,425	92	307	3	0	31	9	1	4	0	0	6.2%	0.7%
		SB	**6,287**	62	4,358	1,458	99	270	2	0	26	11	0	1	0	0		
															Daily T%		6.1%	0.7%
																	6.0%	**0.5%**

Schomburg Rd North of US-80 WB Ramps (LOC #9 SB CLS & LOC #10 NB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	NB	**669**	8	466	102	48	27	1	0	13	0	0	4	0	0	11.5%	3.1%
		SB	**560**	11	352	111	47	18	0	0	16	0	0	4	0	1		
	Day 2	NB	**650**	10	439	109	39	24	2	1	24	1	0	1	0	0	11.2%	3.6%
		SB	**534**	12	347	91	50	17	0	0	15	0	0	2	0	0		
															AM DHV T%		11.4%	3.4%
																	11.5%	**3.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	NB	**587**	10	395	121	12	32	1	0	16	0	0	0	0	0	6.8%	1.9%
		SB	**451**	4	325	92	10	16	0	0	3	0	0	1	0	0		
	Day 2	NB	**552**	11	379	107	15	30	1	0	8	0	0	1	0	0	7.6%	1.7%
		SB	**409**	8	297	70	12	12	3	0	6	1	0	0	0	0		
															PM DHV T%		7.2%	1.8%
																	7.0%	**2.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	NB	**6,094**	60	4,360	1,075	177	274	10	0	121	4	0	12	1	0	6.8%	1.8%
		SB	**5,617**	46	4,113	1,047	158	177	3	0	58	3	0	11	0	1		
	Day 2	NB	**5,942**	60	4,210	1,101	152	262	17	1	127	5	0	7	0	0	6.6%	1.8%
		SB	**5,553**	55	4,068	1,029	144	172	16	0	58	6	0	5	0	0		
															Daily T%		6.7%	1.8%
																	6.5%	**2.0%**

Truck Percentage Calculations

PI #0015005 - Fulton County, GA

Lenox Road Pedestrian Safety Upgrades from SR 237/Piedmont Road to East Paces Ferry Road

Moon Rd South of Whittlesey Blvd (LOC #11 SB CLS & LOC #12 NB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	NB	**639**	5	403	129	13	85	1	0	3	0	0	0	0	0	12.5%	0.6%
		SB	**366**	6	272	58	16	10	1	0	3	0	0	0	0	0		
	Day 2	NB	**619**	5	379	140	18	73	0	0	4	0	0	0	0	0	11.2%	0.7%
		SB	**321**	5	245	54	11	3	0	0	3	0	0	0	0	0		
															AM DHV T%		11.9%	0.7%
																	12.0%	**0.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	NB	**576**	7	362	125	17	59	0	0	6	0	0	0	0	0	8.4%	0.6%
		SB	**679**	15	527	106	20	6	4	0	0	1	0	0	0	0		
	Day 2	NB	**554**	5	355	107	19	66	1	0	1	0	0	0	0	0	9.2%	0.2%
		SB	**700**	12	559	98	19	8	2	0	2	0	0	0	0	0		
															PM DHV T%		8.8%	0.4%
																	9.0%	**0.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	NB	**6,550**	50	4,063	1,376	116	890	3	0	49	3	0	0	0	0	9.6%	0.5%
		SB	**6,585**	67	5,295	952	136	109	11	0	10	4	0	0	0	1		
	Day 2	NB	**6,573**	38	4,132	1,361	105	879	7	0	48	3	0	0	0	0	9.3%	0.6%
		SB	**6,746**	71	5,426	982	112	116	16	0	22	1	0	0	0	0		
															Daily T%		9.5%	0.5%
																	9.5%	**0.5%**

Veterans Pkwy North of Double Churches Rd (LOC #13 SB CLS & LOC #14 NB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	NB	**914**	4	666	174	12	32	0	0	19	0	0	7	0	0	5.4%	3.5%
		SB	**935**	11	701	129	29	22	5	0	28	0	0	6	1	3		
	Day 2	NB	**900**	2	610	186	24	33	1	0	24	4	0	13	1	2	7.3%	5.4%
		SB	**900**	9	630	134	38	25	10	0	33	4	0	14	1	2		
															AM DHV T%		6.3%	4.4%
																	6.5%	**4.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	NB	**1,123**	9	800	202	36	20	3	0	39	1	0	13	0	0	4.5%	4.2%
		SB	**889**	2	677	148	17	14	0	0	25	2	0	3	0	1		
	Day 2	NB	**1,109**	9	821	190	26	19	0	0	33	0	0	10	0	1	4.7%	4.3%
		SB	**817**	1	627	105	25	18	3	0	29	1	0	8	0	0		
															PM DHV T%		4.6%	4.2%
																	4.5%	**4.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	NB	**12,890**	46	9,049	2,596	242	474	34	0	316	23	1	102	3	4	5.5%	3.6%
		SB	**12,005**	45	8,755	2,137	208	329	75	1	321	39	3	79	2	11		
	Day 2	NB	**12,799**	49	8,921	2,500	277	545	42	2	311	35	0	112	1	4	6.3%	3.9%
		SB	**12,044**	52	8,708	2,079	269	339	86	3	364	40	2	87	6	9		
															Daily T%		5.9%	3.8%
																	6.0%	**4.0%**

Truck Percentage Calculations

PI #0015005 - Fulton County, GA

Lenox Road Pedestrian Safety Upgrades from SR 237/Piedmont Road to East Paces Ferry Road

River Rd North of US-80 WB Ramps (LOC #15 SB CLS & LOC #16 NB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	NB	**381**	2	254	87	9	24	1	0	4	0	0	0	0	0	8.5%	1.1%
		SB	**873**	14	639	138	16	53	3	0	8	0	1	1	0	0		
	Day 2	NB	**456**	6	307	99	11	27	1	0	4	0	0	1	0	0	8.4%	1.2%
		SB	**835**	11	611	132	19	50	1	0	8	0	0	3	0	0		
															AM DHV T%		8.4%	1.2%
																	8.5%	**1.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	NB	**714**	13	527	117	16	37	0	0	2	0	0	2	0	0	7.6%	0.8%
		SB	**518**	6	388	77	9	31	1	0	5	1	0	0	0	0		
	Day 2	NB	**623**	4	456	117	8	31	0	0	5	0	0	2	0	0	5.9%	0.8%
		SB	**436**	2	330	78	9	14	1	0	2	0	0	0	0	0		
															PM DHV T%		6.9%	0.8%
																	7.0%	**1.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	NB	**6,233**	47	4,542	1,191	81	310	6	1	41	5	1	8	0	0	7.2%	1.2%
		SB	**7,092**	59	5,066	1,306	92	449	14	0	87	8	1	10	0	0		
	Day 2	NB	**5,675**	32	4,139	1,090	66	295	12	0	31	6	0	4	0	0	7.5%	0.8%
		SB	**6,289**	47	4,497	1,164	87	424	16	0	41	4	0	9	0	0		
															Daily T%		7.3%	1.0%
																	7.5%	**1.0%**

I-185 North US-80 WB Ramps (LOC #17 SB Fwy CLS & LOC #18 NB Fwy CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	NB	**1,100**	4	685	218	15	73	15	0	39	42	1	6	2	0	8.9%	6.1%
		SB	**2,640**	11	1,763	497	83	137	9	2	86	33	0	16	0	3		
	Day 2	NB	**1,098**	4	686	241	13	64	15	1	19	47	1	5	2	0	8.0%	5.1%
		SB	**2,739**	7	1,876	522	80	127	7	0	72	29	1	17	0	1		
															AM DHV T%		8.5%	5.6%
																	8.5%	**5.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	NB	**2,178**	6	1,510	423	45	96	6	0	48	31	1	11	0	1	5.9%	4.3%
		SB	**1,344**	8	934	281	7	48	4	1	38	17	0	4	2	0		
	Day 2	NB	**2,253**	13	1,528	447	51	100	16	0	48	42	1	6	1	0	7.1%	4.9%
		SB	**1,434**	4	978	273	16	75	5	0	48	30	0	3	0	2		
															PM DHV T%		6.5%	4.6%
																	6.5%	**4.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	NB	**20,288**	55	13,269	3,951	321	918	203	2	560	879	12	101	11	6	7.2%	7.1%
		SB	**21,058**	67	13,923	4,144	339	1,092	114	4	781	447	31	102	8	6		
	Day 2	NB	**21,456**	72	14,019	4,212	328	975	243	1	517	965	11	89	19	5	7.2%	7.1%
		SB	**22,016**	73	14,499	4,361	373	1,084	123	6	810	536	35	97	10	9		
															Daily T%		7.2%	7.1%
																	7.0%	**7.0%**

Truck Percentage Calculations

PI #0015005 - Fulton County, GA

Lenox Road Pedestrian Safety Upgrades from SR 237/Piedmont Road to East Paces Ferry Road

I-185 South US-80 EB Ramps (LOC #19 SB CLS & LOC #20 NB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	NB	**1,640**	5	1,195	289	21	69	8	0	31	18	0	4	0	0	6.2%	3.6%
		SB	**2,993**	25	2,111	553	59	123	9	0	81	18	0	12	0	2		
	Day 2	NB	**1,617**	9	1,162	293	27	64	2	0	33	21	1	3	1	1	6.8%	3.8%
		SB	**2,956**	18	2,086	518	87	128	4	1	73	18	1	21	0	1		
															AM DHV T%		6.5%	3.7%
																	6.5%	**3.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	NB	**2,757**	9	1,939	550	64	97	6	0	56	18	0	17	0	1	5.1%	3.0%
		SB	**1,867**	4	1,434	311	22	47	0	0	39	8	0	1	1	0		
	Day 2	NB	**2,819**	22	1,889	542	108	130	5	0	77	19	0	21	1	5	7.4%	3.8%
		SB	**2,040**	13	1,520	327	26	86	4	0	32	24	1	5	1	1		
															PM DHV T%		6.3%	3.5%
																	6.5%	**3.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	NB	**26,484**	70	18,705	5,005	451	1,040	123	3	542	430	9	97	6	3	5.7%	3.9%
		SB	**27,039**	101	19,725	4,797	334	1,030	61	4	573	290	26	87	8	3		
	Day 2	NB	**28,372**	120	19,833	5,386	532	1,178	138	7	571	452	6	131	9	9	6.1%	4.0%
		SB	**28,692**	131	20,499	5,343	419	1,118	79	3	571	378	36	102	4	9		
															Daily T%		5.9%	3.9%
																	6.0%	**4.0%**

2nd Ave South of Manchester Expy/45th St (LOC #17 SB CLS & LOC #18 NB CLS)

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
7:15 AM	Day 1	NB	**451**	0	313	90	11	25	6	0	2	1	0	3	0	0	6.9%	3.5%
		SB	**1,581**	11	1,183	222	28	62	8	1	39	4	0	22	1	0		
	Day 2	NB	**407**	0	307	69	4	17	2	0	3	3	0	2	0	0	5.3%	3.1%
		SB	**1,478**	9	1,131	210	12	58	7	0	31	3	0	17	0	0		
															AM DHV T%		6.2%	3.3%
																	6.0%	**3.5%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
4:45 PM	Day 1	NB	**1,176**	9	782	224	41	32	1	0	49	1	0	35	0	2	6.3%	5.2%
		SB	**680**	1	509	118	8	34	0	0	8	0	0	2	0	0		
	Day 2	NB	**1,190**	7	826	218	34	33	1	1	43	0	1	23	0	3	5.2%	4.4%
		SB	**596**	0	472	91	2	22	0	0	6	2	0	1	0	0		
															PM DHV T%		5.7%	4.8%
																	5.5%	**5.0%**

		Direction	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	S.U. T%	Comb. T%
24-hr T	Day 1	NB	**10,163**	37	7,367	1,916	131	390	41	0	184	23	0	71	1	2	6.0%	2.7%
		SB	**11,178**	48	8,369	1,733	126	540	62	1	184	41	0	72	1	1		
	Day 2	NB	**10,004**	38	7,235	1,882	122	419	34	2	180	24	2	61	2	3	5.9%	2.6%
		SB	**11,005**	48	8,247	1,779	95	528	35	0	159	33	0	77	1	3		
															Daily T%		6.0%	2.7%
																	6.0%	**2.5%**

Truck Percentages

PI #0014625 - Muscogee County, GA

J.R. Allen Parkway/US-80 Corridor Study

Count Number	Count Location	24 Hour T%			Peak Hour T%			
		S.U.	Comb.	Total	Period	S.U.	Comb.	Total
LOC #5 WB CLS & LOC #6 EB CLS	US-80 East of Blackmon Rd Ramps	8.5%	6.0%	14.5%	**AM**	9.5%	5.5%	15.0%
					PM	7.5%	4.5%	12.0%
LOC #7 SB CLS & LOC #8 NB CLS	Blackmon Rd South of US-80 EB Ramps	6.0%	0.5%	6.5%	**AM**	6.5%	0.5%	7.0%
					PM	6.5%	1.0%	7.5%

SU	Comb.
65%	35%
65%	35%
95%	5%
85%	15%

Truck Percentages

PI #0014625 - Muscogee County, GA

J.R. Allen Parkway/US-80 Corridor Study

Count Number	Count Location	Peak Hour T%		
		Period	Incoming	
LOC#54 (TMC)	US80 EB On Ramp at 2nd Avenue	**AM**	2.5%	
		PM	0.5%	
LOC#55 (TMC)	US80 WB On Ramp at 2nd Avenue	**AM**	2.5%	
		PM	0.5%	
LOC#56 (TMC)	US80 EB Off Ramp at 2nd Avenue	**AM**	1.2%	
		PM	0.9%	
LOC#57 (TMC)	US80 WB Off Ramp at 2nd Avenue	**AM**	1.2%	
		PM	0.9%	
LOC #48 (TMC)	US80 EB On Ramp at River Road	**AM**	1.7%	
		PM	0.8%	
LOC #49 (TMC)	Us80 EB Off Ramp at River Road	**AM**	1.4%	
		PM	0.0%	
LOC #50 (TMC)	US80 WB Off Ramp at River Road	**AM**	1.8%	
		PM	1.9%	
LOC #51 (TMC)	US80 WB On Ramp at River Road	**AM**	0.8%	
		PM	4.2%	
LOC #38 (ADT)	US80 WB Off Ramp East of I185	**AM**	9.5%	
		PM	9.5%	
LOC #39 (ADT)	US80 WB On Ramp East of I185	**AM**	10.0%	
		PM	10.0%	
LOC #40 (ADT)	US80 EB Off Ramp East of I185	**AM**	9.5%	
		PM	8.0%	
LOC #41 (ADT)	US80 EB On Ramp East of I185	**AM**	10.0%	
		PM	10.0%	
LOC #42 (ADT)	US80 WB On Ramp West of I185	**AM**	9.5%	
		PM	10.5%	
LOC #43 (ADT)	US8- WB Off Ramp West of I185	**AM**	11.0%	
		PM	8.5%	
LOC #44 (ADT)	US80 EB On Ramp West of I185	**AM**	9.5%	
		PM	10.5%	
LOC #45 (ADT)	US80 EB Off Ramp West of I185	**AM**	9.5%	
		PM	8.0%	
LOC #32 (TMC)	US80 WB Off ramp at Veterans Parkway	**AM**	2.4%	
		PM	1.0%	
LOC #33 (TMC)	US80 WB On Ramp at Veterans Parkway	**AM**	1.8%	
		PM	0.6%	
LOC #34 (TMC)	US80 EB On Ramp at Veterans Parkway	**AM**	2.1%	
		PM	0.9%	
LOC #35 (TMC)	US80 EB Off Ramp at Veterans Parkway	**AM**	2.0%	
		PM	1.3%	
LOC #26 (TMC)	US80 WB Off Ramp at Moon Road	**AM**	2.5%	
		PM	0.8%	
LOC #27 (TMC)	US80 EB On Ramp at Moon Road	**AM**	7.8%	
		PM	0.5%	
LOC # 30 (TMC)	US80 WB On Ramp at Moon Road	**AM**	1.9%	
		PM	0.7%	
LOC # 31 (TMC)	US80 EB Off Ramp at Moon Road	**AM**	3.4%	
		PM	0.9%	
LOC# 16 (TMC)	US80 WB Off Ramp at Blackmon Road	**AM**	7.8%	
		PM	0.4%	
LOC #17 (TMC)	US80 EB On Ramp at Blackmon Road	**AM**	1.7%	
		PM	0.0%	
LOC #24 (TMC)	US80 WB On Ramp at Schomburg Road	**AM**	0.5%	
		PM	0.5%	
LOC #25 (TMC)	US80 EB Off Ramp at Schomburg	**AM**	4.1%	
		PM	1.3%	

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	FLAT ROCK ROAD
	E/W	US 80/BEAVER RUN ROAD

The Peak hour & Peak hour factor sre calculated for the first two hours only at all the locations.

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	26	0	26	10	1	11	8	0	8	10	0	10	126	16	142	14	0	14
645-700	25	0	25	15	0	15	8	1	9	5	0	5	135	12	147	7	0	7
700-715	28	0	28	15	1	16	9	0	9	7	0	7	173	13	186	19	1	20
715-730	40	0	40	13	2	15	13	0	13	8	0	8	243	12	255	18	5	23
730-745	51	0	51	31	1	32	23	0	23	15	0	15	234	12	246	24	1	25
745-800	47	3	50	28	0	28	22	0	22	14	1	15	250	19	269	30	0	30
800-815	47	1	48	19	0	19	20	0	20	4	1	5	226	18	244	25	1	26
815-830	23	0	23	29	1	30	19	1	20	9	0	9	178	25	203	23	0	23
830-845	38	1	39	19	1	20	18	0	18	10	0	10	179	18	197	17	0	17
845-900	36	0	36	21	0	21	13	0	13	11	0	11	169	13	182	22	0	22
900-915	28	0	28	11	0	11	12	0	12	6	0	6	107	14	121	11	1	12
915-930	27	0	27	13	0	13	12	0	12	9	0	9	112	18	130	20	0	20
HOUR TOTALS																		
630-730	119	0	119	53	4	57	38	1	39	30	0	30	677	53	730	58	6	64
645-745	144	0	144	74	4	78	53	1	54	35	0	35	785	49	834	68	7	75
700-800	166	3	169	87	4	91	67	0	67	44	1	45	900	56	956	91	7	98
715-815	185	4	189	91	3	94	78	0	78	41	2	43	953	61	1014	97	7	104
730-830	168	4	172	107	2	109	84	1	85	42	2	44	888	74	962	102	2	104
745-845	155	5	160	95	2	97	79	1	80	37	2	39	833	80	913	95	1	96
800-900	144	2	146	88	2	90	70	1	71	34	1	35	752	74	826	87	1	88
815-915	125	1	126	80	2	82	62	1	63	36	0	36	633	70	703	73	1	74
830-930	129	1	130	64	1	65	55	0	55	36	0	36	567	63	630	70	1	71

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.94

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	16	1	17	8	0	8	57	7	64	143	7	150	105	11	116	29	0	29	552	43	595
645-700	6	0	6	5	0	5	74	3	77	138	4	142	125	10	135	25	1	26	568	31	599
700-715	2	3	5	12	0	12	104	4	108	124	3	127	119	13	132	24	1	25	636	39	675
715-730	12	1	13	11	0	11	91	6	97	170	2	172	207	15	222	34	1	35	860	44	904
730-745	14	0	14	9	1	10	108	6	114	215	10	225	244	8	252	53	1	54	1021	40	1061
745-800	12	2	14	9	1	10	114	10	124	210	4	214	256	8	264	47	0	47	1039	48	1087
800-815	10	2	12	11	0	11	95	12	107	188	8	196	283	10	293	64	0	64	992	53	1045
815-830	9	1	10	9	2	11	89	14	103	152	8	160	160	15	175	35	0	35	735	67	802
830-845	7	1	8	13	0	13	93	7	100	121	2	123	124	5	129	41	0	41	680	35	715
845-900	5	1	6	14	0	14	84	12	96	122	8	130	135	20	155	29	0	29	661	54	715
900-915	7	0	7	11	0	11	59	8	67	84	8	92	80	20	100	32	1	33	448	52	500
915-930	7	0	7	12	2	14	60	12	72	66	5	71	83	16	99	29	1	30	450	54	504
HOUR TOTALS																					
630-730	36	5	41	36	0	36	326	20	346	575	16	591	556	49	605	112	3	115	2616	157	2773
645-745	34	4	38	37	1	38	377	19	396	647	19	666	695	46	741	136	4	140	3085	154	3239
700-800	40	6	46	41	2	43	417	26	443	719	19	738	826	44	870	158	3	161	3556	171	3727
715-815	48	5	53	40	2	42	408	34	442	783	24	807	990	41	1031	198	2	200	3912	185	4097
730-830	45	5	50	38	4	42	406	42	448	765	30	795	943	41	984	199	1	200	3787	208	3995
745-845	38	6	44	42	3	45	391	43	434	671	22	693	823	38	861	187	0	187	3446	203	3649
800-900	31	5	36	47	2	49	361	45	406	583	26	609	702	50	752	169	0	169	3068	209	3277
815-915	28	3	31	47	2	49	325	41	366	479	26	505	499	60	559	137	1	138	2524	208	2732
830-930	26	2	28	50	2	52	296	39	335	393	23	416	422	61	483	131	2	133	2239	195	2434

7:15 AM
3-Hour To

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
442	42	53	78	94	189	200	1031	807	104	1014	43
1129	130	119	179	231	421	448	2072	1802	239	2322	110

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S FLAT ROCK ROAD
E/W US 80/BEAVER RUN ROAD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	29	0	29	25	0	25	16	1	17	9	0	9	173	16	189	34	1	35
345-400	34	1	35	17	0	17	19	0	19	6	0	6	181	11	192	27	2	29
400-415	26	0	26	18	1	19	11	0	11	7	0	7	216	10	226	43	1	44
415-430	40	0	40	14	0	14	9	1	10	10	0	10	172	14	186	20	2	22
430-445	39	1	40	17	0	17	15	0	15	8	1	9	231	15	246	28	0	28
445-500	32	0	32	22	0	22	16	0	16	5	0	5	273	15	288	28	0	28
500-515	38	0	38	11	0	11	10	0	10	8	0	8	229	14	243	32	0	32
515-530	24	0	24	9	0	9	16	0	16	3	0	3	227	15	242	25	2	27
530-545	57	0	57	20	0	20	17	0	17	4	0	4	244	8	252	21	1	22
545-600	59	0	59	13	0	13	20	0	20	11	0	11	138	14	152	19	0	19
600-615	54	1	55	27	0	27	28	0	28	9	0	9	146	7	153	13	0	13
615-630	51	0	51	28	0	28	26	0	26	11	0	11	132	8	140	20	0	20
HOUR TOTALS																		
330-430	129	1	130	74	1	75	55	2	57	32	0	32	742	51	793	124	6	130
345-445	139	2	141	66	1	67	54	1	55	31	1	32	800	50	850	118	5	123
400-500	137	1	138	71	1	72	51	1	52	30	1	31	892	54	946	119	3	122
415-515	149	1	150	64	0	64	50	1	51	31	1	32	905	58	963	108	2	110
430-530	133	1	134	59	0	59	57	0	57	24	1	25	960	59	1019	113	2	115
445-545	151	0	151	62	0	62	59	0	59	20	0	20	973	52	1025	106	3	109
500-600	178	0	178	53	0	53	63	0	63	26	0	26	838	51	889	97	3	100
515-615	194	1	195	69	0	69	81	0	81	27	0	27	755	44	799	78	3	81
530-630	221	1	222	88	0	88	91	0	91	35	0	35	660	37	697	73	1	74

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.95

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	8	0	8	10	0	10	169	6	175	72	8	80	157	18	175	43	0	43	745	50	795
345-400	6	1	7	19	0	19	185	9	194	86	13	99	130	9	139	50	0	50	760	46	806
400-415	9	3	12	12	0	12	161	2	163	115	8	123	136	17	153	50	1	51	804	43	847
415-430	8	2	10	20	0	20	182	5	187	112	7	119	174	18	192	50	1	51	811	50	861
430-445	7	0	7	12	0	12	212	2	214	124	6	130	139	13	152	53	0	53	885	38	923
445-500	6	0	6	13	0	13	198	15	213	108	5	113	177	11	188	46	0	46	924	46	970
500-515	6	0	6	14	0	14	210	2	212	126	5	131	192	16	208	52	1	53	928	38	966
515-530	7	0	7	20	0	20	234	2	236	123	6	129	185	8	193	79	0	79	952	33	985
530-545	4	0	4	16	0	16	193	5	198	106	4	110	215	14	229	113	0	113	1010	32	1042
545-600	9	1	10	31	0	31	183	3	186	117	3	120	191	16	207	99	0	99	890	37	927
600-615	12	0	12	22	0	22	147	2	149	111	3	114	166	10	176	90	0	90	825	23	848
615-630	9	1	10	26	0	26	146	0	146	102	2	104	158	8	166	79	0	79	788	19	807
HOUR TOTALS																					
330-430	31	6	37	61	0	61	697	22	719	385	36	421	597	62	659	193	2	195	3120	189	3309
345-445	30	6	36	63	0	63	740	18	758	437	34	471	579	57	636	203	2	205	3260	177	3437
400-500	30	5	35	57	0	57	753	24	777	459	26	485	626	59	685	199	2	201	3424	177	3601
415-515	27	2	29	59	0	59	802	24	826	470	23	493	682	58	740	201	2	203	3548	172	3720
430-530	26	0	26	59	0	59	854	21	875	481	22	503	693	48	741	230	1	231	3689	155	3844
445-545	23	0	23	63	0	63	835	24	859	463	20	483	769	49	818	290	1	291	3814	149	3963
500-600	26	1	27	81	0	81	820	12	832	472	18	490	783	54	837	343	1	344	3780	140	3920
515-615	32	1	33	89	0	89	757	12	769	457	16	473	757	48	805	381	0	381	3677	125	3802
530-630	34	2	36	95	0	95	669	10	679	436	12	448	730	48	778	381	0	381	3513	111	3624

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	859	63	23	59	62	151	291	818	483	109	1025	20
3-Hour Total	2273	215	99	205	222	486	807	2178	1372	319	2509	92
AM 3-Hr Total	1129	130	119	179	231	421	448	2072	1802	239	2322	110
6-Hr Total	3402	345	218	384	453	907	1255	4250	3174	558	4831	202

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

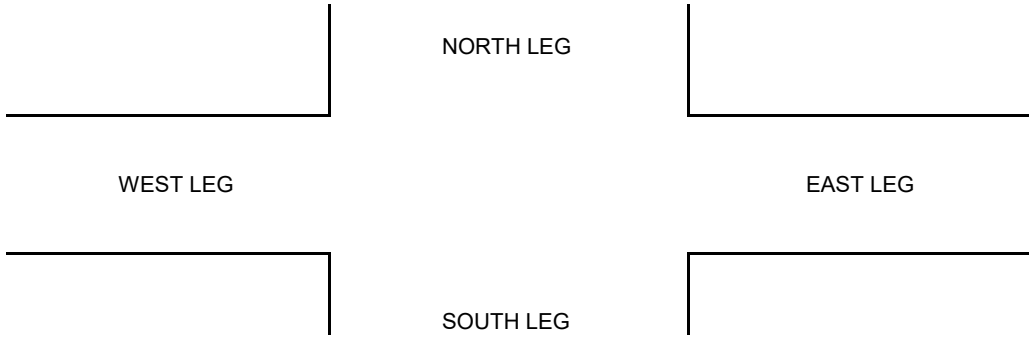
CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	FLAT ROCK ROAD
	E/W	US 80/BEAVER RUN ROAD
CITY:		COLUMBUS GA

PEDESTRIANS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	1	1	0	2
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	1	1
915-930	0	0	0	0	0
HOUR TOTALS	**NORTH LEG**	**EAST LEG**	**SOUTH LEG**	**WEST LEG**	**TOTALS**
630-730	0	1	1	0	2
645-745	0	0	0	1	1
700-800	0	0	0	1	1
715-815	0	0	0	1	1
730-830	0	0	0	1	1
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	1	1
830-930	0	0	0	1	1

BICYCLES

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	**NORTH LEG**	**EAST LEG**	**SOUTH LEG**	**WEST LEG**	**TOTALS**
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

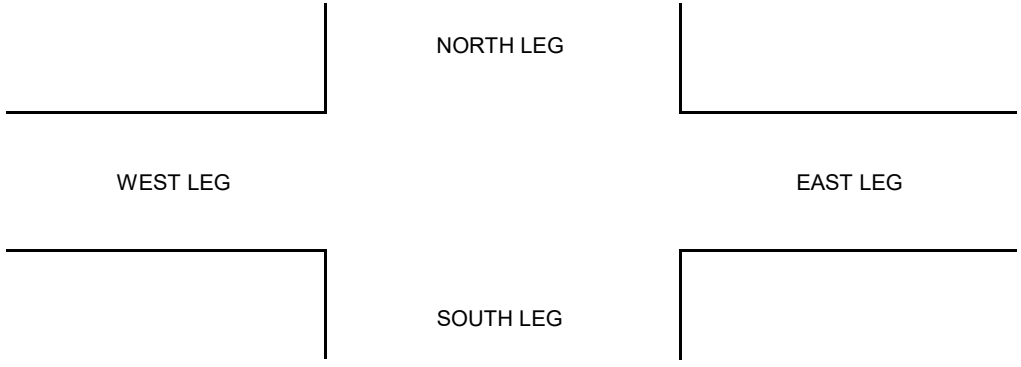
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S FLAT ROCK ROAD
E/W US 80/BEAVER RUN ROAD
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	1	1
515-530	0	0	0	0	0
530-545	0	0	0	1	1
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	1	1
430-530	0	0	0	1	1
445-545	0	0	0	2	2
500-600	0	0	0	2	2
515-615	0	0	0	1	1
530-630	0	0	0	1	1

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	MANCHESTER EXPY NB RAMPS
	E/W	US 80/BEAVER RUN ROAD

7:15 AM
3-Hour To

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	0	0	0	0	0	0	0	0	0	5	2	7	186	22	208	0	0	0
645-700	0	0	0	0	0	0	0	0	0	7	2	9	215	15	230	0	0	0
700-715	0	0	0	0	0	0	0	0	0	11	0	11	270	23	293	0	0	0
715-730	0	0	0	0	0	0	0	0	0	4	2	6	375	20	395	0	0	0
730-745	0	0	0	0	0	0	0	0	0	10	0	10	382	21	403	0	0	0
745-800	0	0	0	0	0	0	0	0	0	8	1	9	373	30	403	0	0	0
800-815	0	0	0	0	0	0	0	0	0	13	2	15	330	35	365	0	0	0
815-830	0	0	0	0	0	0	0	0	0	15	0	15	296	38	334	0	0	0
830-845	0	0	0	0	0	0	0	0	0	8	1	9	306	26	332	0	0	0
845-900	0	0	0	0	0	0	0	0	0	11	3	14	220	20	240	0	0	0
900-915	0	0	0	0	0	0	0	0	0	8	1	9	221	21	242	0	0	0
915-930	0	0	0	0	0	0	0	0	0	12	0	12	199	30	229	0	0	0
HOUR TOTALS																		
630-730	0	0	0	0	0	0	0	0	0	27	6	33	1046	80	1126	0	0	0
645-745	0	0	0	0	0	0	0	0	0	32	4	36	1242	79	1321	0	0	0
700-800	0	0	0	0	0	0	0	0	0	33	3	36	1400	94	1494	0	0	0
715-815	0	0	0	0	0	0	0	0	0	35	5	40	1460	106	1566	0	0	0
730-830	0	0	0	0	0	0	0	0	0	46	3	49	1381	124	1505	0	0	0
745-845	0	0	0	0	0	0	0	0	0	44	4	48	1305	129	1434	0	0	0
800-900	0	0	0	0	0	0	0	0	0	47	6	53	1152	119	1271	0	0	0
815-915	0	0	0	0	0	0	0	0	0	42	5	47	1043	105	1148	0	0	0
830-930	0	0	0	0	0	0	0	0	0	39	5	44	946	97	1043	0	0	0

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.92

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	28	2	30	0	0	0	9	0	9	0	0	0	288	19	307	12	2	14	528	47	575
645-700	29	2	31	0	0	0	24	1	25	0	0	0	261	18	279	14	0	14	550	38	588
700-715	24	0	24	0	0	0	8	0	8	0	0	0	242	21	263	8	3	11	563	47	610
715-730	32	2	34	0	0	0	19	0	19	0	0	0	387	16	403	23	4	27	840	44	884
730-745	47	1	48	0	0	0	28	0	28	0	0	0	490	18	508	25	2	27	982	42	1024
745-800	70	2	72	0	0	0	38	0	38	0	0	0	501	15	516	28	1	29	1018	49	1067
800-815	32	0	32	0	0	0	23	0	23	0	0	0	476	18	494	28	3	31	902	58	960
815-830	31	2	33	0	0	0	17	4	21	0	0	0	365	19	384	32	2	34	756	65	821
830-845	36	1	37	0	0	0	22	0	22	0	0	0	259	11	270	38	2	40	669	41	710
845-900	28	1	29	0	0	0	11	1	12	0	0	0	259	23	282	18	3	21	547	51	598
900-915	28	2	30	0	0	0	17	1	18	0	0	0	213	28	241	23	1	24	510	54	564
915-930	26	1	27	0	0	0	26	0	26	0	0	0	149	24	173	21	1	22	433	56	489
HOUR TOTALS																					
630-730	113	6	119	0	0	0	60	1	61	0	0	0	1178	74	1252	57	9	66	2481	176	2657
645-745	132	5	137	0	0	0	79	1	80	0	0	0	1380	73	1453	70	9	79	2935	171	3106
700-800	173	5	178	0	0	0	93	0	93	0	0	0	1620	70	1690	84	10	94	3403	182	3585
715-815	181	5	186	0	0	0	108	0	108	0	0	0	1854	67	1921	104	10	114	3742	193	3935
730-830	180	5	185	0	0	0	106	4	110	0	0	0	1832	70	1902	113	8	121	3658	214	3872
745-845	169	5	174	0	0	0	100	4	104	0	0	0	1601	63	1664	126	8	134	3345	213	3558
800-900	127	4	131	0	0	0	73	5	78	0	0	0	1359	71	1430	116	10	126	2874	215	3089
815-915	123	6	129	0	0	0	67	6	73	0	0	0	1096	81	1177	111	8	119	2482	211	2693
830-930	118	5	123	0	0	0	76	2	78	0	0	0	880	86	966	100	7	107	2159	202	2361

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
108	0	186	0	0	0	114	1921	0	0	1566	40
249	0	427	0	0	0	294	4120	0	0	3674	126

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S MANCHESTER EXPY NB RAMPS
E/W US 80/BEAVER RUN ROAD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	0	0	0	0	0	0	0	0	0	22	0	22	280	24	304	0	0	0
345-400	0	0	0	0	0	0	0	0	0	19	0	19	307	25	332	0	0	0
400-415	0	0	0	0	0	0	0	0	0	21	0	21	378	11	389	0	0	0
415-430	0	0	0	0	0	0	0	0	0	35	1	36	417	23	440	0	0	0
430-445	0	0	0	0	0	0	0	0	0	25	0	25	459	14	473	0	0	0
445-500	0	0	0	0	0	0	0	0	0	30	0	30	480	24	504	0	0	0
500-515	0	0	0	0	0	0	0	0	0	30	0	30	448	23	471	0	0	0
515-530	0	0	0	0	0	0	0	0	0	28	1	29	435	16	451	0	0	0
530-545	0	0	0	0	0	0	0	0	0	44	1	45	400	12	412	0	0	0
545-600	0	0	0	0	0	0	0	0	0	42	1	43	350	14	364	0	0	0
600-615	0	0	0	0	0	0	0	0	0	32	0	32	291	13	304	0	0	0
615-630	0	0	0	0	0	0	0	0	0	37	0	37	274	11	285	0	0	0
HOUR TOTALS																		
330-430	0	0	0	0	0	0	0	0	0	97	1	98	1382	83	1465	0	0	0
345-445	0	0	0	0	0	0	0	0	0	100	1	101	1561	73	1634	0	0	0
400-500	0	0	0	0	0	0	0	0	0	111	1	112	1734	72	1806	0	0	0
415-515	0	0	0	0	0	0	0	0	0	120	1	121	1804	84	1888	0	0	0
430-530	0	0	0	0	0	0	0	0	0	113	1	114	1822	77	1899	0	0	0
445-545	0	0	0	0	0	0	0	0	0	132	2	134	1763	75	1838	0	0	0
500-600	0	0	0	0	0	0	0	0	0	144	3	147	1633	65	1698	0	0	0
515-615	0	0	0	0	0	0	0	0	0	146	3	149	1476	55	1531	0	0	0
530-630	0	0	0	0	0	0	0	0	0	155	2	157	1315	50	1365	0	0	0

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.96

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	60	2	62	0	0	0	53	1	54	0	0	0	243	29	272	71	2	73	729	58	787
345-400	48	0	48	0	0	0	56	3	59	0	0	0	252	22	274	87	3	90	769	53	822
400-415	75	5	80	0	0	0	41	2	43	0	0	0	253	25	278	110	2	112	878	45	923
415-430	70	0	70	0	0	0	50	0	50	0	0	0	272	25	297	100	0	100	944	49	993
430-445	51	2	53	0	0	0	66	1	67	0	0	0	247	14	261	89	1	90	937	32	969
445-500	81	2	83	0	0	0	68	0	68	0	0	0	251	15	266	100	0	100	1010	41	1051
500-515	76	0	76	0	0	0	84	2	86	0	0	0	308	22	330	118	1	119	1064	48	1112
515-530	84	1	85	0	0	0	86	0	86	0	0	0	317	21	338	148	0	148	1098	39	1137
530-545	82	2	84	0	0	0	97	1	98	0	0	0	297	7	304	134	0	134	1054	23	1077
545-600	68	4	72	0	0	0	51	1	52	0	0	0	295	18	313	131	0	131	937	38	975
600-615	66	1	67	0	0	0	29	1	30	0	0	0	267	15	282	131	0	131	816	30	846
615-630	67	0	67	0	0	0	40	0	40	0	0	0	260	13	273	137	2	139	815	26	841
HOUR TOTALS																					
330-430	253	7	260	0	0	0	200	6	206	0	0	0	1020	101	1121	368	7	375	3320	205	3525
345-445	244	7	251	0	0	0	213	6	219	0	0	0	1024	86	1110	386	6	392	3528	179	3707
400-500	277	9	286	0	0	0	225	3	228	0	0	0	1023	79	1102	399	3	402	3769	167	3936
415-515	278	4	282	0	0	0	268	3	271	0	0	0	1078	76	1154	407	2	409	3955	170	4125
430-530	292	5	297	0	0	0	304	3	307	0	0	0	1123	72	1195	455	2	457	4109	160	4269
445-545	323	5	328	0	0	0	335	3	338	0	0	0	1173	65	1238	500	1	501	4226	151	4377
500-600	310	7	317	0	0	0	318	4	322	0	0	0	1217	68	1285	531	1	532	4153	148	4301
515-615	300	8	308	0	0	0	263	3	266	0	0	0	1176	61	1237	544	0	544	3905	130	4035
530-630	283	7	290	0	0	0	217	3	220	0	0	0	1119	53	1172	533	2	535	3622	117	3739

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	338	0	328	0	0	0	501	1238	0	0	1838	134
3-Hour Total	733	0	847	0	0	0	1367	3488	0	0	4729	369
AM 3-Hr Total	249	0	427	0	0	0	294	4120	0	0	3674	126
6-Hr Total	982	0	1274	0	0	0	1661	7608	0	0	8403	495

TRAFFIC DATA SERVICES

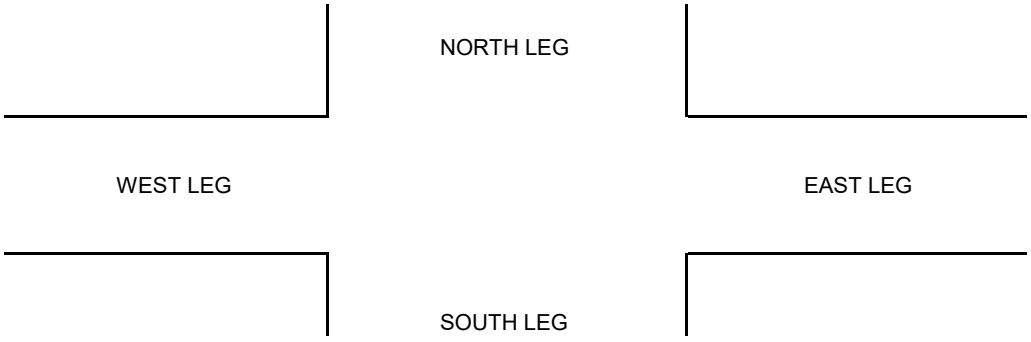
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	MANCHESTER EXPY NB RAMPS
	E/W	US 80/BEAVER RUN ROAD
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

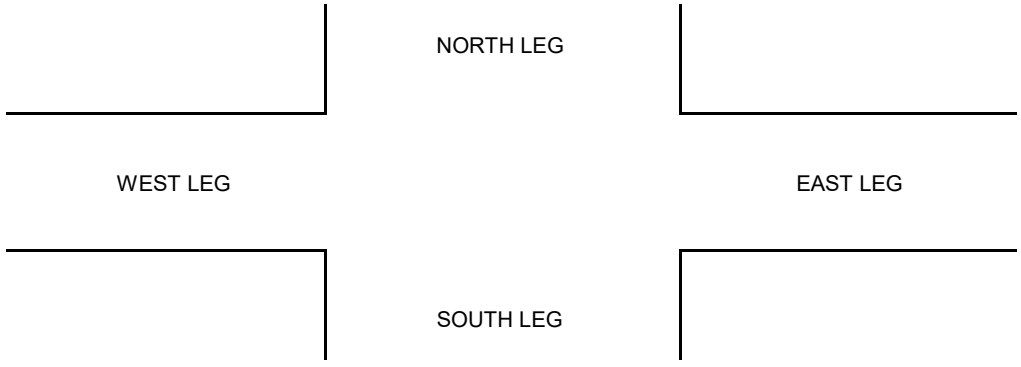
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S MANCHESTER EXPY NB RAMPS
E/W US 80/BEAVER RUN ROAD
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	1	0	1
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	1	0	1
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

	NB LT
7:15 AM	78
3-Hour To	219

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S MANCHESTER EXPY SB RAMPS/ GATEWAY ROAD
E/W US 80/J R ALLEN PKWY/BEAVER RUN ROAD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	66	0	66	6	0	6	23	0	23	58	0	58	128	19	147	11	1	12
645-700	62	0	62	7	0	7	28	0	28	72	0	72	168	15	183	15	1	16
700-715	80	0	80	7	0	7	20	0	20	64	3	67	189	16	205	14	1	15
715-730	106	1	107	14	0	14	38	0	38	108	2	110	243	13	256	20	0	20
730-745	127	1	128	7	0	7	51	1	52	119	2	121	313	22	335	25	0	25
745-800	115	1	116	23	0	23	49	2	51	81	0	81	308	30	338	29	0	29
800-815	112	3	115	13	0	13	30	0	30	77	1	78	243	28	271	17	3	20
815-830	76	2	78	4	0	4	27	0	27	100	4	104	214	43	257	14	0	14
830-845	91	2	93	9	0	9	29	1	30	34	1	35	206	25	231	16	2	18
845-900	69	3	72	7	0	7	20	1	21	59	0	59	189	22	211	27	0	27
900-915	63	1	64	7	0	7	16	2	18	45	0	45	146	22	168	21	1	22
915-930	54	3	57	12	0	12	13	1	14	48	0	48	145	29	174	14	2	16
HOUR TOTALS																		
630-730	314	1	315	34	0	34	109	0	109	302	5	307	728	63	791	60	3	63
645-745	375	2	377	35	0	35	137	1	138	363	7	370	913	66	979	74	2	76
700-800	428	3	431	51	0	51	158	3	161	372	7	379	1053	81	1134	88	1	89
715-815	460	6	466	57	0	57	168	3	171	385	5	390	1107	93	1200	91	3	94
730-830	430	7	437	47	0	47	157	3	160	377	7	384	1078	123	1201	85	3	88
745-845	394	8	402	49	0	49	135	3	138	292	6	298	971	126	1097	76	5	81
800-900	348	10	358	33	0	33	106	2	108	270	6	276	852	118	970	74	5	79
815-915	299	8	307	27	0	27	92	4	96	238	5	243	755	112	867	78	3	81
830-930	277	9	286	35	0	35	78	5	83	186	1	187	686	98	784	78	5	83

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.91

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	12	4	16	0	0	0	11	6	17	12	4	16	280	16	296	0	0	0	607	50	657
645-700	19	2	21	0	0	0	7	3	10	37	0	37	248	14	262	0	0	0	663	35	698
700-715	17	1	18	0	0	0	7	1	8	20	1	21	240	20	260	0	0	0	658	43	701
715-730	10	1	11	0	0	0	19	1	20	40	1	41	392	19	411	0	0	0	990	38	1028
730-745	18	2	20	0	0	0	25	1	26	31	2	33	419	17	436	0	0	0	1135	48	1183
745-800	23	0	23	0	0	0	13	4	17	48	1	49	499	13	512	0	0	0	1188	51	1239
800-815	15	0	15	0	0	0	13	2	15	43	5	48	443	24	467	0	0	0	1006	66	1072
815-830	16	2	18	0	0	0	17	5	22	28	2	30	351	26	377	0	0	0	847	84	931
830-845	18	2	20	0	0	0	18	3	21	22	3	25	259	12	271	0	0	0	702	51	753
845-900	15	1	16	0	0	0	19	0	19	47	1	48	304	29	333	0	0	0	756	57	813
900-915	20	2	22	0	0	0	22	1	23	22	2	24	189	21	210	0	0	0	551	52	603
915-930	15	0	15	0	0	0	19	2	21	37	2	39	180	21	201	0	0	0	537	60	597
HOUR TOTALS																					
630-730	58	8	66	0	0	0	44	11	55	109	6	115	1160	69	1229	0	0	0	2918	166	3084
645-745	64	6	70	0	0	0	58	6	64	128	4	132	1299	70	1369	0	0	0	3446	164	3610
700-800	68	4	72	0	0	0	64	7	71	139	5	144	1550	69	1619	0	0	0	3971	180	4151
715-815	66	3	69	0	0	0	70	8	78	162	9	171	1753	73	1826	0	0	0	4319	203	4522
730-830	72	4	76	0	0	0	68	12	80	150	10	160	1712	80	1792	0	0	0	4176	249	4425
745-845	72	4	76	0	0	0	61	14	75	141	11	152	1552	75	1627	0	0	0	3743	252	3995
800-900	64	5	69	0	0	0	67	10	77	140	11	151	1357	91	1448	0	0	0	3311	258	3569
815-915	69	7	76	0	0	0	76	9	85	119	8	127	1103	88	1191	0	0	0	2856	244	3100
830-930	68	5	73	0	0	0	78	6	84	128	8	136	932	83	1015	0	0	0	2546	220	2766

NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
0	69	171	57	466	0	1826	171	94	1200	390
0	215	352	116	1038	0	4036	411	234	2776	878

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S MANCHESTER EXPY SB RAMPS
E/W GATEWAY ROAD @ US 80/J R ALLEN PKWY/BEAVER RUN ROAD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	36	3	39	7	0	7	12	0	12	26	2	28	310	21	331	34	0	34
345-400	58	3	61	15	0	15	8	0	8	42	1	43	281	23	304	40	3	43
400-415	51	2	53	11	0	11	8	0	8	45	0	45	266	9	275	44	3	47
415-430	29	2	31	10	1	11	9	0	9	41	0	41	296	22	318	35	0	35
430-445	35	2	37	13	0	13	16	0	16	49	0	49	393	13	406	69	0	69
445-500	41	3	44	12	0	12	6	1	7	35	1	36	413	20	433	61	0	61
500-515	42	2	44	7	0	7	14	1	15	23	4	27	407	14	421	72	1	73
515-530	40	3	43	13	0	13	15	2	17	28	0	28	436	14	450	55	1	56
530-545	40	2	42	7	0	7	11	0	11	37	2	39	410	9	419	51	0	51
545-600	51	4	55	14	0	14	14	2	16	43	0	43	279	15	294	61	1	62
600-615	42	1	43	15	0	15	8	1	9	36	2	38	266	29	295	26	1	27
615-630	39	3	42	7	0	7	15	0	15	35	0	35	258	9	267	44	0	44
HOUR TOTALS																		
330-430	174	10	184	43	1	44	37	0	37	154	3	157	1153	75	1228	153	6	159
345-445	173	9	182	49	1	50	41	0	41	177	1	178	1236	67	1303	188	6	194
400-500	156	9	165	46	1	47	39	1	40	170	1	171	1368	64	1432	209	3	212
415-515	147	9	156	42	1	43	45	2	47	148	5	153	1509	69	1578	237	1	238
430-530	158	10	168	45	0	45	51	4	55	135	5	140	1649	61	1710	257	2	259
445-545	163	10	173	39	0	39	46	4	50	123	7	130	1666	57	1723	239	2	241
500-600	173	11	184	41	0	41	54	5	59	131	6	137	1532	52	1584	239	3	242
515-615	173	10	183	49	0	49	48	5	53	144	4	148	1391	67	1458	193	3	196
530-630	172	10	182	43	0	43	48	3	51	151	4	155	1213	62	1275	182	2	184

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.96

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	50	4	54	1	0	1	45	1	46	46	6	52	283	30	313	0	0	0	850	67	917
345-400	54	2	56	1	0	1	32	1	33	52	3	55	280	28	308	0	0	0	863	64	927
400-415	47	0	47	1	0	1	44	1	45	53	2	55	302	24	326	0	0	0	872	41	913
415-430	34	1	35	2	0	2	38	2	40	58	1	59	294	20	314	0	0	0	846	49	895
430-445	67	0	67	0	0	0	43	0	43	44	1	45	274	14	288	0	0	0	1003	30	1033
445-500	61	2	63	1	0	1	56	1	57	44	7	51	305	13	318	0	0	0	1035	48	1083
500-515	74	0	74	2	0	2	66	2	68	48	2	50	330	18	348	0	0	0	1085	44	1129
515-530	73	1	74	1	0	1	43	1	44	60	1	61	371	17	388	0	0	0	1135	40	1175
530-545	75	1	76	0	0	0	42	0	42	60	1	61	357	6	363	0	0	0	1090	21	1111
545-600	73	0	73	4	0	4	53	4	57	48	1	49	331	16	347	0	0	0	971	43	1014
600-615	79	2	81	0	0	0	37	0	37	57	0	57	335	11	346	0	0	0	901	47	948
615-630	68	1	69	1	0	1	40	1	41	30	0	30	295	14	309	0	0	0	832	28	860
HOUR TOTALS																					
330-430	185	7	192	5	0	5	159	5	164	209	12	221	1159	102	1261	0	0	0	3431	221	3652
345-445	202	3	205	4	0	4	157	4	161	207	7	214	1150	86	1236	0	0	0	3584	184	3768
400-500	209	3	212	4	0	4	181	4	185	199	11	210	1175	71	1246	0	0	0	3756	168	3924
415-515	236	3	239	5	0	5	203	5	208	194	11	205	1203	65	1268	0	0	0	3969	171	4140
430-530	275	3	278	4	0	4	208	4	212	196	11	207	1280	62	1342	0	0	0	4258	162	4420
445-545	283	4	287	4	0	4	207	4	211	212	11	223	1363	54	1417	0	0	0	4345	153	4498
500-600	295	2	297	7	0	7	204	7	211	216	5	221	1389	57	1446	0	0	0	4281	148	4429
515-615	300	4	304	5	0	5	175	5	180	225	3	228	1394	50	1444	0	0	0	4097	151	4248
530-630	295	4	299	5	0	5	172	5	177	195	2	197	1318	47	1365	0	0	0	3794	139	3933

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	215	0	287	50	39	173	0	1417	223	241	1723	130
3-Hour Total	567	0	769	143	132	534	0	3968	625	602	4213	452
AM 3-Hr Total	219	0	215	352	116	1038	0	4036	411	234	2776	878
6-Hr Total	786	0	984	495	248	1572	0	8004	1036	836	6989	1330

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

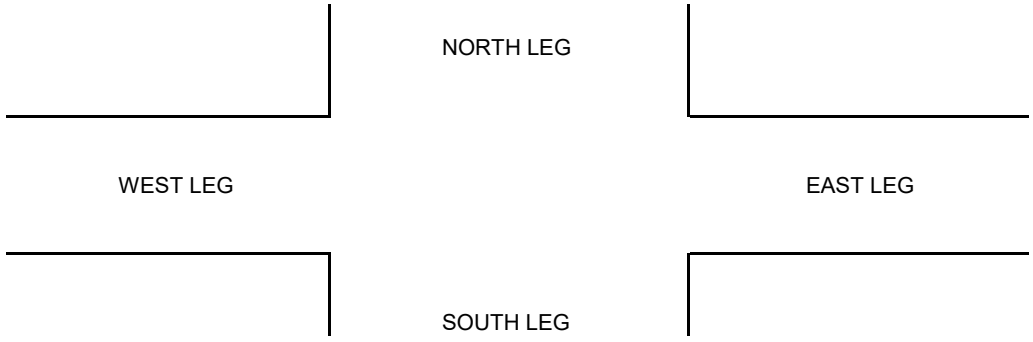
CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	MANCHESTER EXPY SB RAMPS/ GATEWAY ROAD
	E/W	US 80/J R ALLEN PKWY/BEAVER RUN ROAD
CITY:		COLUMBUS GA

PEDESTRIANS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	1	1
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	**NORTH LEG**	**EAST LEG**	**SOUTH LEG**	**WEST LEG**	**TOTALS**
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	1	1
715-815	0	0	0	1	1
730-830	0	0	0	1	1
745-845	0	0	0	1	1
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	**NORTH LEG**	**EAST LEG**	**SOUTH LEG**	**WEST LEG**	**TOTALS**
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

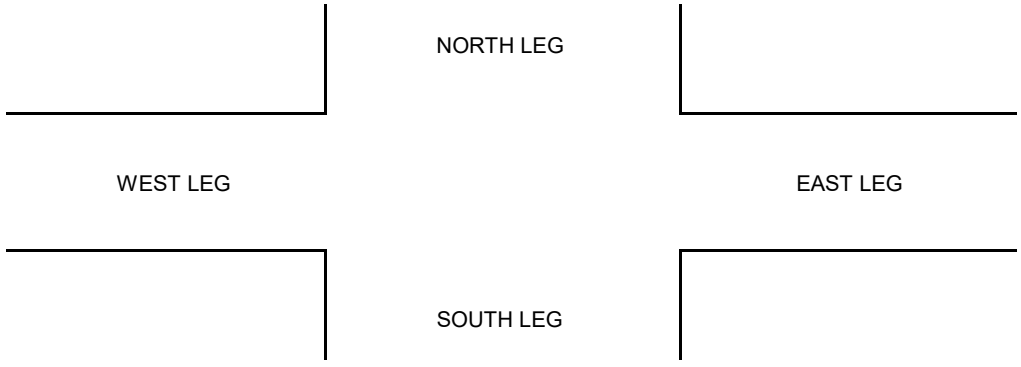
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		3:30 PM TO 6:30 PM
INTERSECTION:	N/S	MANCHESTER EXPY SB RAMPS/ GATEWAY ROAD
	E/W	US 80/J R ALLEN PKWY/BEAVER RUN ROAD
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	1	0	1
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	1	0	1
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

7:15 AM	
3-Hour To	

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S FLAT ROCK ROAD
E/W US 80/J R ALLEN PKWY

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	10	1	11	0	0	0	22	1	23	15	1	16	156	26	182	0	0	0
645-700	25	3	28	0	0	0	41	4	45	12	1	13	194	18	212	0	0	0
700-715	22	5	27	0	0	0	29	2	31	9	1	10	284	21	305	0	1	1
715-730	41	2	43	0	0	0	56	1	57	11	1	12	326	21	347	4	0	4
730-745	41	1	42	0	0	0	65	4	69	18	1	19	406	19	425	0	0	0
745-800	53	1	54	2	0	2	64	4	68	18	2	20	420	37	457	0	0	0
800-815	30	6	36	0	0	0	54	2	56	32	1	33	370	37	407	0	0	0
815-830	28	2	30	0	2	2	52	3	55	16	9	25	280	53	333	1	0	1
830-845	32	8	40	0	0	0	51	6	57	23	0	23	248	34	282	0	0	0
845-900	26	5	31	1	0	1	42	2	44	14	1	15	253	36	289	0	0	0
900-915	7	3	10	0	1	1	32	1	33	16	3	19	179	20	199	0	0	0
915-930	13	0	13	0	0	0	29	1	30	15	1	16	167	34	201	1	0	1
HOUR TOTALS																		
630-730	98	11	109	0	0	0	148	8	156	47	4	51	960	86	1046	4	1	5
645-745	129	11	140	0	0	0	191	11	202	50	4	54	1210	79	1289	4	1	5
700-800	157	9	166	2	0	2	214	11	225	56	5	61	1436	98	1534	4	1	5
715-815	165	10	175	2	0	2	239	11	250	79	5	84	1522	114	1636	4	0	4
730-830	152	10	162	2	2	4	235	13	248	84	13	97	1476	146	1622	1	0	1
745-845	143	17	160	2	2	4	221	15	236	89	12	101	1318	161	1479	1	0	1
800-900	116	21	137	1	2	3	199	13	212	85	11	96	1151	160	1311	1	0	1
815-915	93	18	111	1	3	4	177	12	189	69	13	82	960	143	1103	1	0	1
830-930	78	16	94	1	1	2	154	10	164	68	5	73	847	124	971	1	0	1

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.9

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	0	0	0	0	0	0	0	0	0	0	0	0	237	22	259	15	0	15	455	51	506
645-700	0	0	0	0	0	0	0	0	0	0	0	0	238	11	249	32	1	33	542	38	580
700-715	0	0	0	0	0	0	1	0	1	0	0	0	254	22	276	22	1	23	621	53	674
715-730	0	0	0	0	0	0	0	0	0	0	0	0	359	23	382	28	1	29	825	49	874
730-745	0	0	0	1	0	1	0	0	0	1	1	2	401	12	413	34	1	35	967	39	1006
745-800	0	0	0	0	0	0	0	0	0	2	1	3	434	15	449	47	3	50	1040	63	1103
800-815	0	0	0	0	0	0	0	0	0	3	1	4	420	8	428	39	2	41	948	57	1005
815-830	1	0	1	1	0	1	0	0	0	0	0	0	316	44	360	26	2	28	721	115	836
830-845	0	0	0	0	0	0	0	1	1	0	0	0	274	15	289	40	2	42	668	66	734
845-900	0	0	0	0	0	0	0	1	1	1	4	5	263	29	292	23	0	23	623	78	701
900-915	0	0	0	0	0	0	0	0	0	0	2	2	210	21	231	25	1	26	469	52	521
915-930	0	0	0	0	0	0	1	1	2	0	0	0	145	24	169	25	2	27	396	63	459
HOUR TOTALS																					
630-730	0	0	0	0	0	0	1	0	1	0	0	0	1088	78	1166	97	3	100	2443	191	2634
645-745	0	0	0	1	0	1	1	0	1	1	1	2	1252	68	1320	116	4	120	2955	179	3134
700-800	0	0	0	1	0	1	1	0	1	3	2	5	1448	72	1520	131	6	137	3453	204	3657
715-815	0	0	0	1	0	1	0	0	0	6	3	9	1614	58	1672	148	7	155	3780	208	3988
730-830	1	0	1	2	0	2	0	0	0	6	3	9	1571	79	1650	146	8	154	3676	274	3950
745-845	1	0	1	1	0	1	0	1	1	5	2	7	1444	82	1526	152	9	161	3377	301	3678
800-900	1	0	1	1	0	1	0	2	2	4	5	9	1273	96	1369	128	6	134	2960	316	3276
815-915	1	0	1	1	0	1	0	2	2	1	6	7	1063	109	1172	114	5	119	2481	311	2792
830-930	0	0	0	0	0	0	1	3	4	1	6	7	892	89	981	113	5	118	2156	259	2415

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
0	1	0	250	2	175	155	1672	9	4	1636	84
5	2	1	568	6	365	372	3797	16	7	3639	221

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S FLAT ROCK ROAD
E/W US 80/J R ALLEN PKWY

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	16	1	17	0	0	0	33	3	36	32	0	32	327	33	360	1	0	1
345-400	14	1	15	0	0	0	50	5	55	26	5	31	298	35	333	0	0	0
400-415	20	0	20	0	0	0	63	3	66	23	2	25	323	20	343	0	0	0
415-430	13	1	14	0	0	0	54	2	56	30	4	34	372	33	405	0	0	0
430-445	34	0	34	0	0	0	37	3	40	21	2	23	432	20	452	1	0	1
445-500	27	1	28	0	0	0	40	0	40	31	0	31	475	31	506	0	0	0
500-515	49	5	54	0	0	0	58	1	59	45	3	48	477	20	497	0	0	0
515-530	37	0	37	0	0	0	50	0	50	30	1	31	438	18	456	0	0	0
530-545	35	1	36	0	0	0	73	2	75	29	1	30	427	19	446	0	0	0
545-600	12	0	12	0	0	0	52	0	52	39	3	42	329	26	355	0	0	0
600-615	29	0	29	0	0	0	46	0	46	25	0	25	293	12	305	0	0	0
615-630	20	0	20	0	0	0	37	1	38	22	1	23	292	16	308	0	0	0
HOUR TOTALS																		
330-430	63	3	66	0	0	0	200	13	213	111	11	122	1320	121	1441	1	0	1
345-445	81	2	83	0	0	0	204	13	217	100	13	113	1425	108	1533	1	0	1
400-500	94	2	96	0	0	0	194	8	202	105	8	113	1602	104	1706	1	0	1
415-515	123	7	130	0	0	0	189	6	195	127	9	136	1756	104	1860	1	0	1
430-530	147	6	153	0	0	0	185	4	189	127	6	133	1822	89	1911	1	0	1
445-545	148	7	155	0	0	0	221	3	224	135	5	140	1817	88	1905	0	0	0
500-600	133	6	139	0	0	0	233	3	236	143	8	151	1671	83	1754	0	0	0
515-615	113	1	114	0	0	0	221	2	223	123	5	128	1487	75	1562	0	0	0
530-630	96	1	97	0	0	0	208	3	211	115	5	120	1341	73	1414	0	0	0

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.97

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	0	0	0	1	0	1	0	0	0	1	0	1	241	40	281	32	4	36	684	81	765
345-400	0	0	0	0	0	0	0	0	0	0	0	0	267	24	291	38	1	39	693	71	764
400-415	0	0	0	0	0	0	0	0	0	0	0	0	301	29	330	40	1	41	770	55	825
415-430	0	0	0	0	0	0	0	0	0	1	0	1	258	15	273	35	5	40	763	60	823
430-445	0	0	0	0	0	0	1	0	1	0	0	0	271	16	287	34	3	37	831	44	875
445-500	1	0	1	1	2	3	0	0	0	0	0	0	322	19	341	38	3	41	935	56	991
500-515	0	0	0	0	0	0	0	0	0	0	0	0	291	14	305	53	1	54	973	44	1017
515-530	0	0	0	0	0	0	0	0	0	0	0	0	382	18	400	50	2	52	987	39	1026
530-545	0	0	0	0	0	0	0	0	0	0	0	0	334	6	340	38	0	38	936	29	965
545-600	0	0	0	1	0	1	0	0	0	0	0	0	322	17	339	40	0	40	795	46	841
600-615	0	0	0	0	0	0	1	0	1	0	0	0	330	10	340	34	1	35	758	23	781
615-630	0	0	0	0	0	0	0	0	0	0	0	0	264	13	277	44	0	44	679	31	710
HOUR TOTALS																					
330-430	0	0	0	1	0	1	0	0	0	2	0	2	1067	108	1175	145	11	156	2910	267	3177
345-445	0	0	0	0	0	0	1	0	1	1	0	1	1097	84	1181	147	10	157	3057	230	3287
400-500	1	0	1	1	2	3	1	0	1	1	0	1	1152	79	1231	147	12	159	3299	215	3514
415-515	1	0	1	1	2	3	1	0	1	1	0	1	1142	64	1206	160	12	172	3502	204	3706
430-530	1	0	1	1	2	3	1	0	1	0	0	0	1266	67	1333	175	9	184	3726	183	3909
445-545	1	0	1	1	2	3	0	0	0	0	0	0	1329	57	1386	179	6	185	3831	168	3999
500-600	0	0	0	1	0	1	0	0	0	0	0	0	1329	55	1384	181	3	184	3691	158	3849
515-615	0	0	0	1	0	1	1	0	1	0	0	0	1368	51	1419	162	3	165	3476	137	3613
530-630	0	0	0	1	0	1	1	0	1	0	0	0	1250	46	1296	156	1	157	3168	129	3297

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	0	3	1	224	0	155	185	1386	0	0	1905	140
3-Hour Total	2	5	1	613	0	316	497	3804	2	2	4766	375
AM 3-Hr Total	5	2	1	568	6	365	372	3797	16	7	3639	221
6-Hr Total	7	7	2	1181	6	681	869	7601	18	9	8405	596

TRAFFIC DATA SERVICES

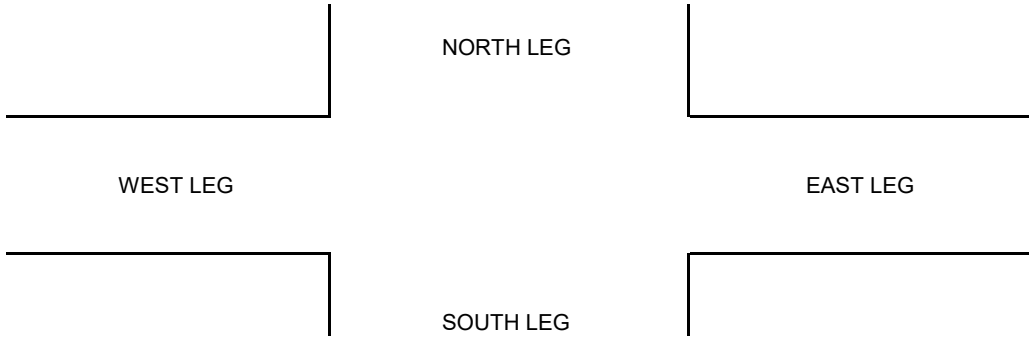
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S FLAT ROCK ROAD
E/W US 80/J R ALLEN PKWY
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

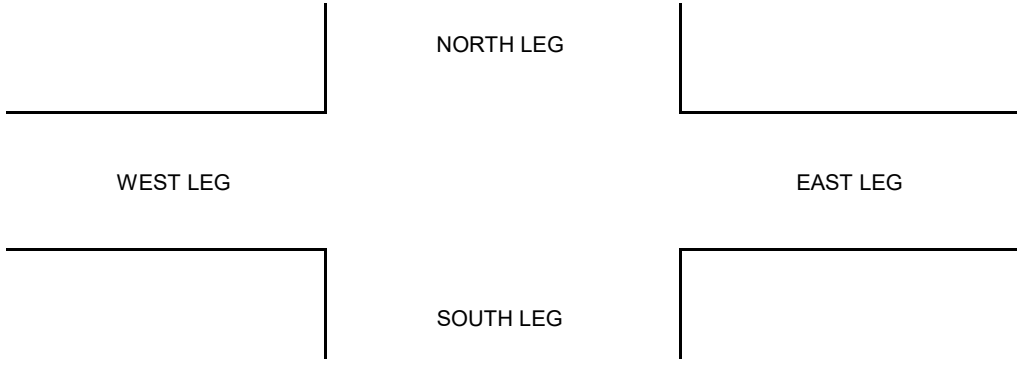
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S FLAT ROCK ROAD
E/W US 80/J R ALLEN PKWY
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	FLAT ROCK ROAD
	E/W	FLAT ROCK COURT

7:15 AM
3-Hour To

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	0	0	0	29	2	31	5	0	5	6	0	6	0	0	0	10	1	11
645-700	0	0	0	40	2	42	8	0	8	16	0	16	0	0	0	16	2	18
700-715	0	0	0	44	5	49	5	0	5	7	0	7	0	0	0	16	1	17
715-730	0	0	0	74	2	76	8	0	8	16	0	16	0	0	0	25	0	25
730-745	0	0	0	81	4	85	14	0	14	9	0	9	0	0	0	33	0	33
745-800	0	0	0	88	3	91	13	0	13	16	0	16	0	0	0	38	0	38
800-815	0	0	0	64	3	67	8	0	8	15	2	17	0	0	0	27	1	28
815-830	0	0	0	64	9	73	10	0	10	13	0	13	0	0	0	26	0	26
830-845	0	0	0	60	10	70	8	0	8	17	0	17	0	0	0	19	0	19
845-900	0	0	0	50	2	52	8	0	8	12	0	12	0	0	0	22	2	24
900-915	0	0	0	26	2	28	10	0	10	4	0	4	0	0	0	15	0	15
915-930	0	0	0	28	0	28	14	0	14	7	1	8	0	0	0	14	1	15
HOUR TOTALS																		
630-730	0	0	0	187	11	198	26	0	26	45	0	45	0	0	0	67	4	71
645-745	0	0	0	239	13	252	35	0	35	48	0	48	0	0	0	90	3	93
700-800	0	0	0	287	14	301	40	0	40	48	0	48	0	0	0	112	1	113
715-815	0	0	0	307	12	319	43	0	43	56	2	58	0	0	0	123	1	124
730-830	0	0	0	297	19	316	45	0	45	53	2	55	0	0	0	124	1	125
745-845	0	0	0	276	25	301	39	0	39	61	2	63	0	0	0	110	1	111
800-900	0	0	0	238	24	262	34	0	34	57	2	59	0	0	0	94	3	97
815-915	0	0	0	200	23	223	36	0	36	46	0	46	0	0	0	82	2	84
830-930	0	0	0	164	14	178	40	0	40	40	1	41	0	0	0	70	3	73

SB Truck %
0.054795
NB Truck %
0.045608

PEAK HOUR
730-830

PEAK HOUR FACTOR
0.84

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	5	0	5	26	1	27	0	0	0	0	0	0	0	0	0	0	0	0	81	4	85
645-700	19	0	19	29	1	30	0	0	0	0	0	0	0	0	0	0	0	0	128	5	133
700-715	10	0	10	23	2	25	0	0	0	0	0	0	0	0	0	0	0	0	105	8	113
715-730	15	0	15	27	1	28	0	0	0	0	0	0	0	0	0	0	0	0	165	3	168
730-745	10	0	10	42	1	43	0	0	0	0	0	0	0	0	0	0	0	0	189	5	194
745-800	20	0	20	53	4	57	0	0	0	0	0	0	0	0	0	0	0	0	228	7	235
800-815	17	0	17	43	2	45	0	0	0	0	0	0	0	0	0	0	0	0	174	8	182
815-830	18	0	18	27	9	36	0	0	0	0	0	0	0	0	0	0	0	0	158	18	176
830-845	15	0	15	46	1	47	0	0	0	0	0	0	0	0	0	0	0	0	165	11	176
845-900	8	0	8	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	130	4	134
900-915	17	0	17	26	2	28	0	0	0	0	0	0	0	0	0	0	0	0	98	4	102
915-930	20	2	22	19	1	20	0	0	0	0	0	0	0	0	0	0	0	0	102	5	107
HOUR TOTALS																					
630-730	49	0	49	105	5	110	0	0	0	0	0	0	0	0	0	0	0	0	479	20	499
645-745	54	0	54	121	5	126	0	0	0	0	0	0	0	0	0	0	0	0	587	21	608
700-800	55	0	55	145	8	153	0	0	0	0	0	0	0	0	0	0	0	0	687	23	710
715-815	62	0	62	165	8	173	0	0	0	0	0	0	0	0	0	0	0	0	756	23	779
730-830	65	0	65	165	16	181	0	0	0	0	0	0	0	0	0	0	0	0	749	38	787
745-845	70	0	70	169	16	185	0	0	0	0	0	0	0	0	0	0	0	0	725	44	769
800-900	58	0	58	146	12	158	0	0	0	0	0	0	0	0	0	0	0	0	627	41	668
815-915	58	0	58	129	12	141	0	0	0	0	0	0	0	0	0	0	0	0	551	37	588
830-930	60	2	62	121	4	125	0	0	0	0	0	0	0	0	0	0	0	0	495	24	519

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
0	173	62	43	319	0	0	0	0	124	0	58
0	416	176	111	692	0	0	0	0	269	0	141

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S FLAT ROCK ROAD
E/W FLAT ROCK COURT

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	0	0	0	36	4	40	8	0	8	8	0	8	0	0	0	21	0	21
345-400	0	0	0	32	4	36	9	0	9	20	0	20	0	0	0	35	0	35
400-415	0	0	0	55	4	59	13	0	13	13	0	13	0	0	0	33	1	34
415-430	0	0	0	61	0	61	11	0	11	13	0	13	0	0	0	15	1	16
430-445	0	0	0	39	2	41	10	0	10	17	0	17	0	0	0	37	0	37
445-500	0	0	0	45	0	45	7	0	7	22	0	22	0	0	0	26	0	26
500-515	0	0	0	81	4	85	10	0	10	31	0	31	0	0	0	36	0	36
515-530	0	0	0	78	0	78	12	0	12	26	0	26	0	0	0	19	0	19
530-545	0	0	0	50	3	53	8	0	8	22	0	22	0	0	0	44	0	44
545-600	0	0	0	38	0	38	8	0	8	16	0	16	0	0	0	27	0	27
600-615	0	0	0	51	0	51	7	0	7	26	0	26	0	0	0	24	0	24
615-630	0	0	0	29	1	30	7	0	7	10	0	10	0	0	0	26	0	26
HOUR TOTALS																		
330-430	0	0	0	184	12	196	41	0	41	54	0	54	0	0	0	104	2	106
345-445	0	0	0	187	10	197	43	0	43	63	0	63	0	0	0	120	2	122
400-500	0	0	0	200	6	206	41	0	41	65	0	65	0	0	0	111	2	113
415-515	0	0	0	226	6	232	38	0	38	83	0	83	0	0	0	114	1	115
430-530	0	0	0	243	6	249	39	0	39	96	0	96	0	0	0	118	0	118
445-545	0	0	0	254	7	261	37	0	37	101	0	101	0	0	0	125	0	125
500-600	0	0	0	247	7	254	38	0	38	95	0	95	0	0	0	126	0	126
515-615	0	0	0	217	3	220	35	0	35	90	0	90	0	0	0	114	0	114
530-630	0	0	0	168	4	172	30	0	30	74	0	74	0	0	0	121	0	121

SB Truck %
0.030261
NB Truck %
0.046083

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.82

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	15	0	15	44	4	48	0	0	0	0	0	0	0	0	0	0	0	0	132	8	140
345-400	19	0	19	38	6	44	0	0	0	0	0	0	0	0	0	0	0	0	153	10	163
400-415	15	0	15	45	4	49	0	0	0	0	0	0	0	0	0	0	0	0	174	9	183
415-430	18	2	20	48	5	53	0	0	0	0	0	0	0	0	0	0	0	0	166	8	174
430-445	18	0	18	51	4	55	0	0	0	0	0	0	0	0	0	0	0	0	172	6	178
445-500	24	0	24	48	3	51	0	0	0	0	0	0	0	0	0	0	0	0	172	3	175
500-515	29	1	30	65	4	69	0	0	0	0	0	0	0	0	0	0	0	0	252	9	261
515-530	23	0	23	64	3	67	0	0	0	0	0	0	0	0	0	0	0	0	222	3	225
530-545	21	0	21	51	1	52	0	0	0	0	0	0	0	0	0	0	0	0	196	4	200
545-600	21	0	21	56	1	57	0	0	0	0	0	0	0	0	0	0	0	0	166	1	167
600-615	19	0	19	38	1	39	0	0	0	0	0	0	0	0	0	0	0	0	165	1	166
615-630	22	0	22	36	1	37	0	0	0	0	0	0	0	0	0	0	0	0	130	2	132
HOUR TOTALS																					
330-430	67	2	69	175	19	194	0	0	0	0	0	0	0	0	0	0	0	0	625	35	660
345-445	70	2	72	182	19	201	0	0	0	0	0	0	0	0	0	0	0	0	665	33	698
400-500	75	2	77	192	16	208	0	0	0	0	0	0	0	0	0	0	0	0	684	26	710
415-515	89	3	92	212	16	228	0	0	0	0	0	0	0	0	0	0	0	0	762	26	788
430-530	94	1	95	228	14	242	0	0	0	0	0	0	0	0	0	0	0	0	818	21	839
445-545	97	1	98	228	11	239	0	0	0	0	0	0	0	0	0	0	0	0	842	19	861
500-600	94	1	95	236	9	245	0	0	0	0	0	0	0	0	0	0	0	0	836	17	853
515-615	84	0	84	209	6	215	0	0	0	0	0	0	0	0	0	0	0	0	749	9	758
530-630	83	0	83	181	4	185	0	0	0	0	0	0	0	0	0	0	0	0	657	8	665

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	0	239	98	37	261	0	0	0	0	125	0	101
3-Hour Total	0	621	247	110	617	0	0	0	0	345	0	224
AM 3-Hr Total	0	416	176	111	692	0	0	0	0	269	0	141
6-Hr Total	0	1037	423	221	1309	0	0	0	0	614	0	365

TRAFFIC DATA SERVICES

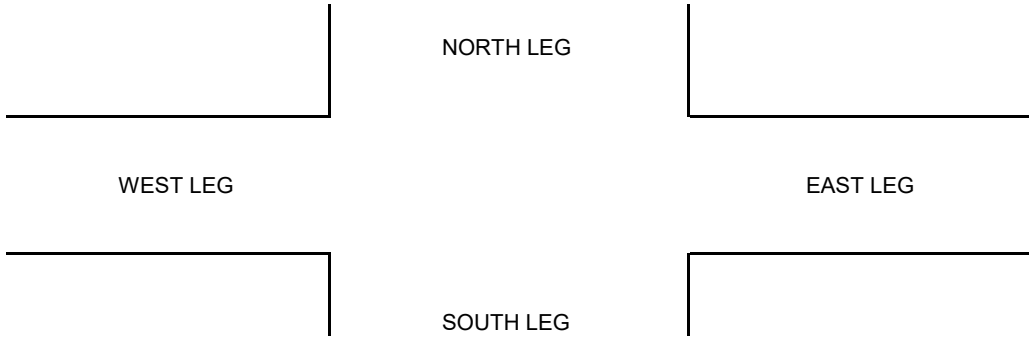
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	FLAT ROCK ROAD
	E/W	FLAT ROCK COURT
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	1	0	0	1
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	1	0	0	1
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

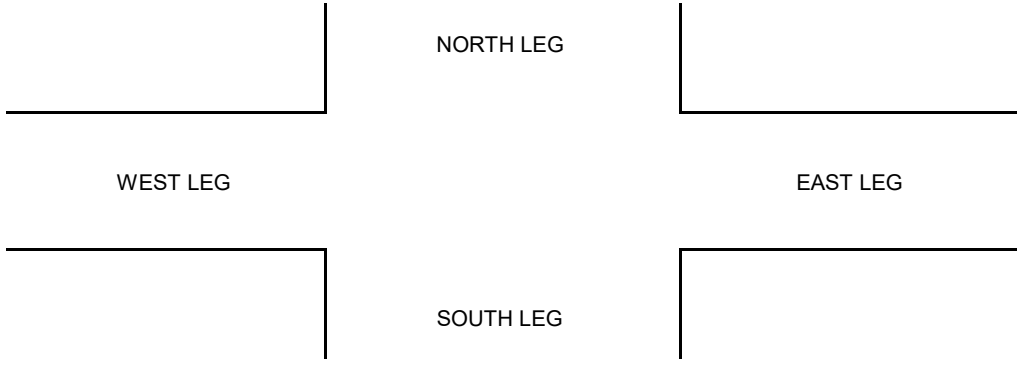
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S FLAT ROCK ROAD
E/W FLAT ROCK COURT
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	1	0	0	1
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	1	0	0	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	1	0	0	1
500-600	0	1	0	0	1
515-615	0	1	0	0	1
530-630	0	2	0	0	2

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	BLACKMON ROAD
	E/W	ON RAMP TO EB US 80/J R ALLEN PKWY

7:15 AM
3-Hour To

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	0	0	0	11	1	12	19	0	19	0	0	0	0	0	0	0	0	0
645-700	0	0	0	9	0	9	15	0	15	0	0	0	0	0	0	0	0	0
700-715	0	0	0	9	1	10	13	0	13	0	0	0	0	0	0	0	0	0
715-730	0	0	0	21	2	23	15	0	15	0	0	0	0	0	0	0	0	0
730-745	0	0	0	32	2	34	37	0	37	0	0	0	0	0	0	0	0	0
745-800	0	0	0	38	0	38	31	0	31	0	0	0	0	0	0	0	0	0
800-815	0	0	0	53	0	53	22	0	22	0	0	0	0	0	0	0	0	0
815-830	0	0	0	43	2	45	23	0	23	0	0	0	0	0	0	0	0	0
830-845	0	0	0	41	0	41	15	0	15	0	0	0	0	0	0	0	0	0
845-900	0	0	0	34	0	34	11	0	11	0	0	0	0	0	0	0	0	0
900-915	0	0	0	12	0	12	8	0	8	0	0	0	0	0	0	0	0	0
915-930	0	0	0	15	0	15	5	0	5	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
630-730	0	0	0	50	4	54	62	0	62	0	0	0	0	0	0	0	0	0
645-745	0	0	0	71	5	76	80	0	80	0	0	0	0	0	0	0	0	0
700-800	0	0	0	100	5	105	96	0	96	0	0	0	0	0	0	0	0	0
715-815	0	0	0	144	4	148	105	0	105	0	0	0	0	0	0	0	0	0
730-830	0	0	0	166	4	170	113	0	113	0	0	0	0	0	0	0	0	0
745-845	0	0	0	175	2	177	91	0	91	0	0	0	0	0	0	0	0	0
800-900	0	0	0	171	2	173	71	0	71	0	0	0	0	0	0	0	0	0
815-915	0	0	0	130	2	132	57	0	57	0	0	0	0	0	0	0	0	0
830-930	0	0	0	102	0	102	39	0	39	0	0	0	0	0	0	0	0	0

PEAK HOUR
730-830

PEAK HOUR FACTOR
0.97

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	8	0	8	48	0	48	0	0	0	22	0	22	11	0	11	0	0	0	119	1	120
645-700	15	0	15	77	0	77	0	0	0	22	2	24	12	0	12	0	0	0	150	2	152
700-715	18	0	18	86	0	86	0	0	0	25	1	26	15	2	17	1	0	1	167	4	171
715-730	9	1	10	150	3	153	0	0	0	34	4	38	21	1	22	2	1	3	252	12	264
730-745	19	0	19	130	0	130	0	0	0	50	3	53	26	1	27	5	0	5	299	6	305
745-800	16	0	16	132	0	132	0	0	0	67	2	69	39	2	41	8	1	9	331	5	336
800-815	18	0	18	124	2	126	0	0	0	82	1	83	29	0	29	13	0	13	341	3	344
815-830	13	1	14	135	3	138	0	0	0	92	4	96	14	1	15	13	0	13	333	11	344
830-845	20	0	20	132	6	138	0	0	0	74	5	79	14	0	14	6	0	6	302	11	313
845-900	8	0	8	102	2	104	0	0	0	48	3	51	11	0	11	9	0	9	223	5	228
900-915	9	0	9	90	3	93	0	0	0	50	2	52	15	1	16	10	1	11	194	7	201
915-930	10	0	10	72	3	75	0	0	0	37	0	37	11	0	11	6	0	6	156	3	159
HOUR TOTALS																					
630-730	50	1	51	361	3	364	0	0	0	103	7	110	59	3	62	3	1	4	688	19	707
645-745	61	1	62	443	3	446	0	0	0	131	10	141	74	4	78	8	1	9	868	24	892
700-800	62	1	63	498	3	501	0	0	0	176	10	186	101	6	107	16	2	18	1049	27	1076
715-815	62	1	63	536	5	541	0	0	0	233	10	243	115	4	119	28	2	30	1223	26	1249
730-830	66	1	67	521	5	526	0	0	0	291	10	301	108	4	112	39	1	40	1304	25	1329
745-845	67	1	68	523	11	534	0	0	0	315	12	327	96	3	99	40	1	41	1307	30	1337
800-900	59	1	60	493	13	506	0	0	0	296	13	309	68	1	69	41	0	41	1199	30	1229
815-915	50	1	51	459	14	473	0	0	0	264	14	278	54	2	56	38	1	39	1052	34	1086
830-930	47	0	47	396	14	410	0	0	0	209	10	219	51	1	52	31	1	32	875	26	901

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
0	541	63	105	148	0	30	119	243	0	0	0
0	1300	165	214	326	0	76	226	630	0	0	0

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S BLACKMON ROAD
E/W ON RAMP TO EB US 80/J R ALLEN PKWY

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	0	0	0	43	0	43	16	0	16	0	0	0	0	0	0	0	0	0
345-400	0	0	0	24	3	27	9	1	10	0	0	0	0	0	0	0	0	0
400-415	0	0	0	53	2	55	13	0	13	0	0	0	0	0	0	0	0	0
415-430	0	0	0	27	0	27	8	0	8	0	0	0	0	0	0	0	0	0
430-445	0	0	0	27	1	28	5	0	5	0	0	0	0	0	0	0	0	0
445-500	0	0	0	29	0	29	1	0	1	0	0	0	0	0	0	0	0	0
500-515	0	0	0	48	1	49	18	0	18	0	0	0	0	0	0	0	0	0
515-530	0	0	0	50	0	50	4	0	4	0	0	0	0	0	0	0	0	0
530-545	0	0	0	36	0	36	14	0	14	0	0	0	0	0	0	0	0	0
545-600	0	0	0	49	0	49	12	0	12	0	0	0	0	0	0	0	0	0
600-615	0	0	0	28	0	28	7	0	7	0	0	0	0	0	0	0	0	0
615-630	0	0	0	35	0	35	8	0	8	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
330-430	0	0	0	147	5	152	46	1	47	0	0	0	0	0	0	0	0	0
345-445	0	0	0	131	6	137	35	1	36	0	0	0	0	0	0	0	0	0
400-500	0	0	0	136	3	139	27	0	27	0	0	0	0	0	0	0	0	0
415-515	0	0	0	131	2	133	32	0	32	0	0	0	0	0	0	0	0	0
430-530	0	0	0	154	2	156	28	0	28	0	0	0	0	0	0	0	0	0
445-545	0	0	0	163	1	164	37	0	37	0	0	0	0	0	0	0	0	0
500-600	0	0	0	183	1	184	48	0	48	0	0	0	0	0	0	0	0	0
515-615	0	0	0	163	0	163	37	0	37	0	0	0	0	0	0	0	0	0
530-630	0	0	0	148	0	148	41	0	41	0	0	0	0	0	0	0	0	0

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.92

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	13	0	13	67	2	69	0	0	0	106	5	111	37	8	45	16	0	16	298	15	313
345-400	19	2	21	88	1	89	0	0	0	82	2	84	21	2	23	18	0	18	261	11	272
400-415	16	2	18	123	7	130	0	0	0	128	2	130	32	0	32	8	1	9	373	14	387
415-430	17	1	18	140	4	144	0	0	0	111	3	114	25	0	25	23	0	23	351	8	359
430-445	12	0	12	89	0	89	0	0	0	102	1	103	26	0	26	19	0	19	280	2	282
445-500	18	0	18	107	0	107	0	0	0	120	1	121	19	0	19	23	0	23	317	1	318
500-515	13	0	13	122	4	126	0	0	0	125	2	127	13	0	13	12	0	12	351	7	358
515-530	21	0	21	130	0	130	0	0	0	160	0	160	24	0	24	30	0	30	419	0	419
530-545	23	0	23	153	0	153	0	0	0	153	0	153	22	0	22	30	0	30	431	0	431
545-600	23	0	23	89	0	89	0	0	0	141	0	141	24	0	24	19	0	19	357	0	357
600-615	13	0	13	139	0	139	0	0	0	130	0	130	31	0	31	30	0	30	378	0	378
615-630	10	0	10	99	0	99	0	0	0	126	0	126	19	0	19	36	0	36	333	0	333
HOUR TOTALS																					
330-430	65	5	70	418	14	432	0	0	0	427	12	439	115	10	125	65	1	66	1283	48	1331
345-445	64	5	69	440	12	452	0	0	0	423	8	431	104	2	106	68	1	69	1265	35	1300
400-500	63	3	66	459	11	470	0	0	0	461	7	468	102	0	102	73	1	74	1321	25	1346
415-515	60	1	61	458	8	466	0	0	0	458	7	465	83	0	83	77	0	77	1299	18	1317
430-530	64	0	64	448	4	452	0	0	0	507	4	511	82	0	82	84	0	84	1367	10	1377
445-545	75	0	75	512	4	516	0	0	0	558	3	561	78	0	78	95	0	95	1518	8	1526
500-600	80	0	80	494	4	498	0	0	0	579	2	581	83	0	83	91	0	91	1558	7	1565
515-615	80	0	80	511	0	511	0	0	0	584	0	584	101	0	101	109	0	109	1585	0	1585
530-630	69	0	69	480	0	480	0	0	0	550	0	550	96	0	96	115	0	115	1499	0	1499

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	0	516	75	37	164	0	95	78	561	0	0	0
3-Hour Total	0	1364	203	116	456	0	265	303	1500	0	0	0
AM 3-Hr Total	0	1300	165	214	326	0	76	226	630	0	0	0
6-Hr Total	0	2664	368	330	782	0	341	529	2130	0	0	0

TRAFFIC DATA SERVICES

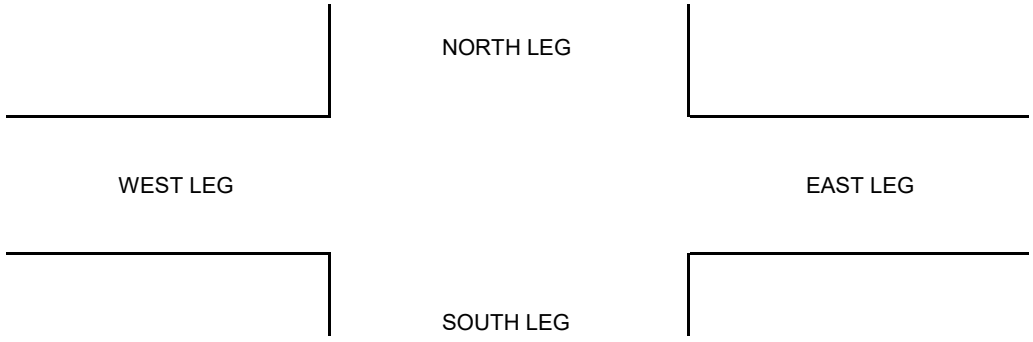
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S BLACKMON ROAD
E/W ON RAMP TO EB US 80/J R ALLEN PKWY
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

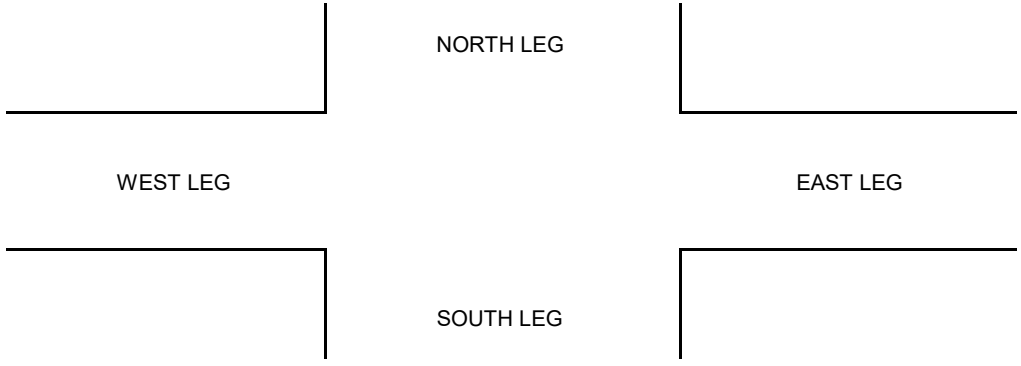
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S BLACKMON ROAD
E/W ON RAMP TO EB US 80/J R ALLEN PKWY
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	1	0	0	0	1
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	1	0	0	0	1
345-445	1	0	0	0	1
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	BLACKMON ROAD
	E/W	OFF RAMP FROM WB US 80/J R ALLEN PKWY

7:15 AM
3-Hour To

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	15	0	15	16	0	16	0	0	0	3	0	3	12	0	12	2	0	2
645-700	20	0	20	25	0	25	0	0	0	4	0	4	10	0	10	4	0	4
700-715	27	0	27	22	0	22	0	0	0	16	0	16	24	1	25	4	3	7
715-730	51	0	51	48	1	49	0	0	0	21	0	21	28	2	30	4	1	5
730-745	64	1	65	56	0	56	0	0	0	14	1	15	26	4	30	5	1	6
745-800	30	1	31	67	0	67	0	0	0	20	1	21	32	2	34	10	0	10
800-815	33	1	34	69	0	69	0	0	0	9	2	11	23	2	25	9	1	10
815-830	19	0	19	38	3	41	0	0	0	7	1	8	10	0	10	6	0	6
830-845	25	1	26	34	0	34	0	0	0	6	0	6	7	1	8	5	0	5
845-900	25	0	25	32	2	34	0	0	0	5	1	6	11	4	15	4	0	4
900-915	21	0	21	20	0	20	0	0	0	4	0	4	9	1	10	8	0	8
915-930	18	0	18	20	2	22	0	0	0	4	0	4	11	1	12	5	0	5
HOUR TOTALS																		
630-730	113	0	113	111	1	112	0	0	0	44	0	44	74	3	77	14	4	18
645-745	162	1	163	151	1	152	0	0	0	55	1	56	88	7	95	17	5	22
700-800	172	2	174	193	1	194	0	0	0	71	2	73	110	9	119	23	5	28
715-815	178	3	181	240	1	241	0	0	0	64	4	68	109	10	119	28	3	31
730-830	146	3	149	230	3	233	0	0	0	50	5	55	91	8	99	30	2	32
745-845	107	3	110	208	3	211	0	0	0	42	4	46	72	5	77	30	1	31
800-900	102	2	104	173	5	178	0	0	0	27	4	31	51	7	58	24	1	25
815-915	90	1	91	124	5	129	0	0	0	22	2	24	37	6	43	23	0	23
830-930	89	1	90	106	4	110	0	0	0	19	1	20	38	7	45	22	0	22

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.92

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	0	0	0	9	1	10	41	0	41	0	0	0	0	0	0	0	0	0	98	1	99
645-700	0	0	0	7	1	8	67	0	67	0	0	0	0	0	0	0	0	0	137	1	138
700-715	0	0	0	10	1	11	76	2	78	0	0	0	0	0	0	0	0	0	179	7	186
715-730	0	0	0	21	2	23	105	1	106	0	0	0	0	0	0	0	0	0	278	7	285
730-745	0	0	0	29	1	30	108	6	114	0	0	0	0	0	0	0	0	0	302	14	316
745-800	0	0	0	31	1	32	131	3	134	0	0	0	0	0	0	0	0	0	321	8	329
800-815	0	0	0	29	0	29	104	2	106	0	0	0	0	0	0	0	0	0	276	8	284
815-830	0	0	0	30	3	33	113	3	116	0	0	0	0	0	0	0	0	0	223	10	233
830-845	0	0	0	22	0	22	139	10	149	0	0	0	0	0	0	0	0	0	238	12	250
845-900	0	0	0	24	2	26	84	4	88	0	0	0	0	0	0	0	0	0	185	13	198
900-915	0	0	0	19	1	20	52	1	53	0	0	0	0	0	0	0	0	0	133	3	136
915-930	0	0	0	15	2	17	59	2	61	0	0	0	0	0	0	0	0	0	132	7	139
HOUR TOTALS																					
630-730	0	0	0	47	5	52	289	3	292	0	0	0	0	0	0	0	0	0	692	16	708
645-745	0	0	0	67	5	72	356	9	365	0	0	0	0	0	0	0	0	0	896	29	925
700-800	0	0	0	91	5	96	420	12	432	0	0	0	0	0	0	0	0	0	1080	36	1116
715-815	0	0	0	110	4	114	448	12	460	0	0	0	0	0	0	0	0	0	1177	37	1214
730-830	0	0	0	119	5	124	456	14	470	0	0	0	0	0	0	0	0	0	1122	40	1162
745-845	0	0	0	112	4	116	487	18	505	0	0	0	0	0	0	0	0	0	1058	38	1096
800-900	0	0	0	105	5	110	440	19	459	0	0	0	0	0	0	0	0	0	922	43	965
815-915	0	0	0	95	6	101	388	18	406	0	0	0	0	0	0	0	0	0	779	38	817
830-930	0	0	0	80	5	85	334	17	351	0	0	0	0	0	0	0	0	0	688	35	723

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
460	114	0	0	241	181	0	0	0	31	119	68
1113	261	0	0	455	352	0	0	0	72	221	119

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S BLACKMON ROAD
E/W OFF RAMP FROM WB US 80/J R ALLEN PKWY

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	15	0	15	43	0	43	0	0	0	14	0	14	27	0	27	12	0	12
345-400	11	0	11	34	3	37	0	0	0	13	0	13	17	1	18	14	1	15
400-415	16	1	17	41	3	44	0	0	0	11	0	11	30	0	30	14	1	15
415-430	15	2	17	27	0	27	0	0	0	14	0	14	24	0	24	9	0	9
430-445	17	0	17	26	1	27	0	0	0	14	0	14	26	2	28	7	0	7
445-500	15	1	16	18	0	18	0	0	0	16	0	16	32	0	32	12	0	12
500-515	15	0	15	45	1	46	0	0	0	8	0	8	23	0	23	17	0	17
515-530	12	0	12	32	0	32	0	0	0	13	0	13	29	1	30	25	0	25
530-545	19	0	19	37	0	37	0	0	0	14	0	14	30	0	30	14	0	14
545-600	16	0	16	34	0	34	0	0	0	23	0	23	34	1	35	24	0	24
600-615	19	0	19	27	0	27	0	0	0	19	1	20	24	0	24	9	0	9
615-630	11	0	11	27	0	27	0	0	0	13	0	13	22	0	22	18	0	18
HOUR TOTALS																		
330-430	57	3	60	145	6	151	0	0	0	52	0	52	98	1	99	49	2	51
345-445	59	3	62	128	7	135	0	0	0	52	0	52	97	3	100	44	2	46
400-500	63	4	67	112	4	116	0	0	0	55	0	55	112	2	114	42	1	43
415-515	62	3	65	116	2	118	0	0	0	52	0	52	105	2	107	45	0	45
430-530	59	1	60	121	2	123	0	0	0	51	0	51	110	3	113	61	0	61
445-545	61	1	62	132	1	133	0	0	0	51	0	51	114	1	115	68	0	68
500-600	62	0	62	148	1	149	0	0	0	58	0	58	116	2	118	80	0	80
515-615	66	0	66	130	0	130	0	0	0	69	1	70	117	2	119	72	0	72
530-630	65	0	65	125	0	125	0	0	0	69	1	70	110	1	111	65	0	65

PEAK HOUR
400-500

PEAK HOUR FACTOR
0.92

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	0	0	0	29	0	29	49	2	51	0	0	0	0	0	0	0	0	0	189	2	191
345-400	0	0	0	47	2	49	62	0	62	0	0	0	0	0	0	0	0	0	198	7	205
400-415	0	0	0	29	1	30	99	5	104	0	0	0	0	0	0	0	0	0	240	11	251
415-430	0	0	0	51	1	52	112	5	117	0	0	0	0	0	0	0	0	0	252	8	260
430-445	0	0	0	43	0	43	69	0	69	0	0	0	0	0	0	0	0	0	202	3	205
445-500	0	0	0	43	0	43	85	0	85	0	0	0	0	0	0	0	0	0	221	1	222
500-515	0	0	0	41	3	44	93	1	94	0	0	0	0	0	0	0	0	0	242	5	247
515-530	0	0	0	58	0	58	94	0	94	0	0	0	0	0	0	0	0	0	263	1	264
530-545	0	0	0	61	0	61	114	1	115	0	0	0	0	0	0	0	0	0	289	1	290
545-600	0	0	0	34	0	34	84	0	84	0	0	0	0	0	0	0	0	0	249	1	250
600-615	0	0	0	63	0	63	105	0	105	0	0	0	0	0	0	0	0	0	266	1	267
615-630	0	0	0	67	0	67	70	0	70	0	0	0	0	0	0	0	0	0	228	0	228
HOUR TOTALS																					
330-430	0	0	0	156	4	160	322	12	334	0	0	0	0	0	0	0	0	0	879	28	907
345-445	0	0	0	170	4	174	342	10	352	0	0	0	0	0	0	0	0	0	892	29	921
400-500	0	0	0	166	2	168	365	10	375	0	0	0	0	0	0	0	0	0	915	23	938
415-515	0	0	0	178	4	182	359	6	365	0	0	0	0	0	0	0	0	0	917	17	934
430-530	0	0	0	185	3	188	341	1	342	0	0	0	0	0	0	0	0	0	928	10	938
445-545	0	0	0	203	3	206	386	2	388	0	0	0	0	0	0	0	0	0	1015	8	1023
500-600	0	0	0	194	3	197	385	2	387	0	0	0	0	0	0	0	0	0	1043	8	1051
515-615	0	0	0	216	0	216	397	1	398	0	0	0	0	0	0	0	0	0	1067	4	1071
530-630	0	0	0	225	0	225	373	1	374	0	0	0	0	0	0	0	0	0	1032	3	1035

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	388	206	0	0	133	62	0	0	0	68	115	51
3-Hour Total	1050	573	0	0	399	185	0	0	0	177	323	173
AM 3-Hr Total	1113	261	0	0	455	352	0	0	0	72	221	119
6-Hr Total	2163	834	0	0	854	537	0	0	0	249	544	292

TRAFFIC DATA SERVICES

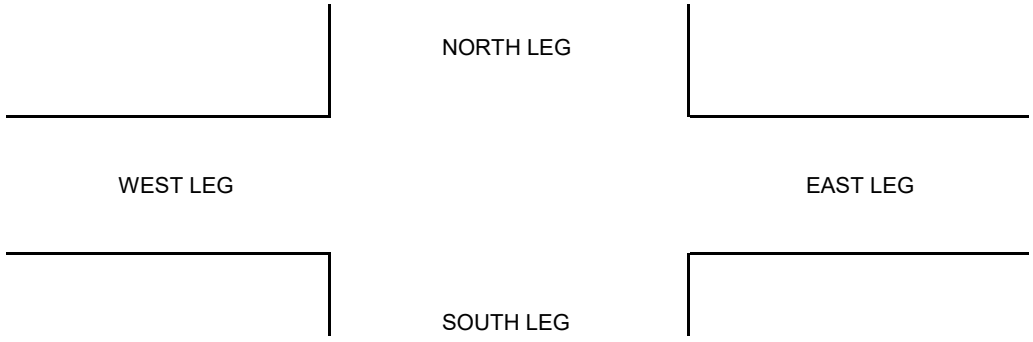
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S BLACKMON ROAD
E/W OFF RAMP FROM WB US 80/J R ALLEN PKWY
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	1	1	0	0	2
915-930	1	0	0	0	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	1	1	0	0	2
830-930	2	1	0	0	3

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

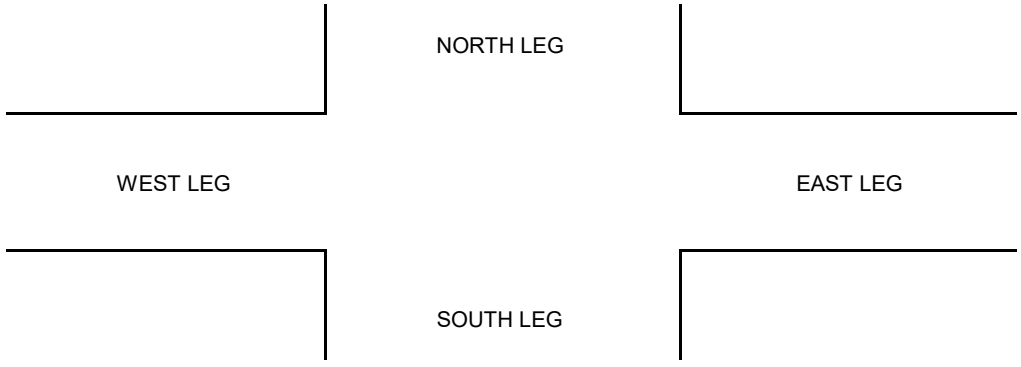
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S BLACKMON ROAD
E/W OFF RAMP FROM WB US 80/J R ALLEN PKWY
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	SCHOMBURG ROAD
	E/W	OFF RAMP FROM EB US 80/J R ALLEN PKWY

7:15 AM
3-Hour To

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	0	0	0	13	0	13	8	0	8	0	0	0	0	0	0	0	0	0
645-700	0	0	0	19	0	19	11	0	11	0	0	0	0	0	0	0	0	0
700-715	0	0	0	46	2	48	24	4	28	0	0	0	0	0	0	0	0	0
715-730	0	0	0	74	0	74	34	1	35	0	0	0	0	0	0	0	0	0
730-745	0	0	0	88	0	88	45	2	47	0	0	0	0	0	0	0	0	0
745-800	0	0	0	80	2	82	55	7	62	0	0	0	0	0	0	0	0	0
800-815	0	0	0	64	5	69	45	1	46	0	0	0	0	0	0	0	0	0
815-830	0	0	0	39	2	41	20	1	21	0	0	0	0	0	0	0	0	0
830-845	0	0	0	51	1	52	25	0	25	0	0	0	0	0	0	0	0	0
845-900	0	0	0	46	0	46	22	1	23	0	0	0	0	0	0	0	0	0
900-915	0	0	0	30	3	33	8	1	9	0	0	0	0	0	0	0	0	0
915-930	0	0	0	41	3	44	12	0	12	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
630-730	0	0	0	152	2	154	77	5	82	0	0	0	0	0	0	0	0	0
645-745	0	0	0	227	2	229	114	7	121	0	0	0	0	0	0	0	0	0
700-800	0	0	0	288	4	292	158	14	172	0	0	0	0	0	0	0	0	0
715-815	0	0	0	306	7	313	179	11	190	0	0	0	0	0	0	0	0	0
730-830	0	0	0	271	9	280	165	11	176	0	0	0	0	0	0	0	0	0
745-845	0	0	0	234	10	244	145	9	154	0	0	0	0	0	0	0	0	0
800-900	0	0	0	200	8	208	112	3	115	0	0	0	0	0	0	0	0	0
815-915	0	0	0	166	6	172	75	3	78	0	0	0	0	0	0	0	0	0
830-930	0	0	0	168	7	175	67	2	69	0	0	0	0	0	0	0	0	0

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.9

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	5	0	5	48	1	49	0	0	0	22	2	24	10	1	11	19	0	19	125	4	129
645-700	9	0	9	88	5	93	0	0	0	25	1	26	11	2	13	29	0	29	192	8	200
700-715	8	0	8	133	1	134	0	0	0	19	0	19	14	1	15	39	0	39	283	8	291
715-730	10	0	10	191	3	194	0	0	0	29	2	31	30	2	32	76	1	77	444	9	453
730-745	10	0	10	158	4	162	0	0	0	31	0	31	37	1	38	71	5	76	440	12	452
745-800	16	0	16	129	0	129	0	0	0	40	1	41	68	2	70	106	7	113	494	19	513
800-815	15	0	15	115	5	120	0	0	0	44	1	45	58	4	62	66	2	68	407	18	425
815-830	23	3	26	89	1	90	0	0	0	27	1	28	59	3	62	37	2	39	294	13	307
830-845	34	1	35	82	4	86	0	0	0	26	0	26	41	1	42	22	1	23	281	8	289
845-900	18	0	18	72	3	75	0	0	0	27	2	29	49	1	50	38	0	38	272	7	279
900-915	12	0	12	58	0	58	0	0	0	22	1	23	33	3	36	36	4	40	199	12	211
915-930	7	2	9	47	2	49	0	0	0	17	3	20	26	7	33	36	0	36	186	17	203
HOUR TOTALS																					
630-730	32	0	32	460	10	470	0	0	0	95	5	100	65	6	71	163	1	164	1044	29	1073
645-745	37	0	37	570	13	583	0	0	0	104	3	107	92	6	98	215	6	221	1359	37	1396
700-800	44	0	44	611	8	619	0	0	0	119	3	122	149	6	155	292	13	305	1661	48	1709
715-815	51	0	51	593	12	605	0	0	0	144	4	148	193	9	202	319	15	334	1785	58	1843
730-830	64	3	67	491	10	501	0	0	0	142	3	145	222	10	232	280	16	296	1635	62	1697
745-845	88	4	92	415	10	425	0	0	0	137	3	140	226	10	236	231	12	243	1476	58	1534
800-900	90	4	94	358	13	371	0	0	0	124	4	128	207	9	216	163	5	168	1254	46	1300
815-915	87	4	91	301	8	309	0	0	0	102	4	106	182	8	190	133	7	140	1046	40	1086
830-930	71	3	74	259	9	268	0	0	0	92	6	98	149	12	161	132	5	137	938	44	982

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
0	605	51	190	313	0	334	202	148	0	0	0
0	1239	173	327	609	0	597	464	343	0	0	0

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S SCHOMBURG ROAD
E/W OFF RAMP FROM EB US 80/J R ALLEN PKWY

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	0	0	0	120	3	123	73	6	79	0	0	0	0	0	0	0	0	0
345-400	0	0	0	57	2	59	48	1	49	0	0	0	0	0	0	0	0	0
400-415	0	0	0	67	2	69	39	0	39	0	0	0	0	0	0	0	0	0
415-430	0	0	0	74	4	78	33	1	34	0	0	0	0	0	0	0	0	0
430-445	0	0	0	79	0	79	32	0	32	0	0	0	0	0	0	0	0	0
445-500	0	0	0	64	1	65	33	0	33	0	0	0	0	0	0	0	0	0
500-515	0	0	0	60	0	60	35	0	35	0	0	0	0	0	0	0	0	0
515-530	0	0	0	65	0	65	48	1	49	0	0	0	0	0	0	0	0	0
530-545	0	0	0	85	0	85	43	0	43	0	0	0	0	0	0	0	0	0
545-600	0	0	0	79	1	80	38	0	38	0	0	0	0	0	0	0	0	0
600-615	0	0	0	73	2	75	50	0	50	0	0	0	0	0	0	0	0	0
615-630	0	0	0	70	0	70	38	0	38	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
330-430	0	0	0	318	11	329	193	8	201	0	0	0	0	0	0	0	0	0
345-445	0	0	0	277	8	285	152	2	154	0	0	0	0	0	0	0	0	0
400-500	0	0	0	284	7	291	137	1	138	0	0	0	0	0	0	0	0	0
415-515	0	0	0	277	5	282	133	1	134	0	0	0	0	0	0	0	0	0
430-530	0	0	0	268	1	269	148	1	149	0	0	0	0	0	0	0	0	0
445-545	0	0	0	274	1	275	159	1	160	0	0	0	0	0	0	0	0	0
500-600	0	0	0	289	1	290	164	1	165	0	0	0	0	0	0	0	0	0
515-615	0	0	0	302	3	305	179	1	180	0	0	0	0	0	0	0	0	0
530-630	0	0	0	307	3	310	169	0	169	0	0	0	0	0	0	0	0	0

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.95

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	10	0	10	84	5	89	0	0	0	51	0	51	88	3	91	104	0	104	530	17	547
345-400	15	0	15	64	1	65	0	0	0	59	1	60	75	1	76	90	1	91	408	7	415
400-415	21	0	21	68	5	73	0	0	0	63	2	65	102	4	106	96	0	96	456	13	469
415-430	17	0	17	81	4	85	0	0	0	61	0	61	104	0	104	96	2	98	466	11	477
430-445	10	0	10	79	3	82	0	0	0	65	2	67	106	2	108	74	2	76	445	9	454
445-500	10	0	10	78	2	80	0	0	0	68	4	72	117	0	117	109	2	111	479	9	488
500-515	11	0	11	100	3	103	0	0	0	86	4	90	131	0	131	118	0	118	541	7	548
515-530	15	0	15	105	2	107	0	0	0	103	2	105	152	1	153	117	3	120	605	9	614
530-545	12	0	12	113	2	115	0	0	0	87	2	89	146	0	146	89	0	89	575	4	579
545-600	6	0	6	140	2	142	0	0	0	74	1	75	130	1	131	112	0	112	579	5	584
600-615	8	0	8	121	1	122	0	0	0	63	1	64	85	1	86	94	0	94	494	5	499
615-630	18	0	18	126	2	128	0	0	0	67	0	67	92	1	93	93	0	93	504	3	507
HOUR TOTALS																					
330-430	63	0	63	297	15	312	0	0	0	234	3	237	369	8	377	386	3	389	1860	48	1908
345-445	63	0	63	292	13	305	0	0	0	248	5	253	387	7	394	356	5	361	1775	40	1815
400-500	58	0	58	306	14	320	0	0	0	257	8	265	429	6	435	375	6	381	1846	42	1888
415-515	48	0	48	338	12	350	0	0	0	280	10	290	458	2	460	397	6	403	1931	36	1967
430-530	46	0	46	362	10	372	0	0	0	322	12	334	506	3	509	418	7	425	2070	34	2104
445-545	48	0	48	396	9	405	0	0	0	344	12	356	546	1	547	433	5	438	2200	29	2229
500-600	44	0	44	458	9	467	0	0	0	350	9	359	559	2	561	436	3	439	2300	25	2325
515-615	41	0	41	479	7	486	0	0	0	327	6	333	513	3	516	412	3	415	2253	23	2276
530-630	44	0	44	500	7	507	0	0	0	291	4	295	453	3	456	388	0	388	2152	17	2169

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	0	405	48	160	275	0	438	547	356	0	0	0
3-Hour Total	0	1191	153	519	908	0	1202	1342	866	0	0	0
AM 3-Hr Total	0	1239	173	327	609	0	597	464	343	0	0	0
6-Hr Total	0	2430	326	846	1517	0	1799	1806	1209	0	0	0

TRAFFIC DATA SERVICES

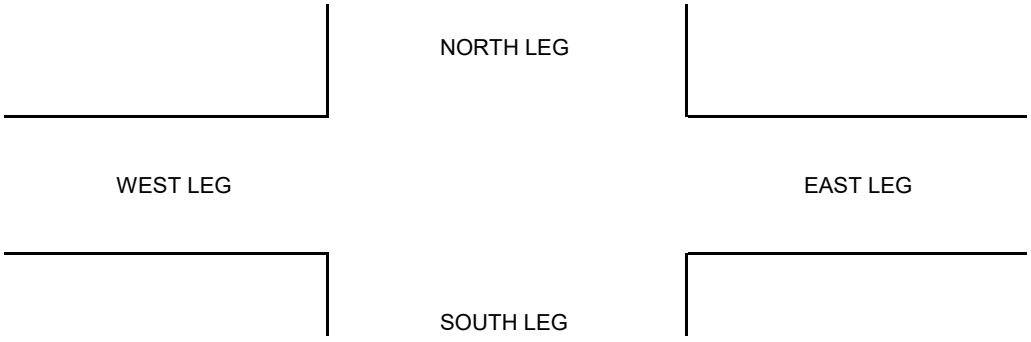
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	SCHOMBURG ROAD
	E/W	OFF RAMP FROM EB US 80/J R ALLEN PKWY
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

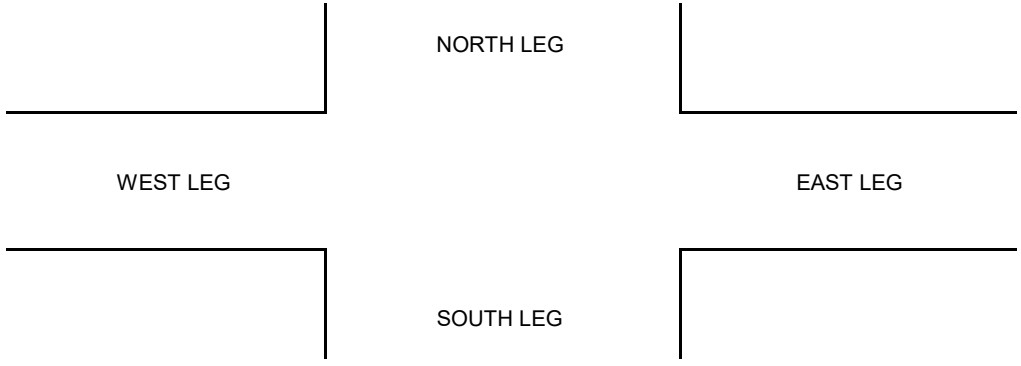
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		3:30 PM TO 6:30 PM
INTERSECTION:	N/S	SCHOMBURG ROAD
	E/W	OFF RAMP FROM EB US 80/J R ALLEN PKWY
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	2	2
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	2	2
345-445	0	0	0	2	2
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	SCHOMBURG ROAD
	E/W	ON RAMP TO WB US 80/J R ALLEN PKWY

7:15 AM
3-Hour To

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	34	1	35	17	0	17	0	0	0	12	0	12	53	0	53	3	0	3
645-700	37	0	37	26	2	28	0	0	0	19	1	20	75	0	75	4	0	4
700-715	85	8	93	113	5	118	0	0	0	28	3	31	79	0	79	5	0	5
715-730	118	-6	112	62	1	63	0	0	0	55	2	57	132	0	132	8	0	8
730-745	128	4	132	136	10	146	0	0	0	42	8	50	138	0	138	7	1	8
745-800	127	2	129	75	5	80	0	0	0	73	3	76	143	2	145	10	1	11
800-815	108	5	113	90	13	103	0	0	0	42	4	46	121	0	121	3	0	3
815-830	51	1	52	58	8	66	0	0	0	14	2	16	130	0	130	4	0	4
830-845	73	0	73	45	1	46	0	0	0	21	7	28	121	5	126	10	0	10
845-900	53	1	54	44	0	44	0	0	0	25	1	26	115	4	119	6	0	6
900-915	61	0	61	45	1	46	0	0	0	19	2	21	66	2	68	7	0	7
915-930	42	3	45	47	1	48	0	0	0	16	1	17	68	2	70	10	0	10
HOUR TOTALS																		
630-730	274	3	277	218	8	226	0	0	0	114	6	120	339	0	339	20	0	20
645-745	368	6	374	337	18	355	0	0	0	144	14	158	424	0	424	24	1	25
700-800	458	8	466	386	21	407	0	0	0	198	16	214	492	2	494	30	2	32
715-815	481	5	486	363	29	392	0	0	0	212	17	229	534	2	536	28	2	30
730-830	414	12	426	359	36	395	0	0	0	171	17	188	532	2	534	24	2	26
745-845	359	8	367	268	27	295	0	0	0	150	16	166	515	7	522	27	1	28
800-900	285	7	292	237	22	259	0	0	0	102	14	116	487	9	496	23	0	23
815-915	238	2	240	192	10	202	0	0	0	79	12	91	432	11	443	27	0	27
830-930	229	4	233	181	3	184	0	0	0	81	11	92	370	13	383	33	0	33

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.88

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	0	0	0	21	0	21	30	0	30	0	0	0	0	0	0	0	0	0	170	1	171
645-700	0	0	0	59	7	66	47	0	47	0	0	0	0	0	0	0	0	0	267	10	277
700-715	0	0	0	99	6	105	65	0	65	0	0	0	0	0	0	0	0	0	474	22	496
715-730	0	0	0	164	1	165	71	0	71	0	0	0	0	0	0	0	0	0	610	-2	608
730-745	0	0	0	173	8	181	61	0	61	0	0	0	0	0	0	0	0	0	685	31	716
745-800	0	0	0	143	3	146	76	0	76	0	0	0	0	0	0	0	0	0	647	16	663
800-815	0	0	0	85	5	90	59	0	59	0	0	0	0	0	0	0	0	0	508	27	535
815-830	0	0	0	55	3	58	52	3	55	0	0	0	0	0	0	0	0	0	364	17	381
830-845	0	0	0	57	0	57	48	6	54	0	0	0	0	0	0	0	0	0	375	19	394
845-900	0	0	0	48	2	50	45	2	47	0	0	0	0	0	0	0	0	0	336	10	346
900-915	0	0	0	51	0	51	36	0	36	0	0	0	0	0	0	0	0	0	285	5	290
915-930	0	0	0	53	0	53	43	0	43	0	0	0	0	0	0	0	0	0	279	7	286
HOUR TOTALS																					
630-730	0	0	0	343	14	357	213	0	213	0	0	0	0	0	0	0	0	0	1521	31	1552
645-745	0	0	0	495	22	517	244	0	244	0	0	0	0	0	0	0	0	0	2036	61	2097
700-800	0	0	0	579	18	597	273	0	273	0	0	0	0	0	0	0	0	0	2416	67	2483
715-815	0	0	0	565	17	582	267	0	267	0	0	0	0	0	0	0	0	0	2450	72	2522
730-830	0	0	0	456	19	475	248	3	251	0	0	0	0	0	0	0	0	0	2204	91	2295
745-845	0	0	0	340	11	351	235	9	244	0	0	0	0	0	0	0	0	0	1894	79	1973
800-900	0	0	0	245	10	255	204	11	215	0	0	0	0	0	0	0	0	0	1583	73	1656
815-915	0	0	0	211	5	216	181	11	192	0	0	0	0	0	0	0	0	0	1360	51	1411
830-930	0	0	0	209	2	211	172	8	180	0	0	0	0	0	0	0	0	0	1275	41	1316

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
267	582	0	0	392	486	0	0	0	30	536	229
644	1043	0	0	805	936	0	0	0	79	1256	400

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S SCHOMBURG ROAD
E/W ON RAMP TO WB US 80/J R ALLEN PKWY

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	88	6	94	201	17	218	0	0	0	20	0	20	54	1	55	13	0	13
345-400	60	0	60	103	2	105	0	0	0	27	0	27	46	0	46	13	0	13
400-415	62	0	62	83	0	83	0	0	0	30	2	32	76	1	77	32	1	33
415-430	38	0	38	80	2	82	0	0	0	35	2	37	97	3	100	19	0	19
430-445	54	0	54	94	1	95	0	0	0	33	2	35	46	0	46	13	0	13
445-500	42	1	43	90	0	90	0	0	0	32	0	32	75	1	76	16	0	16
500-515	63	1	64	74	0	74	0	0	0	35	1	36	70	0	70	17	0	17
515-530	60	1	61	103	0	103	0	0	0	38	0	38	82	0	82	13	0	13
530-545	74	0	74	135	3	138	0	0	0	33	0	33	95	0	95	25	0	25
545-600	68	0	68	89	0	89	0	0	0	55	0	55	77	0	77	23	0	23
600-615	49	0	49	95	0	95	0	0	0	40	0	40	102	0	102	2	0	2
615-630	19	0	19	107	0	107	0	0	0	25	0	25	50	0	50	36	0	36
HOUR TOTALS																		
330-430	248	6	254	467	21	488	0	0	0	112	4	116	273	5	278	77	1	78
345-445	214	0	214	360	5	365	0	0	0	125	6	131	265	4	269	77	1	78
400-500	196	1	197	347	3	350	0	0	0	130	6	136	294	5	299	80	1	81
415-515	197	2	199	338	3	341	0	0	0	135	5	140	288	4	292	65	0	65
430-530	219	3	222	361	1	362	0	0	0	138	3	141	273	1	274	59	0	59
445-545	239	3	242	402	3	405	0	0	0	138	1	139	322	1	323	71	0	71
500-600	265	2	267	401	3	404	0	0	0	161	1	162	324	0	324	78	0	78
515-615	251	1	252	422	3	425	0	0	0	166	0	166	356	0	356	63	0	63
530-630	210	0	210	426	3	429	0	0	0	153	0	153	324	0	324	86	0	86

PEAK HOUR
330-430

PEAK HOUR FACTOR
0.85

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	0	0	0	128	3	131	57	1	58	0	0	0	0	0	0	0	0	0	561	28	589
345-400	0	0	0	102	0	102	47	1	48	0	0	0	0	0	0	0	0	0	398	3	401
400-415	0	0	0	123	0	123	40	0	40	0	0	0	0	0	0	0	0	0	446	4	450
415-430	0	0	0	131	2	133	43	0	43	0	0	0	0	0	0	0	0	0	443	9	452
430-445	0	0	0	130	4	134	57	2	59	0	0	0	0	0	0	0	0	0	427	9	436
445-500	0	0	0	166	1	167	39	0	39	0	0	0	0	0	0	0	0	0	460	3	463
500-515	0	0	0	150	1	151	38	0	38	0	0	0	0	0	0	0	0	0	447	3	450
515-530	0	0	0	158	2	160	49	0	49	0	0	0	0	0	0	0	0	0	503	3	506
530-545	0	0	0	111	1	112	37	0	37	0	0	0	0	0	0	0	0	0	510	4	514
545-600	0	0	0	151	1	152	61	0	61	0	0	0	0	0	0	0	0	0	524	1	525
600-615	0	0	0	253	1	254	98	0	98	0	0	0	0	0	0	0	0	0	639	1	640
615-630	0	0	0	123	0	123	46	0	46	0	0	0	0	0	0	0	0	0	406	0	406
HOUR TOTALS																					
330-430	0	0	0	484	5	489	187	2	189	0	0	0	0	0	0	0	0	0	1848	44	1892
345-445	0	0	0	486	6	492	187	3	190	0	0	0	0	0	0	0	0	0	1714	25	1739
400-500	0	0	0	550	7	557	179	2	181	0	0	0	0	0	0	0	0	0	1776	25	1801
415-515	0	0	0	577	8	585	177	2	179	0	0	0	0	0	0	0	0	0	1777	24	1801
430-530	0	0	0	604	8	612	183	2	185	0	0	0	0	0	0	0	0	0	1837	18	1855
445-545	0	0	0	585	5	590	163	0	163	0	0	0	0	0	0	0	0	0	1920	13	1933
500-600	0	0	0	570	5	575	185	0	185	0	0	0	0	0	0	0	0	0	1984	11	1995
515-615	0	0	0	673	5	678	245	0	245	0	0	0	0	0	0	0	0	0	2176	9	2185
530-630	0	0	0	638	3	641	242	0	242	0	0	0	0	0	0	0	0	0	2079	6	2085

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	163	590	0	0	405	242	0	0	0	71	323	139
3-Hour Total	616	1742	0	0	1279	686	0	0	0	223	876	410
AM 3-Hr Total	644	1043	0	0	805	936	0	0	0	79	1256	400
6-Hr Total	1260	2785	0	0	2084	1622	0	0	0	302	2132	810

TRAFFIC DATA SERVICES

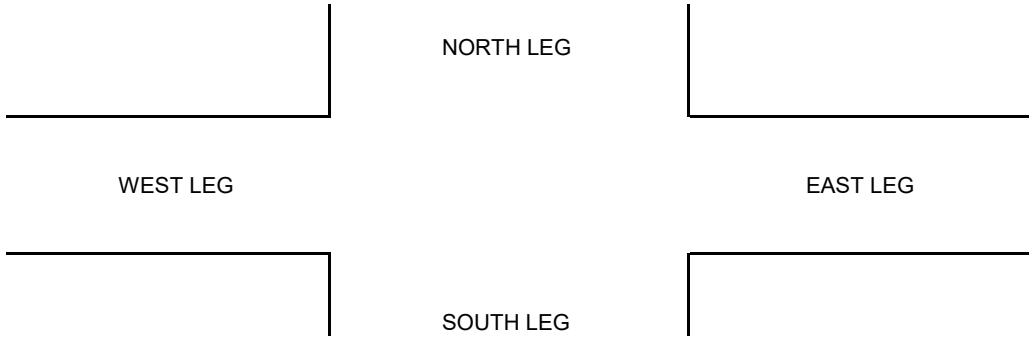
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	SCHOMBURG ROAD
	E/W	ON RAMP TO WB US 80/J R ALLEN PKWY
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

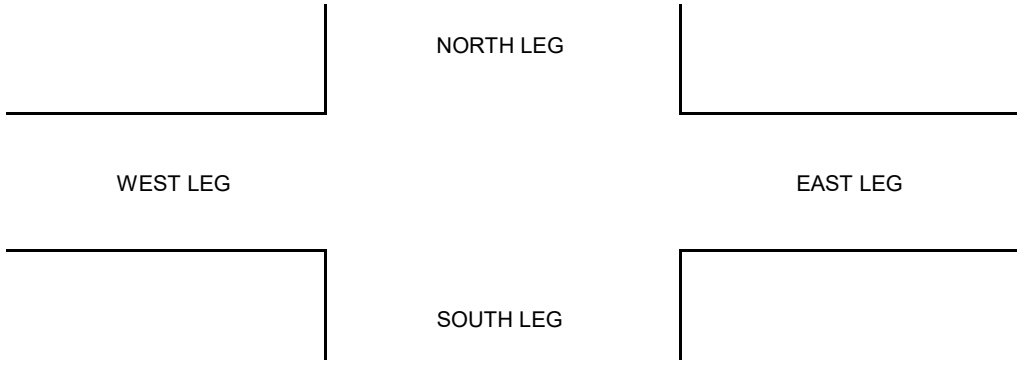
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S SCHOMBURG ROAD
E/W ON RAMP TO WB US 80/J R ALLEN PKWY
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	MOON ROAD
	E/W	WHITTLESEY BLVD/STONE MILL DR

7:15 AM
3-Hour To

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	14	2	16	24	1	25	10	0	10	3	1	4	1	0	1	0	1	1
645-700	39	2	41	30	0	30	11	0	11	3	0	3	1	0	1	2	0	2
700-715	31	0	31	31	4	35	12	1	13	9	0	9	0	1	1	0	0	0
715-730	36	0	36	72	1	73	17	1	18	9	1	10	1	0	1	2	1	3
730-745	42	0	42	70	1	71	24	1	25	6	1	7	1	0	1	3	0	3
745-800	71	4	75	97	4	101	29	0	29	13	2	15	1	0	1	1	1	2
800-815	72	2	74	99	2	101	50	1	51	11	0	11	1	0	1	5	1	6
815-830	71	3	74	69	8	77	54	0	54	13	0	13	2	0	2	3	0	3
830-845	81	3	84	68	5	73	46	1	47	16	0	16	3	0	3	2	0	2
845-900	79	0	79	69	3	72	43	1	44	7	0	7	4	0	4	5	0	5
900-915	75	1	76	52	2	54	18	0	18	6	0	6	0	0	0	2	0	2
915-930	75	1	76	54	3	57	24	1	25	13	2	15	2	0	2	3	0	3
HOUR TOTALS																		
630-730	120	4	124	157	6	163	50	2	52	24	2	26	3	1	4	4	2	6
645-745	148	2	150	203	6	209	64	3	67	27	2	29	3	1	4	7	1	8
700-800	180	4	184	270	10	280	82	3	85	37	4	41	3	1	4	6	2	8
715-815	221	6	227	338	8	346	120	3	123	39	4	43	4	0	4	11	3	14
730-830	256	9	265	335	15	350	157	2	159	43	3	46	5	0	5	12	2	14
745-845	295	12	307	333	19	352	179	2	181	53	2	55	7	0	7	11	2	13
800-900	303	8	311	305	18	323	193	3	196	47	0	47	10	0	10	15	1	16
815-915	306	7	313	258	18	276	161	2	163	42	0	42	9	0	9	12	0	12
830-930	310	5	315	243	13	256	131	3	134	42	2	44	9	0	9	12	0	12

PEAK HOUR
730-830

PEAK HOUR FACTOR
0.94

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	1	0	1	46	1	47	5	0	5	1	0	1	0	1	1	10	1	11	115	8	123
645-700	1	0	1	66	0	66	5	0	5	3	1	4	0	0	0	24	1	25	185	4	189
700-715	1	0	1	93	2	95	8	0	8	8	0	8	0	0	0	18	2	20	211	10	221
715-730	2	0	2	163	0	163	11	1	12	12	2	14	1	0	1	22	1	23	348	8	356
730-745	1	0	1	182	1	183	8	0	8	4	1	5	3	0	3	24	1	25	368	6	374
745-800	11	1	12	198	3	201	20	0	20	9	0	9	2	1	3	46	0	46	498	16	514
800-815	5	0	5	161	4	165	17	0	17	13	1	14	8	0	8	45	2	47	487	13	500
815-830	16	0	16	128	7	135	23	0	23	8	0	8	9	0	9	42	2	44	438	20	458
830-845	11	0	11	138	8	146	13	2	15	8	1	9	2	0	2	43	1	44	431	21	452
845-900	6	0	6	105	3	108	24	0	24	7	1	8	5	0	5	47	1	48	401	9	410
900-915	5	0	5	78	2	80	22	1	23	9	0	9	1	0	1	38	2	40	306	8	314
915-930	4	3	7	49	3	52	27	0	27	20	0	20	5	0	5	30	5	35	306	18	324
HOUR TOTALS																					
630-730	5	0	5	368	3	371	29	1	30	24	3	27	1	1	2	74	5	79	859	30	889
645-745	5	0	5	504	3	507	32	1	33	27	4	31	4	0	4	88	5	93	1112	28	1140
700-800	15	1	16	636	6	642	47	1	48	33	3	36	6	1	7	110	4	114	1425	40	1465
715-815	19	1	20	704	8	712	56	1	57	38	4	42	14	1	15	137	4	141	1701	43	1744
730-830	33	1	34	669	15	684	68	0	68	34	2	36	22	1	23	157	5	162	1791	55	1846
745-845	43	1	44	625	22	647	73	2	75	38	2	40	21	1	22	176	5	181	1854	70	1924
800-900	38	0	38	532	22	554	77	2	79	36	3	39	24	0	24	177	6	183	1757	63	1820
815-915	38	0	38	449	20	469	82	3	85	32	2	34	17	0	17	170	6	176	1576	58	1634
830-930	26	3	29	370	16	386	86	3	89	44	2	46	13	0	13	158	9	167	1444	56	1500

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
57	712	20	123	346	227	141	15	42	14	4	43
187	1441	68	345	769	704	408	38	109	32	18	116

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S MOON ROAD
E/W WHITTLESEY BLVD/STONE MILL DR

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	117	1	118	108	5	113	18	0	18	18	0	18	1	0	1	3	0	3
345-400	107	3	110	104	5	109	14	1	15	28	1	29	5	0	5	7	0	7
400-415	124	2	126	76	3	79	16	0	16	35	2	37	7	0	7	3	1	4
415-430	135	3	138	106	2	108	21	2	23	26	3	29	5	0	5	13	0	13
430-445	163	1	164	108	7	115	11	0	11	48	0	48	14	0	14	6	0	6
445-500	138	1	139	109	3	112	17	1	18	53	0	53	10	0	10	8	0	8
500-515	152	2	154	120	1	121	19	0	19	68	1	69	17	0	17	19	0	19
515-530	156	1	157	93	2	95	21	0	21	56	0	56	14	0	14	25	0	25
530-545	171	1	172	127	1	128	28	0	28	50	0	50	10	0	10	12	0	12
545-600	232	2	234	187	0	187	26	1	27	56	0	56	16	0	16	20	0	20
600-615	139	0	139	99	2	101	7	0	7	60	0	60	13	0	13	11	0	11
615-630	151	0	151	70	0	70	14	0	14	26	0	26	2	0	2	7	0	7
HOUR TOTALS																		
330-430	483	9	492	394	15	409	69	3	72	107	6	113	18	0	18	26	1	27
345-445	529	9	538	394	17	411	62	3	65	137	6	143	31	0	31	29	1	30
400-500	560	7	567	399	15	414	65	3	68	162	5	167	36	0	36	30	1	31
415-515	588	7	595	443	13	456	68	3	71	195	4	199	46	0	46	46	0	46
430-530	609	5	614	430	13	443	68	1	69	225	1	226	55	0	55	58	0	58
445-545	617	5	622	449	7	456	85	1	86	227	1	228	51	0	51	64	0	64
500-600	711	6	717	527	4	531	94	1	95	230	1	231	57	0	57	76	0	76
515-615	698	4	702	506	5	511	82	1	83	222	0	222	53	0	53	68	0	68
530-630	693	3	696	483	3	486	75	1	76	192	0	192	41	0	41	50	0	50

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.76

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	2	1	3	65	4	69	36	0	36	66	0	66	11	0	11	159	2	161	604	13	617
345-400	1	0	1	71	3	74	34	1	35	43	3	46	9	1	10	123	3	126	546	21	567
400-415	6	1	7	78	7	85	45	1	46	39	1	40	12	0	12	143	2	145	584	20	604
415-430	3	1	4	66	6	72	35	0	35	42	0	42	10	0	10	127	0	127	589	17	606
430-445	2	0	2	79	3	82	47	0	47	47	1	48	4	0	4	121	3	124	650	15	665
445-500	7	1	8	91	0	91	37	1	38	44	1	45	5	0	5	148	1	149	667	9	676
500-515	2	0	2	99	7	106	45	0	45	49	0	49	9	0	9	130	0	130	729	11	740
515-530	7	0	7	118	5	123	46	0	46	68	0	68	7	0	7	157	1	158	768	9	777
530-545	4	0	4	125	1	126	49	0	49	49	0	49	7	0	7	151	1	152	783	4	787
545-600	6	0	6	196	3	199	60	0	60	81	0	81	24	0	24	211	1	212	1115	7	1122
600-615	3	0	3	71	2	73	54	0	54	54	0	54	8	0	8	180	0	180	699	4	703
615-630	2	0	2	83	0	83	34	1	35	69	0	69	6	0	6	159	0	159	623	1	624
HOUR TOTALS																					
330-430	12	3	15	280	20	300	150	2	152	190	4	194	42	1	43	552	7	559	2323	71	2394
345-445	12	2	14	294	19	313	161	2	163	171	5	176	35	1	36	514	8	522	2369	73	2442
400-500	18	3	21	314	16	330	164	2	166	172	3	175	31	0	31	539	6	545	2490	61	2551
415-515	14	2	16	335	16	351	164	1	165	182	2	184	28	0	28	526	4	530	2635	52	2687
430-530	18	1	19	387	15	402	175	1	176	208	2	210	25	0	25	556	5	561	2814	44	2858
445-545	20	1	21	433	13	446	177	1	178	210	1	211	28	0	28	586	3	589	2947	33	2980
500-600	19	0	19	538	16	554	200	0	200	247	0	247	47	0	47	649	3	652	3395	31	3426
515-615	20	0	20	510	11	521	209	0	209	252	0	252	46	0	46	699	3	702	3365	24	3389
530-630	15	0	15	475	6	481	197	1	198	253	0	253	45	0	45	701	2	703	3220	16	3236

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	178	446	21	86	456	622	589	28	211	64	51	228
3-Hour Total	526	1183	49	217	1338	1802	1823	113	657	135	114	531
AM 3-Hr Total	187	1441	68	345	769	704	408	38	109	32	18	116
6-Hr Total	713	2624	117	562	2107	2506	2231	151	766	167	132	647

TRAFFIC DATA SERVICES

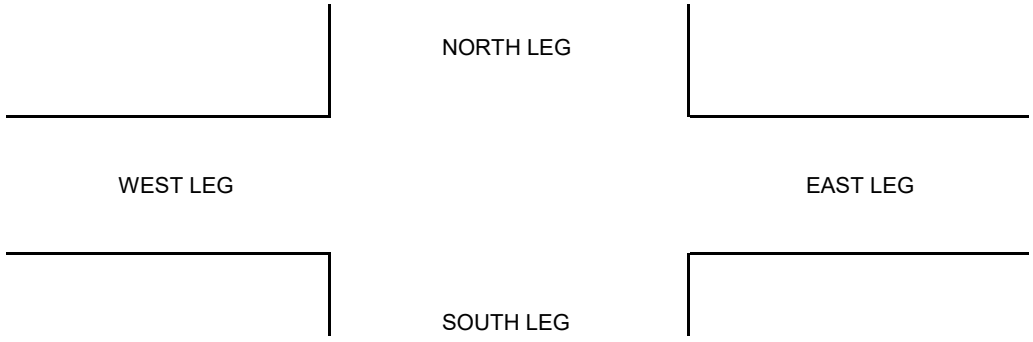
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S MOON ROAD
E/W WHITTLESEY BLVD/STONE MILL DR
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	1	1
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	1	1
830-930	0	0	0	1	1

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

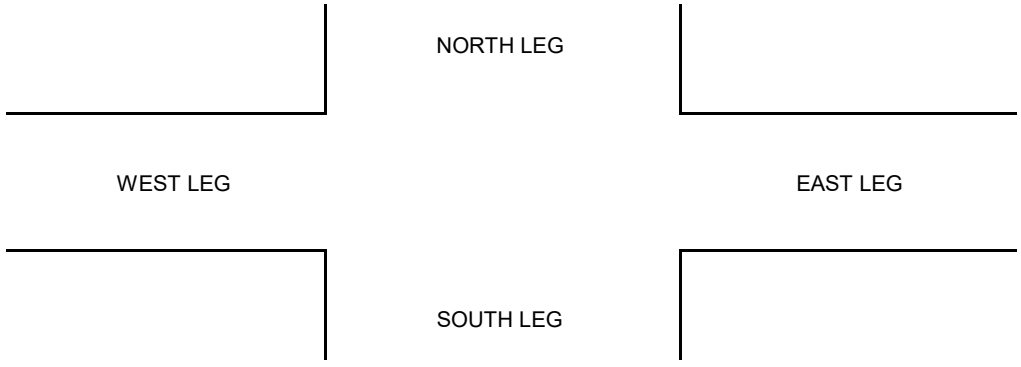
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S MOON ROAD
E/W WHITTLESEY BLVD/STONE MILL DR
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	1	1
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	1	1
515-615	0	0	0	1	1
530-630	0	0	0	1	1

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	MOON ROAD
	E/W	US 80/J R ALLEN PKWY EB RAMPS

7:15 AM
3-Hour To

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	0	0	0	26	2	28	16	0	16	0	0	0	0	0	0	0	0	0
645-700	0	0	0	51	1	52	24	1	25	0	0	0	0	0	0	0	0	0
700-715	0	0	0	44	3	47	28	3	31	0	0	0	0	0	0	0	0	0
715-730	0	0	0	94	1	95	28	7	35	0	0	0	0	0	0	0	0	0
730-745	0	0	0	111	2	113	51	5	56	0	0	0	0	0	0	0	0	0
745-800	0	0	0	132	7	139	68	10	78	0	0	0	0	0	0	0	0	0
800-815	0	0	0	126	5	131	56	1	57	0	0	0	0	0	0	0	0	0
815-830	0	0	0	111	9	120	37	5	42	0	0	0	0	0	0	0	0	0
830-845	0	0	0	143	5	148	35	6	41	0	0	0	0	0	0	0	0	0
845-900	0	0	0	126	1	127	27	10	37	0	0	0	0	0	0	0	0	0
900-915	0	0	0	97	1	98	25	2	27	0	0	0	0	0	0	0	0	0
915-930	0	0	0	102	2	104	10	3	13	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
630-730	0	0	0	215	7	222	96	11	107	0	0	0	0	0	0	0	0	0
645-745	0	0	0	300	7	307	131	16	147	0	0	0	0	0	0	0	0	0
700-800	0	0	0	381	13	394	175	25	200	0	0	0	0	0	0	0	0	0
715-815	0	0	0	463	15	478	203	23	226	0	0	0	0	0	0	0	0	0
730-830	0	0	0	480	23	503	212	21	233	0	0	0	0	0	0	0	0	0
745-845	0	0	0	512	26	538	196	22	218	0	0	0	0	0	0	0	0	0
800-900	0	0	0	506	20	526	155	22	177	0	0	0	0	0	0	0	0	0
815-915	0	0	0	477	16	493	124	23	147	0	0	0	0	0	0	0	0	0
830-930	0	0	0	468	9	477	97	21	118	0	0	0	0	0	0	0	0	0

PEAK HOUR
730-830

PEAK HOUR FACTOR
0.8

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	5	0	5	54	3	57	0	0	0	26	2	28	0	0	0	14	1	15	141	8	149
645-700	16	1	17	86	1	87	0	0	0	34	0	34	0	0	0	16	1	17	227	5	232
700-715	36	3	39	74	0	74	0	0	0	26	2	28	1	0	1	23	0	23	232	11	243
715-730	36	3	39	121	0	121	0	0	0	42	1	43	0	0	0	52	3	55	373	15	388
730-745	43	1	44	170	3	173	0	0	0	66	3	69	0	0	0	79	5	84	520	19	539
745-800	47	2	49	194	3	197	0	0	0	106	2	108	0	0	0	106	6	112	653	30	683
800-815	39	2	41	124	5	129	0	0	0	93	0	93	0	0	0	61	1	62	499	14	513
815-830	30	5	35	110	5	115	0	0	0	82	1	83	1	0	1	47	5	52	418	30	448
830-845	37	0	37	115	4	119	0	0	0	68	1	69	0	0	0	22	0	22	420	16	436
845-900	29	2	31	106	3	109	0	0	0	87	2	89	0	0	0	30	2	32	405	20	425
900-915	24	3	27	103	5	108	0	0	0	55	1	56	0	0	0	17	1	18	321	13	334
915-930	25	1	26	75	6	81	0	0	0	50	2	52	1	0	1	23	0	23	286	14	300
HOUR TOTALS																					
630-730	93	7	100	335	4	339	0	0	0	128	5	133	1	0	1	105	5	110	973	39	1012
645-745	131	8	139	451	4	455	0	0	0	168	6	174	1	0	1	170	9	179	1352	50	1402
700-800	162	9	171	559	6	565	0	0	0	240	8	248	1	0	1	260	14	274	1778	75	1853
715-815	165	8	173	609	11	620	0	0	0	307	6	313	0	0	0	298	15	313	2045	78	2123
730-830	159	10	169	598	16	614	0	0	0	347	6	353	1	0	1	293	17	310	2090	93	2183
745-845	153	9	162	543	17	560	0	0	0	349	4	353	1	0	1	236	12	248	1990	90	2080
800-900	135	9	144	455	17	472	0	0	0	330	4	334	1	0	1	160	8	168	1742	80	1822
815-915	120	10	130	434	17	451	0	0	0	292	5	297	1	0	1	116	8	124	1564	79	1643
830-930	115	6	121	399	18	417	0	0	0	260	6	266	1	0	1	92	3	95	1432	63	1495

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
0	620	173	226	478	0	313	0	313	0	0	0
0	1370	390	458	1202	0	515	3	752	0	0	0

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S MOON ROAD
E/W US 80/J R ALLEN PKWY EB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	0	0	0	180	4	184	56	2	58	0	0	0	0	0	0	0	0	0
345-400	0	0	0	169	6	175	70	2	72	0	0	0	0	0	0	0	0	0
400-415	0	0	0	156	4	160	31	4	35	0	0	0	0	0	0	0	0	0
415-430	0	0	0	193	5	198	60	2	62	0	0	0	0	0	0	0	0	0
430-445	0	0	0	170	2	172	27	0	27	0	0	0	0	0	0	0	0	0
445-500	0	0	0	187	3	190	40	0	40	0	0	0	0	0	0	0	0	0
500-515	0	0	0	202	1	203	70	1	71	0	0	0	0	0	0	0	0	0
515-530	0	0	0	196	0	196	57	0	57	0	0	0	0	0	0	0	0	0
530-545	0	0	0	224	1	225	67	1	68	0	0	0	0	0	0	0	0	0
545-600	0	0	0	186	6	192	48	0	48	0	0	0	0	0	0	0	0	0
600-615	0	0	0	196	2	198	60	0	60	0	0	0	0	0	0	0	0	0
615-630	0	0	0	192	0	192	37	0	37	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
330-430	0	0	0	698	19	717	217	10	227	0	0	0	0	0	0	0	0	0
345-445	0	0	0	688	17	705	188	8	196	0	0	0	0	0	0	0	0	0
400-500	0	0	0	706	14	720	158	6	164	0	0	0	0	0	0	0	0	0
415-515	0	0	0	752	11	763	197	3	200	0	0	0	0	0	0	0	0	0
430-530	0	0	0	755	6	761	194	1	195	0	0	0	0	0	0	0	0	0
445-545	0	0	0	809	5	814	234	2	236	0	0	0	0	0	0	0	0	0
500-600	0	0	0	808	8	816	242	2	244	0	0	0	0	0	0	0	0	0
515-615	0	0	0	802	9	811	232	1	233	0	0	0	0	0	0	0	0	0
530-630	0	0	0	798	9	807	212	1	213	0	0	0	0	0	0	0	0	0

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.94

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	86	0	86	147	5	152	0	0	0	66	1	67	0	0	0	43	2	45	578	14	592
345-400	71	2	73	164	4	168	0	0	0	73	5	78	0	0	0	44	2	46	591	21	612
400-415	90	7	97	151	6	157	0	0	0	75	1	76	0	0	0	29	0	29	532	22	554
415-430	67	1	68	165	5	170	0	0	0	87	1	88	1	0	1	34	0	34	607	14	621
430-445	70	1	71	158	5	163	0	0	0	67	3	70	0	0	0	34	0	34	526	11	537
445-500	102	0	102	195	1	196	0	0	0	86	2	88	2	0	2	46	1	47	658	7	665
500-515	97	1	98	214	4	218	0	0	0	100	1	101	1	0	1	62	0	62	746	8	754
515-530	112	0	112	221	4	225	0	0	0	88	3	91	0	0	0	68	0	68	742	7	749
530-545	91	0	91	243	2	245	0	0	0	117	0	117	1	0	1	67	0	67	810	4	814
545-600	99	2	101	217	0	217	0	0	0	115	0	115	0	0	0	59	0	59	724	8	732
600-615	131	0	131	216	0	216	0	0	0	91	2	93	0	0	0	49	0	49	743	4	747
615-630	112	0	112	187	0	187	0	0	0	81	0	81	0	0	0	46	0	46	655	0	655
HOUR TOTALS																					
330-430	314	10	324	627	20	647	0	0	0	301	8	309	1	0	1	150	4	154	2308	71	2379
345-445	298	11	309	638	20	658	0	0	0	302	10	312	1	0	1	141	2	143	2256	68	2324
400-500	329	9	338	669	17	686	0	0	0	315	7	322	3	0	3	143	1	144	2323	54	2377
415-515	336	3	339	732	15	747	0	0	0	340	7	347	4	0	4	176	1	177	2537	40	2577
430-530	381	2	383	788	14	802	0	0	0	341	9	350	3	0	3	210	1	211	2672	33	2705
445-545	402	1	403	873	11	884	0	0	0	391	6	397	4	0	4	243	1	244	2956	26	2982
500-600	399	3	402	895	10	905	0	0	0	420	4	424	2	0	2	256	0	256	3022	27	3049
515-615	433	2	435	897	6	903	0	0	0	411	5	416	1	0	1	243	0	243	3019	23	3042
530-630	433	2	435	863	2	865	0	0	0	404	2	406	1	0	1	221	0	221	2932	16	2948

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	0	884	403	236	814	0	244	4	397	0	0	0
3-Hour Total	0	2314	1142	635	2285	0	586	5	1065	0	0	0
AM 3-Hr Total	0	1370	390	458	1202	0	515	3	752	0	0	0
6-Hr Total	0	3684	1532	1093	3487	0	1101	8	1817	0	0	0

TRAFFIC DATA SERVICES

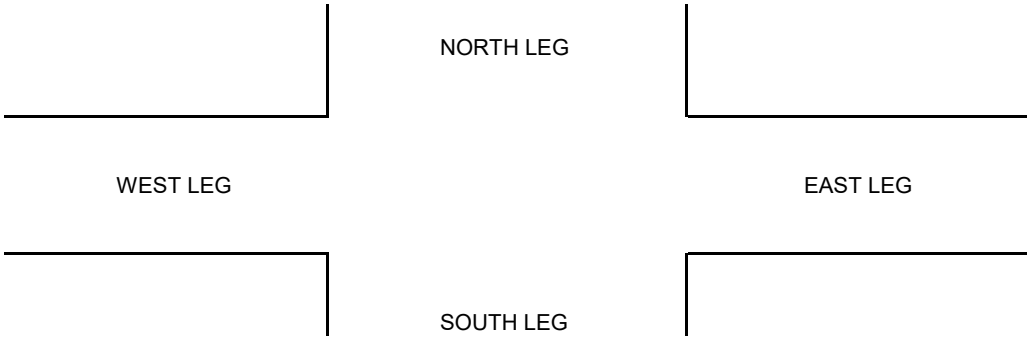
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	MOON ROAD
	E/W	US 80/J R ALLEN PKWY EB RAMPS
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

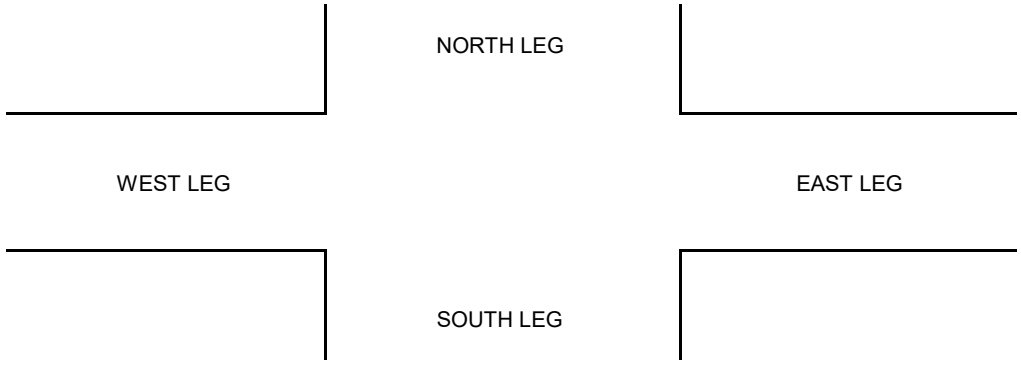
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S MOON ROAD
E/W US 80/J R ALLEN PKWY EB RAMPS
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S MOON ROAD
E/W US 80/J R ALLEN PKWY EB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	0	0	0	26	2	28	16	0	16	0	0	0	0	0	0	0	0	0
645-700	0	0	0	51	1	52	24	1	25	0	0	0	0	0	0	0	0	0
700-715	0	0	0	44	3	47	28	3	31	0	0	0	0	0	0	0	0	0
715-730	0	0	0	94	1	95	28	7	35	0	0	0	0	0	0	0	0	0
730-745	0	0	0	111	2	113	51	5	56	0	0	0	0	0	0	0	0	0
745-800	0	0	0	132	7	139	68	10	78	0	0	0	0	0	0	0	0	0
800-815	0	0	0	126	5	131	56	1	57	0	0	0	0	0	0	0	0	0
815-830	0	0	0	111	9	120	37	5	42	0	0	0	0	0	0	0	0	0
830-845	0	0	0	143	5	148	35	6	41	0	0	0	0	0	0	0	0	0
845-900	0	0	0	126	1	127	27	10	37	0	0	0	0	0	0	0	0	0
900-915	0	0	0	97	1	98	25	2	27	0	0	0	0	0	0	0	0	0
915-930	0	0	0	102	2	104	10	3	13	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
630-730	0	0	0	215	7	222	96	11	107	0	0	0	0	0	0	0	0	0
645-745	0	0	0	300	7	307	131	16	147	0	0	0	0	0	0	0	0	0
700-800	0	0	0	381	13	394	175	25	200	0	0	0	0	0	0	0	0	0
715-815	0	0	0	463	15	478	203	23	226	0	0	0	0	0	0	0	0	0
730-830	0	0	0	480	23	503	212	21	233	0	0	0	0	0	0	0	0	0
745-845	0	0	0	512	26	538	196	22	218	0	0	0	0	0	0	0	0	0
800-900	0	0	0	506	20	526	155	22	177	0	0	0	0	0	0	0	0	0
815-915	0	0	0	477	16	493	124	23	147	0	0	0	0	0	0	0	0	0
830-930	0	0	0	468	9	477	97	21	118	0	0	0	0	0	0	0	0	0

Truck Count	Total Volume
78	2123

PEAK HOUR
730-830

PEAK HOUR FACTOR
0.8

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	5	0	5	54	3	57	0	0	0	26	2	28	0	0	0	14	1	15	141	8	149
645-700	16	1	17	86	1	87	0	0	0	34	0	34	0	0	0	16	1	17	227	5	232
700-715	36	3	39	74	0	74	0	0	0	26	2	28	1	0	1	23	0	23	232	11	243
715-730	36	3	39	121	0	121	0	0	0	42	1	43	0	0	0	52	3	55	373	15	388
730-745	43	1	44	170	3	173	0	0	0	66	3	69	0	0	0	79	5	84	520	19	539
745-800	47	2	49	194	3	197	0	0	0	106	2	108	0	0	0	106	6	112	653	30	683
800-815	39	2	41	124	5	129	0	0	0	93	0	93	0	0	0	61	1	62	499	14	513
815-830	30	5	35	110	5	115	0	0	0	82	1	83	1	0	1	47	5	52	418	30	448
830-845	37	0	37	115	4	119	0	0	0	68	1	69	0	0	0	22	0	22	420	16	436
845-900	29	2	31	106	3	109	0	0	0	87	2	89	0	0	0	30	2	32	405	20	425
900-915	24	3	27	103	5	108	0	0	0	55	1	56	0	0	0	17	1	18	321	13	334
915-930	25	1	26	75	6	81	0	0	0	50	2	52	1	0	1	23	0	23	286	14	300
HOUR TOTALS																					
630-730	93	7	100	335	4	339	0	0	0	128	5	133	1	0	1	105	5	110	973	39	1012
645-745	131	8	139	451	4	455	0	0	0	168	6	174	1	0	1	170	9	179	1352	50	1402
700-800	162	9	171	559	6	565	0	0	0	240	8	248	1	0	1	260	14	274	1778	75	1853
715-815	165	8	173	609	11	620	0	0	0	307	6	313	0	0	0	298	15	313	2045	78	2123
730-830	159	10	169	598	16	614	0	0	0	347	6	353	1	0	1	293	17	310	2090	93	2183
745-845	153	9	162	543	17	560	0	0	0	349	4	353	1	0	1	236	12	248	1990	90	2080
800-900	135	9	144	455	17	472	0	0	0	330	4	334	1	0	1	160	8	168	1742	80	1822
815-915	120	10	130	434	17	451	0	0	0	292	5	297	1	0	1	116	8	124	1564	79	1643
830-930	115	6	121	399	18	417	0	0	0	260	6	266	1	0	1	92	3	95	1432	63	1495

Truck % AM
3.67%

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S MOON ROAD
E/W US 80/J R ALLEN PKWY EB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	0	0	0	180	4	184	56	2	58	0	0	0	0	0	0	0	0	0
345-400	0	0	0	169	6	175	70	2	72	0	0	0	0	0	0	0	0	0
400-415	0	0	0	156	4	160	31	4	35	0	0	0	0	0	0	0	0	0
415-430	0	0	0	193	5	198	60	2	62	0	0	0	0	0	0	0	0	0
430-445	0	0	0	170	2	172	27	0	27	0	0	0	0	0	0	0	0	0
445-500	0	0	0	187	3	190	40	0	40	0	0	0	0	0	0	0	0	0
500-515	0	0	0	202	1	203	70	1	71	0	0	0	0	0	0	0	0	0
515-530	0	0	0	196	0	196	57	0	57	0	0	0	0	0	0	0	0	0
530-545	0	0	0	224	1	225	67	1	68	0	0	0	0	0	0	0	0	0
545-600	0	0	0	186	6	192	48	0	48	0	0	0	0	0	0	0	0	0
600-615	0	0	0	196	2	198	60	0	60	0	0	0	0	0	0	0	0	0
615-630	0	0	0	192	0	192	37	0	37	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
330-430	0	0	0	698	19	717	217	10	227	0	0	0	0	0	0	0	0	0
345-445	0	0	0	688	17	705	188	8	196	0	0	0	0	0	0	0	0	0
400-500	0	0	0	706	14	720	158	6	164	0	0	0	0	0	0	0	0	0
415-515	0	0	0	752	11	763	197	3	200	0	0	0	0	0	0	0	0	0
430-530	0	0	0	755	6	761	194	1	195	0	0	0	0	0	0	0	0	0
445-545	0	0	0	809	5	814	234	2	236	0	0	0	0	0	0	0	0	0
500-600	0	0	0	808	8	816	242	2	244	0	0	0	0	0	0	0	0	0
515-615	0	0	0	802	9	811	232	1	233	0	0	0	0	0	0	0	0	0
530-630	0	0	0	798	9	807	212	1	213	0	0	0	0	0	0	0	0	0

Truck Cou	Total Volu	Truck % PM
26	2982	0.87%

2.27%

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.94

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	86	0	86	147	5	152	0	0	0	66	1	67	0	0	0	43	2	45	578	14	592
345-400	71	2	73	164	4	168	0	0	0	73	5	78	0	0	0	44	2	46	591	21	612
400-415	90	7	97	151	6	157	0	0	0	75	1	76	0	0	0	29	0	29	532	22	554
415-430	67	1	68	165	5	170	0	0	0	87	1	88	1	0	1	34	0	34	607	14	621
430-445	70	1	71	158	5	163	0	0	0	67	3	70	0	0	0	34	0	34	526	11	537
445-500	102	0	102	195	1	196	0	0	0	86	2	88	2	0	2	46	1	47	658	7	665
500-515	97	1	98	214	4	218	0	0	0	100	1	101	1	0	1	62	0	62	746	8	754
515-530	112	0	112	221	4	225	0	0	0	88	3	91	0	0	0	68	0	68	742	7	749
530-545	91	0	91	243	2	245	0	0	0	117	0	117	1	0	1	67	0	67	810	4	814
545-600	99	2	101	217	0	217	0	0	0	115	0	115	0	0	0	59	0	59	724	8	732
600-615	131	0	131	216	0	216	0	0	0	91	2	93	0	0	0	49	0	49	743	4	747
615-630	112	0	112	187	0	187	0	0	0	81	0	81	0	0	0	46	0	46	655	0	655
HOUR TOTALS																					
330-430	314	10	324	627	20	647	0	0	0	301	8	309	1	0	1	150	4	154	2308	71	2379
345-445	298	11	309	638	20	658	0	0	0	302	10	312	1	0	1	141	2	143	2256	68	2324
400-500	329	9	338	669	17	686	0	0	0	315	7	322	3	0	3	143	1	144	2323	54	2377
415-515	336	3	339	732	15	747	0	0	0	340	7	347	4	0	4	176	1	177	2537	40	2577
430-530	381	2	383	788	14	802	0	0	0	341	9	350	3	0	3	210	1	211	2672	33	2705
445-545	402	1	403	873	11	884	0	0	0	391	6	397	4	0	4	243	1	244	2956	26	2982
500-600	399	3	402	895	10	905	0	0	0	420	4	424	2	0	2	256	0	256	3022	27	3049
515-615	433	2	435	897	6	903	0	0	0	411	5	416	1	0	1	243	0	243	3019	23	3042
530-630	433	2	435	863	2	865	0	0	0	404	2	406	1	0	1	221	0	221	2932	16	2948

TRAFFIC DATA SERVICES

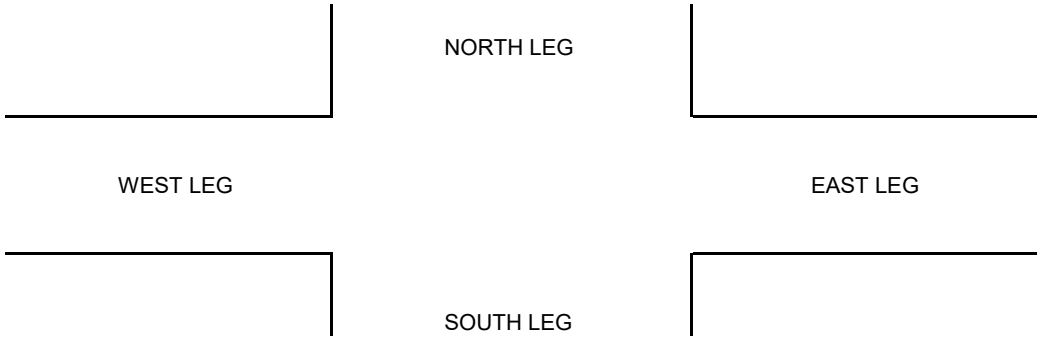
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S MOON ROAD
E/W US 80/J R ALLEN PKWY EB RAMPS
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

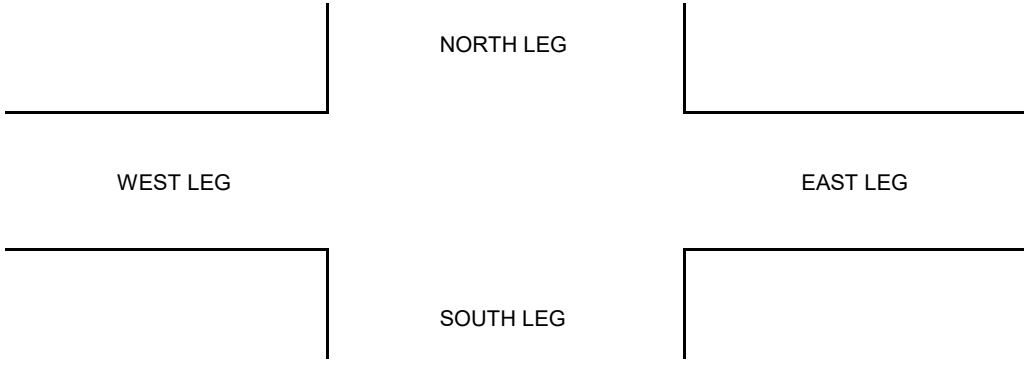
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S MOON ROAD
E/W US 80/J R ALLEN PKWY EB RAMPS
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	MOON ROAD
	E/W	US 80/J R ALLEN PKWY WB RAMPS

7:15 AM
3-Hour To

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	20	0	20	34	1	35	0	0	0	26	2	28	0	0	0	12	1	13
645-700	25	0	25	49	2	51	0	0	0	16	1	17	0	0	0	18	0	18
700-715	50	2	52	64	7	71	0	0	0	36	1	37	0	0	0	16	1	17
715-730	54	0	54	73	4	77	0	0	0	70	2	72	0	0	0	35	1	36
730-745	98	1	99	107	9	116	0	0	0	93	1	94	1	0	1	45	0	45
745-800	94	3	97	149	12	161	0	0	0	114	3	117	1	0	1	35	4	39
800-815	92	5	97	126	4	130	0	0	0	71	0	71	1	0	1	43	2	45
815-830	72	1	73	115	10	125	0	0	0	40	5	45	0	0	0	41	2	43
830-845	69	2	71	101	6	107	0	0	0	32	4	36	0	0	0	58	2	60
845-900	30	1	31	85	10	95	0	0	0	40	2	42	1	0	1	34	0	34
900-915	31	2	33	53	11	64	0	0	0	20	1	21	0	0	0	31	0	31
915-930	25	4	29	69	16	85	0	0	0	28	3	31	0	0	0	33	0	33
HOUR TOTALS																		
630-730	149	2	151	220	14	234	0	0	0	148	6	154	0	0	0	81	3	84
645-745	227	3	230	293	22	315	0	0	0	215	5	220	1	0	1	114	2	116
700-800	296	6	302	393	32	425	0	0	0	313	7	320	2	0	2	131	6	137
715-815	338	9	347	455	29	484	0	0	0	348	6	354	3	0	3	158	7	165
730-830	356	10	366	497	35	532	0	0	0	318	9	327	3	0	3	164	8	172
745-845	327	11	338	491	32	523	0	0	0	257	12	269	2	0	2	177	10	187
800-900	263	9	272	427	30	457	0	0	0	183	11	194	2	0	2	176	6	182
815-915	202	6	208	354	37	391	0	0	0	132	12	144	1	0	1	164	4	168
830-930	155	9	164	308	43	351	0	0	0	120	10	130	1	0	1	156	2	158

PEAK HOUR
730-830

PEAK HOUR FACTOR
0.8

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	0	0	0	35	3	38	33	2	35	0	0	0	0	0	0	0	0	0	160	9	169
645-700	0	0	0	52	0	52	48	1	49	0	0	0	0	0	0	0	0	0	208	4	212
700-715	0	0	0	49	0	49	43	0	43	0	0	0	0	0	0	0	0	0	258	11	269
715-730	0	0	0	121	3	124	56	0	56	0	0	0	0	0	0	0	0	0	409	10	419
730-745	0	0	0	167	7	174	68	1	69	0	0	0	0	0	0	0	0	0	579	19	598
745-800	0	0	0	220	7	227	83	2	85	0	0	0	0	0	0	0	0	0	696	31	727
800-815	0	0	0	139	4	143	60	0	60	0	0	0	0	0	0	0	0	0	532	15	547
815-830	0	0	0	108	6	114	46	2	48	0	0	0	0	0	0	0	0	0	422	26	448
830-845	0	0	0	78	5	83	53	1	54	0	0	0	0	0	0	0	0	0	391	20	411
845-900	0	0	0	77	2	79	41	1	42	0	0	0	0	0	0	0	0	0	308	16	324
900-915	0	0	0	63	1	64	43	0	43	0	0	0	0	0	0	0	0	0	241	15	256
915-930	0	0	0	75	2	77	30	0	30	0	0	0	0	0	0	0	0	0	260	25	285
HOUR TOTALS																					
630-730	0	0	0	257	6	263	180	3	183	0	0	0	0	0	0	0	0	0	1035	34	1069
645-745	0	0	0	389	10	399	215	2	217	0	0	0	0	0	0	0	0	0	1454	44	1498
700-800	0	0	0	557	17	574	250	3	253	0	0	0	0	0	0	0	0	0	1942	71	2013
715-815	0	0	0	647	21	668	267	3	270	0	0	0	0	0	0	0	0	0	2216	75	2291
730-830	0	0	0	634	24	658	257	5	262	0	0	0	0	0	0	0	0	0	2229	91	2320
745-845	0	0	0	545	22	567	242	5	247	0	0	0	0	0	0	0	0	0	2041	92	2133
800-900	0	0	0	402	17	419	200	4	204	0	0	0	0	0	0	0	0	0	1653	77	1730
815-915	0	0	0	326	14	340	183	4	187	0	0	0	0	0	0	0	0	0	1362	77	1439
830-930	0	0	0	293	10	303	167	2	169	0	0	0	0	0	0	0	0	0	1200	76	1276

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
270	668	0	0	484	347	0	0	0	165	3	354
614	1224	0	0	1117	681	0	0	0	414	4	611

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S MOON ROAD
E/W US 80/J R ALLEN PKWY WB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	55	8	63	170	3	173	0	0	0	46	8	54	2	0	2	67	3	70
345-400	58	4	62	147	4	151	0	0	0	50	1	51	1	0	1	66	0	66
400-415	37	0	37	137	4	141	0	0	0	31	1	32	0	0	0	54	3	57
415-430	37	0	37	115	3	118	0	0	0	46	2	48	1	0	1	58	1	59
430-445	40	0	40	140	2	142	0	0	0	37	0	37	0	0	0	72	0	72
445-500	53	1	54	130	2	132	0	0	0	66	0	66	2	0	2	88	0	88
500-515	56	0	56	186	2	188	0	0	0	54	1	55	2	0	2	67	0	67
515-530	39	1	40	145	0	145	0	0	0	69	2	71	0	0	0	87	0	87
530-545	57	0	57	167	1	168	0	0	0	68	2	70	0	0	0	90	0	90
545-600	54	0	54	138	4	142	0	0	0	65	0	65	1	0	1	79	0	79
600-615	53	1	54	155	1	156	0	0	0	59	0	59	0	0	0	62	0	62
615-630	18	0	18	89	0	89	0	0	0	39	0	39	0	0	0	53	0	53
HOUR TOTALS																		
330-430	187	12	199	569	14	583	0	0	0	173	12	185	4	0	4	245	7	252
345-445	172	4	176	539	13	552	0	0	0	164	4	168	2	0	2	250	4	254
400-500	167	1	168	522	11	533	0	0	0	180	3	183	3	0	3	272	4	276
415-515	186	1	187	571	9	580	0	0	0	203	3	206	5	0	5	285	1	286
430-530	188	2	190	601	6	607	0	0	0	226	3	229	4	0	4	314	0	314
445-545	205	2	207	628	5	633	0	0	0	257	5	262	4	0	4	332	0	332
500-600	206	1	207	636	7	643	0	0	0	256	5	261	3	0	3	323	0	323
515-615	203	2	205	605	6	611	0	0	0	261	4	265	1	0	1	318	0	318
530-630	182	1	183	549	6	555	0	0	0	231	2	233	1	0	1	284	0	284

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.94

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	0	0	0	128	6	134	64	0	64	0	0	0	0	0	0	0	0	0	532	28	560
345-400	0	0	0	143	6	149	86	1	87	0	0	0	0	0	0	0	0	0	551	16	567
400-415	0	0	0	125	4	129	56	2	58	0	0	0	0	0	0	0	0	0	440	14	454
415-430	0	0	0	112	1	113	65	0	65	0	0	0	0	0	0	0	0	0	434	7	441
430-445	0	0	0	143	4	147	84	2	86	0	0	0	0	0	0	0	0	0	516	8	524
445-500	0	0	0	156	1	157	77	1	78	0	0	0	0	0	0	0	0	0	572	5	577
500-515	0	0	0	197	3	200	81	0	81	0	0	0	0	0	0	0	0	0	643	6	649
515-530	0	0	0	191	2	193	84	1	85	0	0	0	0	0	0	0	0	0	615	6	621
530-545	0	0	0	225	2	227	85	0	85	0	0	0	0	0	0	0	0	0	692	5	697
545-600	0	0	0	219	0	219	87	0	87	0	0	0	0	0	0	0	0	0	643	4	647
600-615	0	0	0	196	0	196	100	0	100	0	0	0	0	0	0	0	0	0	625	2	627
615-630	0	0	0	124	0	124	50	0	50	0	0	0	0	0	0	0	0	0	373	0	373
HOUR TOTALS																					
330-430	0	0	0	508	17	525	271	3	274	0	0	0	0	0	0	0	0	0	1957	65	2022
345-445	0	0	0	523	15	538	291	5	296	0	0	0	0	0	0	0	0	0	1941	45	1986
400-500	0	0	0	536	10	546	282	5	287	0	0	0	0	0	0	0	0	0	1962	34	1996
415-515	0	0	0	608	9	617	307	3	310	0	0	0	0	0	0	0	0	0	2165	26	2191
430-530	0	0	0	687	10	697	326	4	330	0	0	0	0	0	0	0	0	0	2346	25	2371
445-545	0	0	0	769	8	777	327	2	329	0	0	0	0	0	0	0	0	0	2522	22	2544
500-600	0	0	0	832	7	839	337	1	338	0	0	0	0	0	0	0	0	0	2593	21	2614
515-615	0	0	0	831	4	835	356	1	357	0	0	0	0	0	0	0	0	0	2575	17	2592
530-630	0	0	0	764	2	766	322	0	322	0	0	0	0	0	0	0	0	0	2333	11	2344

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	329	777	0	0	633	207	0	0	0	332	4	262
3-Hour Total	926	1988	0	0	1745	572	0	0	0	850	9	647
AM 3-Hr Total	614	1224	0	0	1117	681	0	0	0	414	4	611
6-Hr Total	1540	3212	0	0	2862	1253	0	0	0	1264	13	1258

TRAFFIC DATA SERVICES

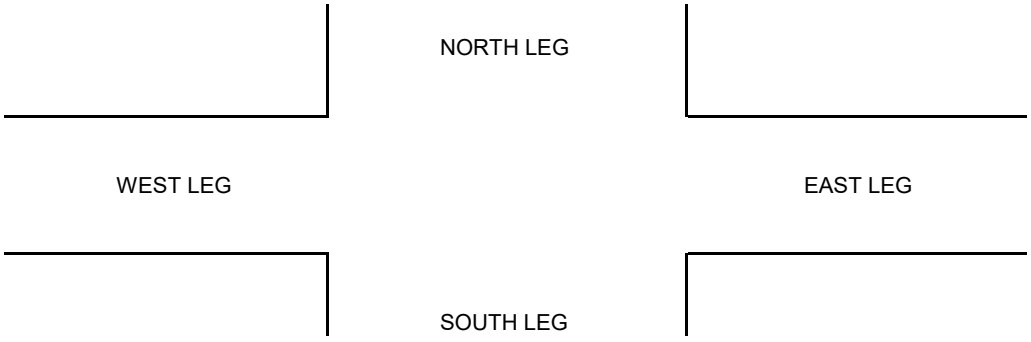
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S MOON ROAD
E/W US 80/J R ALLEN PKWY WB RAMPS
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	1	0	0	0	1
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	1	0	0	0	1
830-930	1	0	0	0	1

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

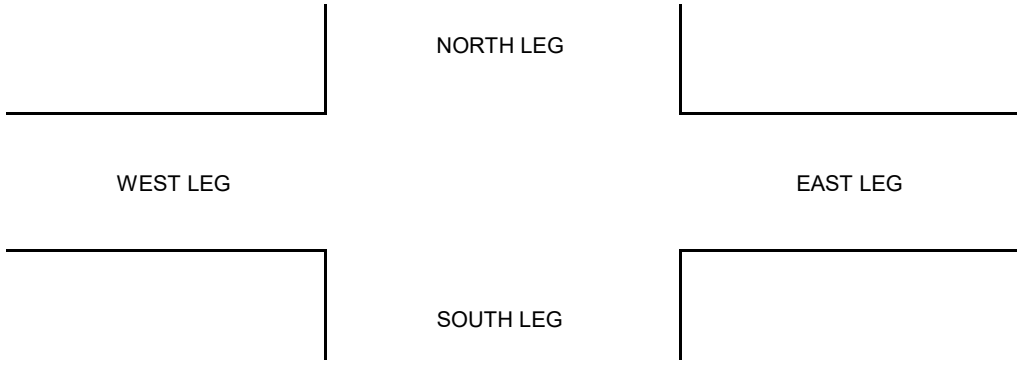
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S MOON ROAD
E/W US 80/J R ALLEN PKWY WB RAMPS
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	1	0	0	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	1	0	0	1
400-500	0	1	0	0	1
415-515	0	1	0	0	1
430-530	0	1	0	0	1
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S MOON ROAD
E/W US 80/J R ALLEN PKWY WB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	20	0	20	34	1	35	0	0	0	26	2	28	0	0	0	12	1	13
645-700	25	0	25	49	2	51	0	0	0	16	1	17	0	0	0	18	0	18
700-715	50	2	52	64	7	71	0	0	0	36	1	37	0	0	0	16	1	17
715-730	54	0	54	73	4	77	0	0	0	70	2	72	0	0	0	35	1	36
730-745	98	1	99	107	9	116	0	0	0	93	1	94	1	0	1	45	0	45
745-800	94	3	97	149	12	161	0	0	0	114	3	117	1	0	1	35	4	39
800-815	92	5	97	126	4	130	0	0	0	71	0	71	1	0	1	43	2	45
815-830	72	1	73	115	10	125	0	0	0	40	5	45	0	0	0	41	2	43
830-845	69	2	71	101	6	107	0	0	0	32	4	36	0	0	0	58	2	60
845-900	30	1	31	85	10	95	0	0	0	40	2	42	1	0	1	34	0	34
900-915	31	2	33	53	11	64	0	0	0	20	1	21	0	0	0	31	0	31
915-930	25	4	29	69	16	85	0	0	0	28	3	31	0	0	0	33	0	33
HOUR TOTALS																		
630-730	149	2	151	220	14	234	0	0	0	148	6	154	0	0	0	81	3	84
645-745	227	3	230	293	22	315	0	0	0	215	5	220	1	0	1	114	2	116
700-800	296	6	302	393	32	425	0	0	0	313	7	320	2	0	2	131	6	137
715-815	338	9	347	455	29	484	0	0	0	348	6	354	3	0	3	158	7	165
730-830	356	10	366	497	35	532	0	0	0	318	9	327	3	0	3	164	8	172
745-845	327	11	338	491	32	523	0	0	0	257	12	269	2	0	2	177	10	187
800-900	263	9	272	427	30	457	0	0	0	183	11	194	2	0	2	176	6	182
815-915	202	6	208	354	37	391	0	0	0	132	12	144	1	0	1	164	4	168
830-930	155	9	164	308	43	351	0	0	0	120	10	130	1	0	1	156	2	158

PEAK HOUR
730-830

PEAK HOUR FACTOR
0.8

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	0	0	0	35	3	38	33	2	35	0	0	0	0	0	0	0	0	0	160	9	169
645-700	0	0	0	52	0	52	48	1	49	0	0	0	0	0	0	0	0	0	208	4	212
700-715	0	0	0	49	0	49	43	0	43	0	0	0	0	0	0	0	0	0	258	11	269
715-730	0	0	0	121	3	124	56	0	56	0	0	0	0	0	0	0	0	0	409	10	419
730-745	0	0	0	167	7	174	68	1	69	0	0	0	0	0	0	0	0	0	579	19	598
745-800	0	0	0	220	7	227	83	2	85	0	0	0	0	0	0	0	0	0	696	31	727
800-815	0	0	0	139	4	143	60	0	60	0	0	0	0	0	0	0	0	0	532	15	547
815-830	0	0	0	108	6	114	46	2	48	0	0	0	0	0	0	0	0	0	422	26	448
830-845	0	0	0	78	5	83	53	1	54	0	0	0	0	0	0	0	0	0	391	20	411
845-900	0	0	0	77	2	79	41	1	42	0	0	0	0	0	0	0	0	0	308	16	324
900-915	0	0	0	63	1	64	43	0	43	0	0	0	0	0	0	0	0	0	241	15	256
915-930	0	0	0	75	2	77	30	0	30	0	0	0	0	0	0	0	0	0	260	25	285
HOUR TOTALS																					
630-730	0	0	0	257	6	263	180	3	183	0	0	0	0	0	0	0	0	0	1035	34	1069
645-745	0	0	0	389	10	399	215	2	217	0	0	0	0	0	0	0	0	0	1454	44	1498
700-800	0	0	0	557	17	574	250	3	253	0	0	0	0	0	0	0	0	0	1942	71	2013
715-815	0	0	0	647	21	668	267	3	270	0	0	0	0	0	0	0	0	0	2216	75	2291
730-830	0	0	0	634	24	658	257	5	262	0	0	0	0	0	0	0	0	0	2229	91	2320
745-845	0	0	0	545	22	567	242	5	247	0	0	0	0	0	0	0	0	0	2041	92	2133
800-900	0	0	0	402	17	419	200	4	204	0	0	0	0	0	0	0	0	0	1653	77	1730
815-915	0	0	0	326	14	340	183	4	187	0	0	0	0	0	0	0	0	0	1362	77	1439
830-930	0	0	0	293	10	303	167	2	169	0	0	0	0	0	0	0	0	0	1200	76	1276

3.27%

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S MOON ROAD
E/W US 80/J R ALLEN PKWY WB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	55	8	63	170	3	173	0	0	0	46	8	54	2	0	2	67	3	70
345-400	58	4	62	147	4	151	0	0	0	50	1	51	1	0	1	66	0	66
400-415	37	0	37	137	4	141	0	0	0	31	1	32	0	0	0	54	3	57
415-430	37	0	37	115	3	118	0	0	0	46	2	48	1	0	1	58	1	59
430-445	40	0	40	140	2	142	0	0	0	37	0	37	0	0	0	72	0	72
445-500	53	1	54	130	2	132	0	0	0	66	0	66	2	0	2	88	0	88
500-515	56	0	56	186	2	188	0	0	0	54	1	55	2	0	2	67	0	67
515-530	39	1	40	145	0	145	0	0	0	69	2	71	0	0	0	87	0	87
530-545	57	0	57	167	1	168	0	0	0	68	2	70	0	0	0	90	0	90
545-600	54	0	54	138	4	142	0	0	0	65	0	65	1	0	1	79	0	79
600-615	53	1	54	155	1	156	0	0	0	59	0	59	0	0	0	62	0	62
615-630	18	0	18	89	0	89	0	0	0	39	0	39	0	0	0	53	0	53
HOUR TOTALS																		
330-430	187	12	199	569	14	583	0	0	0	173	12	185	4	0	4	245	7	252
345-445	172	4	176	539	13	552	0	0	0	164	4	168	2	0	2	250	4	254
400-500	167	1	168	522	11	533	0	0	0	180	3	183	3	0	3	272	4	276
415-515	186	1	187	571	9	580	0	0	0	203	3	206	5	0	5	285	1	286
430-530	188	2	190	601	6	607	0	0	0	226	3	229	4	0	4	314	0	314
445-545	205	2	207	628	5	633	0	0	0	257	5	262	4	0	4	332	0	332
500-600	206	1	207	636	7	643	0	0	0	256	5	261	3	0	3	323	0	323
515-615	203	2	205	605	6	611	0	0	0	261	4	265	1	0	1	318	0	318
530-630	182	1	183	549	6	555	0	0	0	231	2	233	1	0	1	284	0	284

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.94

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	0	0	0	128	6	134	64	0	64	0	0	0	0	0	0	0	0	0	532	28	560
345-400	0	0	0	143	6	149	86	1	87	0	0	0	0	0	0	0	0	0	551	16	567
400-415	0	0	0	125	4	129	56	2	58	0	0	0	0	0	0	0	0	0	440	14	454
415-430	0	0	0	112	1	113	65	0	65	0	0	0	0	0	0	0	0	0	434	7	441
430-445	0	0	0	143	4	147	84	2	86	0	0	0	0	0	0	0	0	0	516	8	524
445-500	0	0	0	156	1	157	77	1	78	0	0	0	0	0	0	0	0	0	572	5	577
500-515	0	0	0	197	3	200	81	0	81	0	0	0	0	0	0	0	0	0	643	6	649
515-530	0	0	0	191	2	193	84	1	85	0	0	0	0	0	0	0	0	0	615	6	621
530-545	0	0	0	225	2	227	85	0	85	0	0	0	0	0	0	0	0	0	692	5	697
545-600	0	0	0	219	0	219	87	0	87	0	0	0	0	0	0	0	0	0	643	4	647
600-615	0	0	0	196	0	196	100	0	100	0	0	0	0	0	0	0	0	0	625	2	627
615-630	0	0	0	124	0	124	50	0	50	0	0	0	0	0	0	0	0	0	373	0	373
HOUR TOTALS																					
330-430	0	0	0	508	17	525	271	3	274	0	0	0	0	0	0	0	0	0	1957	65	2022
345-445	0	0	0	523	15	538	291	5	296	0	0	0	0	0	0	0	0	0	1941	45	1986
400-500	0	0	0	536	10	546	282	5	287	0	0	0	0	0	0	0	0	0	1962	34	1996
415-515	0	0	0	608	9	617	307	3	310	0	0	0	0	0	0	0	0	0	2165	26	2191
430-530	0	0	0	687	10	697	326	4	330	0	0	0	0	0	0	0	0	0	2346	25	2371
445-545	0	0	0	769	8	777	327	2	329	0	0	0	0	0	0	0	0	0	2522	22	2544
500-600	0	0	0	832	7	839	337	1	338	0	0	0	0	0	0	0	0	0	2593	21	2614
515-615	0	0	0	831	4	835	356	1	357	0	0	0	0	0	0	0	0	0	2575	17	2592
530-630	0	0	0	764	2	766	322	0	322	0	0	0	0	0	0	0	0	0	2333	11	2344

0.86% 2.07%

TRAFFIC DATA SERVICES

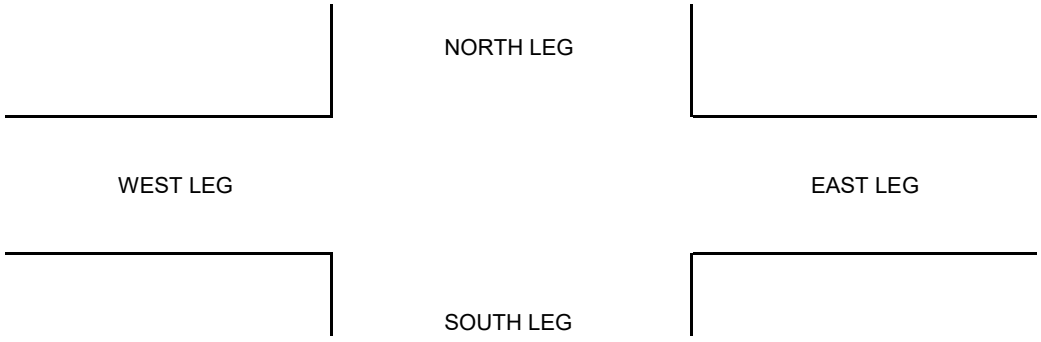
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	MOON ROAD
	E/W	US 80/J R ALLEN PKWY WB RAMPS
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	1	0	0	0	1
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	1	0	0	0	1
830-930	1	0	0	0	1

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

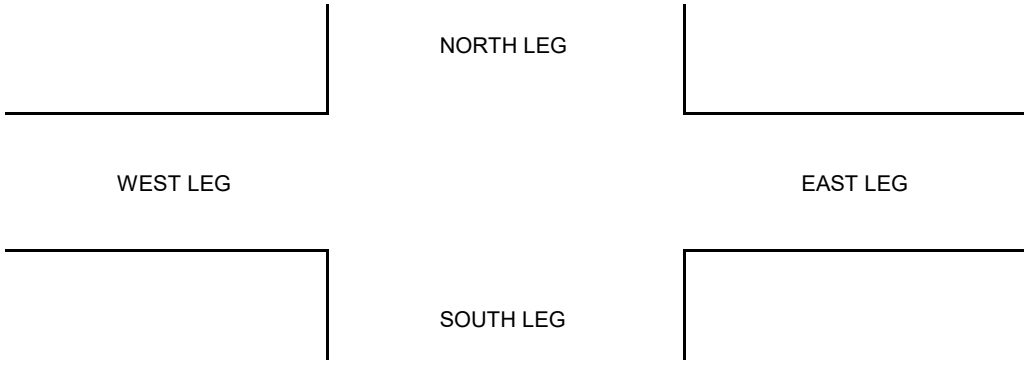
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		3:30 PM TO 6:30 PM
INTERSECTION:	N/S	MOON ROAD
	E/W	US 80/J R ALLEN PKWY WB RAMPS
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	1	0	0	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	1	0	0	1
400-500	0	1	0	0	1
415-515	0	1	0	0	1
430-530	0	1	0	0	1
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

7:15 AM	
3-Hour To	

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: TUESDAY, FEBRUARY 4TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S VETERANS PKWY
E/W US 80/J R ALLEN PKWY EB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	0	0	0	81	2	83	28	0	28	58	0	58	0	0	0	28	0	28
645-700	0	0	0	95	1	96	34	2	36	83	0	83	0	0	0	42	0	42
700-715	0	0	0	132	3	135	22	1	23	82	2	84	0	0	0	47	8	55
715-730	0	0	0	174	4	178	44	2	46	118	3	121	0	0	0	32	3	35
730-745	0	0	0	250	7	257	52	0	52	165	6	171	0	0	0	54	0	54
745-800	0	0	0	266	9	275	70	1	71	233	4	237	0	0	0	80	2	82
800-815	0	0	0	228	5	233	32	2	34	199	1	200	0	0	0	79	1	80
815-830	0	0	0	234	6	240	28	2	30	144	2	146	0	0	0	94	3	97
830-845	0	0	0	183	16	199	28	1	29	137	4	141	0	0	0	83	2	85
845-900	0	0	0	205	10	215	27	2	29	142	3	145	0	0	0	79	0	79
900-915	0	0	0	202	10	212	24	3	27	83	6	89	0	0	0	82	2	84
915-930	0	0	0	209	12	221	21	0	21	67	0	67	0	0	0	69	0	69
HOUR TOTALS																		
630-730	0	0	0	482	10	492	128	5	133	341	5	346	0	0	0	149	11	160
645-745	0	0	0	651	15	666	152	5	157	448	11	459	0	0	0	175	11	186
700-800	0	0	0	822	23	845	188	4	192	598	15	613	0	0	0	213	13	226
715-815	0	0	0	918	25	943	198	5	203	715	14	729	0	0	0	245	6	251
730-830	0	0	0	978	27	1005	182	5	187	741	13	754	0	0	0	307	6	313
745-845	0	0	0	911	36	947	158	6	164	713	11	724	0	0	0	336	8	344
800-900	0	0	0	850	37	887	115	7	122	622	10	632	0	0	0	335	6	341
815-915	0	0	0	824	42	866	107	8	115	506	15	521	0	0	0	338	7	345
830-930	0	0	0	799	48	847	100	6	106	429	13	442	0	0	0	313	4	317

PEAK HOUR
730-830

PEAK HOUR FACTOR
0.85

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	7	0	7	52	3	55	0	0	0	0	0	0	0	0	0	0	0	0	254	5	259
645-700	11	0	11	63	1	64	0	0	0	0	0	0	0	0	0	0	0	0	328	4	332
700-715	24	1	25	75	1	76	0	0	0	0	0	0	0	0	0	0	0	0	382	16	398
715-730	10	0	10	108	4	112	0	0	0	0	0	0	0	0	0	0	0	0	486	16	502
730-745	16	1	17	138	6	144	0	0	0	0	0	0	0	0	0	0	0	0	675	20	695
745-800	30	0	30	167	8	175	0	0	0	0	0	0	0	0	0	0	0	0	846	24	870
800-815	20	0	20	136	1	137	0	0	0	0	0	0	0	0	0	0	0	0	694	10	704
815-830	17	0	17	149	5	154	0	0	0	0	0	0	0	0	0	0	0	0	666	18	684
830-845	23	1	24	132	9	141	0	0	0	0	0	0	0	0	0	0	0	0	586	33	619
845-900	19	4	23	189	7	196	0	0	0	0	0	0	0	0	0	0	0	0	661	26	687
900-915	16	1	17	132	9	141	0	0	0	0	0	0	0	0	0	0	0	0	539	31	570
915-930	35	0	35	167	7	174	0	0	0	0	0	0	0	0	0	0	0	0	568	19	587
HOUR TOTALS																					
630-730	52	1	53	298	9	307	0	0	0	0	0	0	0	0	0	0	0	0	1450	41	1491
645-745	61	2	63	384	12	396	0	0	0	0	0	0	0	0	0	0	0	0	1871	56	1927
700-800	80	2	82	488	19	507	0	0	0	0	0	0	0	0	0	0	0	0	2389	76	2465
715-815	76	1	77	549	19	568	0	0	0	0	0	0	0	0	0	0	0	0	2701	70	2771
730-830	83	1	84	590	20	610	0	0	0	0	0	0	0	0	0	0	0	0	2881	72	2953
745-845	90	1	91	584	23	607	0	0	0	0	0	0	0	0	0	0	0	0	2792	85	2877
800-900	79	5	84	606	22	628	0	0	0	0	0	0	0	0	0	0	0	0	2607	87	2694
815-915	75	6	81	602	30	632	0	0	0	0	0	0	0	0	0	0	0	0	2452	108	2560
830-930	93	6	99	620	32	652	0	0	0	0	0	0	0	0	0	0	0	0	2354	109	2463

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
0	568	77	203	943	0	0	0	0	251	0	729
0	1569	236	426	2344	0	0	0	0	790	0	1542

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: TUESDAY, FEBRUARY 4TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S VETERANS PKWY
E/W US 80/J R ALLEN PKWY EB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	0	0	0	249	11	260	36	4	40	97	0	97	0	0	0	109	6	115
345-400	0	0	0	236	11	247	20	3	23	155	4	159	0	0	0	162	2	164
400-415	0	0	0	209	6	215	53	3	56	127	1	128	0	0	0	134	0	134
415-430	0	0	0	224	9	233	43	0	43	150	0	150	0	0	0	141	2	143
430-445	0	0	0	212	2	214	42	0	42	148	2	150	0	0	0	140	3	143
445-500	0	0	0	243	2	245	39	1	40	150	5	155	0	0	0	169	1	170
500-515	0	0	0	246	1	247	69	1	70	127	1	128	0	0	0	153	3	156
515-530	0	0	0	263	4	267	46	1	47	153	1	154	0	0	0	165	3	168
530-545	0	0	0	245	2	247	48	0	48	150	2	152	0	0	0	152	0	152
545-600	0	0	0	254	4	258	50	0	50	130	1	131	0	0	0	141	0	141
600-615	0	0	0	227	1	228	39	0	39	135	0	135	0	0	0	134	0	134
615-630	0	0	0	190	2	192	26	0	26	118	0	118	0	0	0	114	0	114
HOUR TOTALS																		
330-430	0	0	0	918	37	955	152	10	162	529	5	534	0	0	0	546	10	556
345-445	0	0	0	881	28	909	158	6	164	580	7	587	0	0	0	577	7	584
400-500	0	0	0	888	19	907	177	4	181	575	8	583	0	0	0	584	6	590
415-515	0	0	0	925	14	939	193	2	195	575	8	583	0	0	0	603	9	612
430-530	0	0	0	964	9	973	196	3	199	578	9	587	0	0	0	627	10	637
445-545	0	0	0	997	9	1006	202	3	205	580	9	589	0	0	0	639	7	646
500-600	0	0	0	1008	11	1019	213	2	215	560	5	565	0	0	0	611	6	617
515-615	0	0	0	989	11	1000	183	1	184	568	4	572	0	0	0	592	3	595
530-630	0	0	0	916	9	925	163	0	163	533	3	536	0	0	0	541	0	541

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.98

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	48	1	49	293	9	302	0	0	0	0	0	0	0	0	0	0	0	0	832	31	863
345-400	45	1	46	306	5	311	0	0	0	0	0	0	0	0	0	0	0	0	924	26	950
400-415	63	2	65	350	6	356	0	0	0	0	0	0	0	0	0	0	0	0	936	18	954
415-430	37	0	37	379	5	384	0	0	0	0	0	0	0	0	0	0	0	0	974	16	990
430-445	55	3	58	357	4	361	0	0	0	0	0	0	0	0	0	0	0	0	954	14	968
445-500	55	1	56	405	4	409	0	0	0	0	0	0	0	0	0	0	0	0	1061	14	1075
500-515	57	0	57	368	5	373	0	0	0	0	0	0	0	0	0	0	0	0	1020	11	1031
515-530	72	0	72	363	5	368	0	0	0	0	0	0	0	0	0	0	0	0	1062	14	1076
530-545	60	0	60	362	1	363	0	0	0	0	0	0	0	0	0	0	0	0	1017	5	1022
545-600	50	0	50	356	1	357	0	0	0	0	0	0	0	0	0	0	0	0	981	6	987
600-615	60	0	60	360	6	366	0	0	0	0	0	0	0	0	0	0	0	0	955	7	962
615-630	50	0	50	320	1	321	0	0	0	0	0	0	0	0	0	0	0	0	818	3	821
HOUR TOTALS																					
330-430	193	4	197	1328	25	1353	0	0	0	0	0	0	0	0	0	0	0	0	3666	91	3757
345-445	200	6	206	1392	20	1412	0	0	0	0	0	0	0	0	0	0	0	0	3788	74	3862
400-500	210	6	216	1491	19	1510	0	0	0	0	0	0	0	0	0	0	0	0	3925	62	3987
415-515	204	4	208	1509	18	1527	0	0	0	0	0	0	0	0	0	0	0	0	4009	55	4064
430-530	239	4	243	1493	18	1511	0	0	0	0	0	0	0	0	0	0	0	0	4097	53	4150
445-545	244	1	245	1498	15	1513	0	0	0	0	0	0	0	0	0	0	0	0	4160	44	4204
500-600	239	0	239	1449	12	1461	0	0	0	0	0	0	0	0	0	0	0	0	4080	36	4116
515-615	242	0	242	1441	13	1454	0	0	0	0	0	0	0	0	0	0	0	0	4015	32	4047
530-630	220	0	220	1398	9	1407	0	0	0	0	0	0	0	0	0	0	0	0	3771	21	3792

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	0	1513	245	205	1006	0	0	0	0	646	0	589
3-Hour Total	0	4271	660	524	2853	0	0	0	0	1734	0	1657
AM 3-Hr Total	0	1569	236	426	2344	0	0	0	0	790	0	1542
6-Hr Total	0	5840	896	950	5197	0	0	0	0	2524	0	3199

TRAFFIC DATA SERVICES

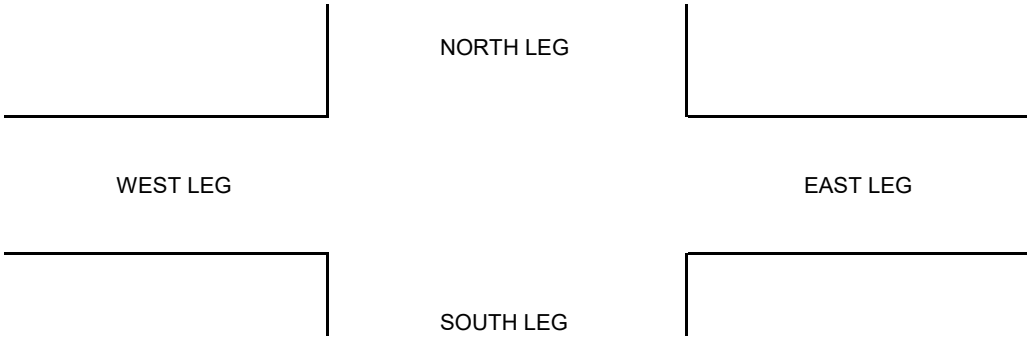
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	VETERANS PKWY
	E/W	US 80/J R ALLEN PKWY EB RAMPS
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

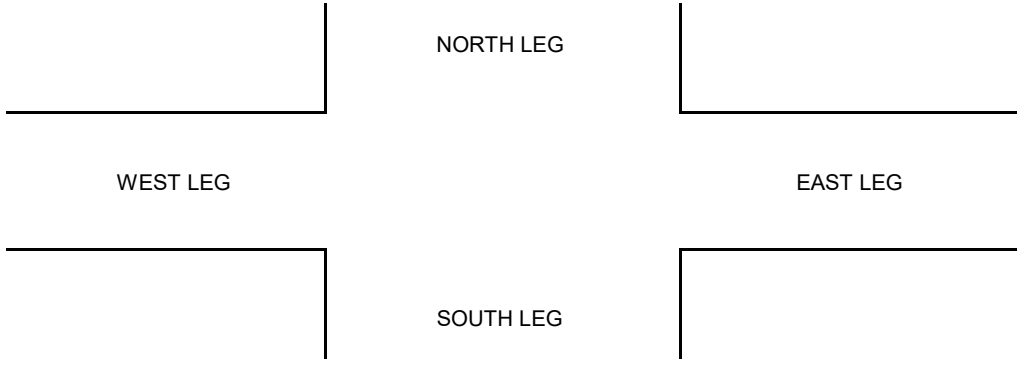
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		3:30 PM TO 6:30 PM
INTERSECTION:	N/S	VETERANS PKWY
	E/W	US 80/J R ALLEN PKWY EB RAMPS
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		TUESDAY, FEBRUARY 4TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	VETERANS PKWY
	E/W	US 80/J R ALLEN PKWY WB RAMPS/DOUBLE CHURCHES ROAD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	13	0	13	43	0	43	32	0	32	7	0	7	11	2	13	22	0	22
645-700	15	0	15	63	1	64	39	2	41	11	0	11	14	0	14	19	0	19
700-715	17	2	19	73	0	73	58	0	58	17	1	18	37	1	38	25	1	26
715-730	27	1	28	111	3	114	99	0	99	15	1	16	40	1	41	31	2	33
730-745	33	0	33	164	6	170	92	1	93	30	0	30	42	3	45	32	0	32
745-800	57	2	59	178	5	183	69	3	72	26	2	28	53	0	53	51	0	51
800-815	41	0	41	156	5	161	117	1	118	34	0	34	41	0	41	47	2	49
815-830	35	1	36	163	7	170	70	0	70	25	0	25	36	1	37	33	0	33
830-845	30	0	30	151	7	158	57	1	58	21	1	22	25	2	27	37	0	37
845-900	27	0	27	130	3	133	59	3	62	22	1	23	28	4	32	47	1	48
900-915	34	1	35	133	1	134	64	5	69	18	1	19	33	3	36	27	0	27
915-930	20	0	20	101	1	102	54	3	57	16	1	17	19	2	21	28	0	28
HOUR TOTALS																		
630-730	72	3	75	290	4	294	228	2	230	50	2	52	102	4	106	97	3	100
645-745	92	3	95	411	10	421	288	3	291	73	2	75	133	5	138	107	3	110
700-800	134	5	139	526	14	540	318	4	322	88	4	92	172	5	177	139	3	142
715-815	158	3	161	609	19	628	377	5	382	105	3	108	176	4	180	161	4	165
730-830	166	3	169	661	23	684	348	5	353	115	2	117	172	4	176	163	2	165
745-845	163	3	166	648	24	672	313	5	318	106	3	109	155	3	158	168	2	170
800-900	133	1	134	600	22	622	303	5	308	102	2	104	130	7	137	164	3	167
815-915	126	2	128	577	18	595	250	9	259	86	3	89	122	10	132	144	1	145
830-930	111	1	112	515	12	527	234	12	246	77	4	81	105	11	116	139	1	140

PEAK HOUR
730-830

PEAK HOUR FACTOR
0.89

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	15	0	15	37	2	39	19	0	19	35	1	36	18	0	18	21	1	22	273	6	279
645-700	20	1	21	92	2	94	43	0	43	59	1	60	37	0	37	12	1	13	424	8	432
700-715	23	1	24	94	3	97	30	0	30	43	0	43	43	1	44	28	1	29	488	11	499
715-730	34	1	35	153	2	155	54	1	55	61	1	62	68	0	68	38	1	39	731	14	745
730-745	31	2	33	181	1	182	51	1	52	89	3	92	79	2	81	51	2	53	875	21	896
745-800	24	3	27	238	4	242	114	3	117	99	1	100	63	0	63	72	0	72	1044	23	1067
800-815	41	1	42	229	4	233	122	2	124	76	2	78	39	0	39	39	2	41	982	19	1001
815-830	43	0	43	185	2	187	66	1	67	62	2	64	52	0	52	32	0	32	802	14	816
830-845	41	2	43	172	3	175	56	0	56	72	1	73	49	1	50	25	1	26	736	19	755
845-900	36	3	39	181	7	188	68	3	71	64	2	66	41	0	41	34	0	34	737	27	764
900-915	25	2	27	159	11	170	54	1	55	48	2	50	44	0	44	24	0	24	663	27	690
915-930	33	4	37	131	6	137	55	1	56	59	2	61	19	0	19	19	0	19	554	20	574
HOUR TOTALS																					
630-730	92	3	95	376	9	385	146	1	147	198	3	201	166	1	167	99	4	103	1916	39	1955
645-745	108	5	113	520	8	528	178	2	180	252	5	257	227	3	230	129	5	134	2518	54	2572
700-800	112	7	119	666	10	676	249	5	254	292	5	297	253	3	256	189	4	193	3138	69	3207
715-815	130	7	137	801	11	812	341	7	348	325	7	332	249	2	251	200	5	205	3632	77	3709
730-830	139	6	145	833	11	844	353	7	360	326	8	334	233	2	235	194	4	198	3703	77	3780
745-845	149	6	155	824	13	837	358	6	364	309	6	315	203	1	204	168	3	171	3564	75	3639
800-900	161	6	167	767	16	783	312	6	318	274	7	281	181	1	182	130	3	133	3257	79	3336
815-915	145	7	152	697	23	720	244	5	249	246	7	253	186	1	187	115	1	116	2938	87	3025
830-930	135	11	146	643	27	670	233	5	238	243	7	250	153	1	154	102	1	103	2690	93	2783

7:15 AM
3-Hour To

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
348	812	137	382	628	161	205	251	332	165	180	108
745	1899	386	829	1505	356	404	556	785	405	398	250

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: TUESDAY, FEBRUARY 4TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S VETERANS PKWY
E/W US 80/J R ALLEN PKWY WB RAMPS/DOUBLE CHURCHES ROAD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	28	3	31	141	1	142	84	2	86	17	0	17	24	2	26	21	0	21
345-400	52	3	55	173	1	174	72	5	77	16	0	16	39	1	40	43	2	45
400-415	43	2	45	171	2	173	96	0	96	24	0	24	38	1	39	33	1	34
415-430	43	1	44	150	5	155	81	2	83	23	3	26	63	0	63	34	1	35
430-445	36	1	37	131	3	134	67	4	71	28	1	29	50	2	52	34	0	34
445-500	37	1	38	145	0	145	61	0	61	27	1	28	44	1	45	47	2	49
500-515	48	2	50	149	3	152	109	0	109	22	0	22	50	0	50	31	1	32
515-530	38	0	38	145	1	146	92	1	93	35	0	35	62	0	62	33	0	33
530-545	47	1	48	144	1	145	121	0	121	19	0	19	54	0	54	49	0	49
545-600	42	0	42	139	0	139	96	1	97	26	0	26	37	0	37	45	0	45
600-615	35	0	35	130	1	131	97	1	98	21	0	21	42	0	42	32	0	32
615-630	41	1	42	120	2	122	73	1	74	18	0	18	27	0	27	44	0	44
HOUR TOTALS																		
330-430	166	9	175	635	9	644	333	9	342	80	3	83	164	4	168	131	4	135
345-445	174	7	181	625	11	636	316	11	327	91	4	95	190	4	194	144	4	148
400-500	159	5	164	597	10	607	305	6	311	102	5	107	195	4	199	148	4	152
415-515	164	5	169	575	11	586	318	6	324	100	5	105	207	3	210	146	4	150
430-530	159	4	163	570	7	577	329	5	334	112	2	114	206	3	209	145	3	148
445-545	170	4	174	583	5	588	383	1	384	103	1	104	210	1	211	160	3	163
500-600	175	3	178	577	5	582	418	2	420	102	0	102	203	0	203	158	1	159
515-615	162	1	163	558	3	561	406	3	409	101	0	101	195	0	195	159	0	159
530-630	165	2	167	533	4	537	387	3	390	84	0	84	160	0	160	170	0	170

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.96

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	86	0	86	245	2	247	85	1	86	70	3	73	52	2	54	38	0	38	891	16	907
345-400	83	3	86	291	4	295	88	0	88	72	1	73	32	0	32	30	2	32	991	22	1013
400-415	106	0	106	287	5	292	101	0	101	84	2	86	55	1	56	39	1	40	1077	15	1092
415-430	110	1	111	277	2	279	116	2	118	86	2	88	51	1	52	41	4	45	1075	24	1099
430-445	114	1	115	285	1	286	92	1	93	79	0	79	46	1	47	50	0	50	1012	15	1027
445-500	105	6	111	297	4	301	119	0	119	95	0	95	60	0	60	44	1	45	1081	16	1097
500-515	150	0	150	324	2	326	117	1	118	96	1	97	71	0	71	49	1	50	1216	11	1227
515-530	136	0	136	319	1	320	142	1	143	109	1	110	60	0	60	52	0	52	1223	5	1228
530-545	92	0	92	300	1	301	126	0	126	103	0	103	74	0	74	45	0	45	1174	3	1177
545-600	86	0	86	187	1	188	105	0	105	66	1	67	44	1	45	40	1	41	913	5	918
600-615	105	0	105	263	3	266	94	0	94	77	0	77	47	0	47	43	0	43	986	5	991
615-630	89	0	89	251	0	251	94	0	94	52	1	53	34	0	34	29	0	29	872	5	877
HOUR TOTALS																					
330-430	385	4	389	1100	13	1113	390	3	393	312	8	320	190	4	194	148	7	155	4034	77	4111
345-445	413	5	418	1140	12	1152	397	3	400	321	5	326	184	3	187	160	7	167	4155	76	4231
400-500	435	8	443	1146	12	1158	428	3	431	344	4	348	212	3	215	174	6	180	4245	70	4315
415-515	479	8	487	1183	9	1192	444	4	448	356	3	359	228	2	230	184	6	190	4384	66	4450
430-530	505	7	512	1225	8	1233	470	3	473	379	2	381	237	1	238	195	2	197	4532	47	4579
445-545	483	6	489	1240	8	1248	504	2	506	403	2	405	265	0	265	190	2	192	4694	35	4729
500-600	464	0	464	1130	5	1135	490	2	492	374	3	377	249	1	250	186	2	188	4526	24	4550
515-615	419	0	419	1069	6	1075	467	1	468	355	2	357	225	1	226	180	1	181	4296	18	4314
530-630	372	0	372	1001	5	1006	419	0	419	298	2	300	199	1	200	157	1	158	3945	18	3963

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	506	1248	489	384	588	174	192	265	405	163	211	104
3-Hour Total	1285	3352	1273	1066	1758	505	510	632	1001	453	537	281
AM 3-Hr Total	745	1899	386	829	1505	356	404	556	785	405	398	250
6-Hr Total	2030	5251	1659	1895	3263	861	914	1188	1786	858	935	531

TRAFFIC DATA SERVICES

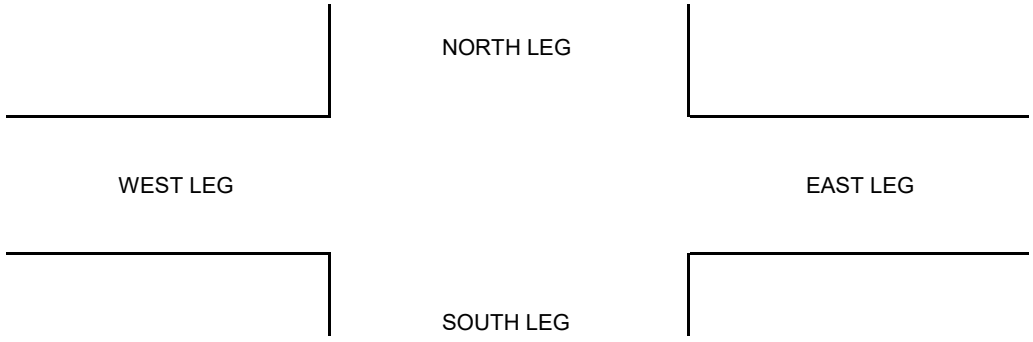
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	VETERANS PKWY
	E/W	US 80/J R ALLEN PKWY WB RAMPS/DOUBLE CHURCHES ROAD
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	2	2	0	4
715-730	2	0	0	0	2
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	2	2	2	0	6
645-745	2	2	2	0	6
700-800	2	2	2	0	6
715-815	2	0	0	0	2
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

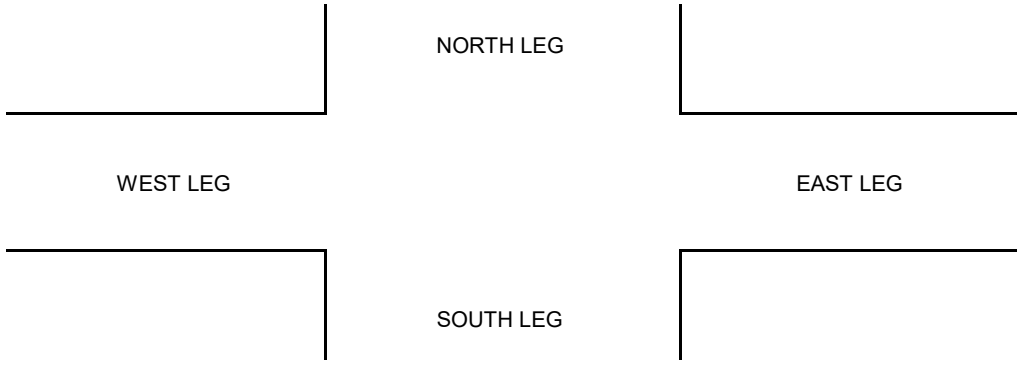
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S VETERANS PKWY
E/W US 80/J R ALLEN PKWY WB RAMPS/DOUBLE CHURCHES RD
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	1	0	0	0	1
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	1	0	0	1
530-545	0	2	3	0	5
545-600	0	2	0	0	2
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	1	0	0	0	1
345-445	1	0	0	0	1
400-500	1	0	0	0	1
415-515	1	0	0	0	1
430-530	0	1	0	0	1
445-545	0	3	3	0	6
500-600	0	5	3	0	8
515-615	0	5	3	0	8
530-630	0	4	3	0	7

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		TUESDAY, FEBRUARY 4TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	RIVER ROAD
	E/W	US 80/J R ALLEN PKWY EB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	0	0	0	49	0	49	13	0	13	17	0	17	0	0	0	31	0	31
645-700	0	0	0	66	0	66	16	0	16	15	0	15	0	0	0	38	0	38
700-715	0	0	0	97	0	97	11	0	11	18	0	18	0	0	0	21	0	21
715-730	0	0	0	164	0	164	45	0	45	47	0	47	0	0	0	38	0	38
730-745	0	0	0	187	0	187	46	1	47	45	0	45	0	0	0	32	2	34
745-800	0	0	0	193	0	193	53	0	53	76	0	76	0	0	0	52	0	52
800-815	0	0	0	198	5	203	33	2	35	44	2	46	0	0	0	31	1	32
815-830	0	0	0	181	1	182	30	0	30	46	0	46	0	0	0	39	0	39
830-845	0	0	0	140	1	141	22	0	22	46	0	46	0	0	0	43	0	43
845-900	0	0	0	141	0	141	23	0	23	43	1	44	0	0	0	32	0	32
900-915	0	0	0	105	0	105	28	1	29	44	0	44	0	0	0	17	0	17
915-930	0	0	0	113	0	113	24	1	25	23	0	23	0	0	0	13	0	13
HOUR TOTALS																		
630-730	0	0	0	376	0	376	85	0	85	97	0	97	0	0	0	128	0	128
645-745	0	0	0	514	0	514	118	1	119	125	0	125	0	0	0	129	2	131
700-800	0	0	0	641	0	641	155	1	156	186	0	186	0	0	0	143	2	145
715-815	0	0	0	742	5	747	177	3	180	212	2	214	0	0	0	153	3	156
730-830	0	0	0	759	6	765	162	3	165	211	2	213	0	0	0	154	3	157
745-845	0	0	0	712	7	719	138	2	140	212	2	214	0	0	0	165	1	166
800-900	0	0	0	660	7	667	108	2	110	179	3	182	0	0	0	145	1	146
815-915	0	0	0	567	2	569	103	1	104	179	1	180	0	0	0	131	0	131
830-930	0	0	0	499	1	500	97	2	99	156	1	157	0	0	0	105	0	105

PEAK HOUR
730-830

PEAK HOUR FACTOR
0.89

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
630-645	14	0	14	26	1	27	0	0	0	0	0	0	0	0	0	0	0	0	150	1	151
645-700	19	1	20	34	2	36	0	0	0	0	0	0	0	0	0	0	0	0	188	3	191
700-715	22	1	23	47	2	49	0	0	0	0	0	0	0	0	0	0	0	0	216	3	219
715-730	45	0	45	51	1	52	0	0	0	0	0	0	0	0	0	0	0	0	390	1	391
730-745	50	1	51	59	0	59	0	0	0	0	0	0	0	0	0	0	0	0	419	4	423
745-800	12	1	13	118	0	118	0	0	0	0	0	0	0	0	0	0	0	0	504	1	505
800-815	69	1	70	62	0	62	0	0	0	0	0	0	0	0	0	0	0	0	437	11	448
815-830	23	1	24	95	2	97	0	0	0	0	0	0	0	0	0	0	0	0	414	4	418
830-845	39	0	39	86	1	87	0	0	0	0	0	0	0	0	0	0	0	0	376	2	378
845-900	34	1	35	105	0	105	0	0	0	0	0	0	0	0	0	0	0	0	378	2	380
900-915	30	0	30	69	2	71	0	0	0	0	0	0	0	0	0	0	0	0	293	3	296
915-930	40	0	40	66	4	70	0	0	0	0	0	0	0	0	0	0	0	0	279	5	284
HOUR TOTALS																					
630-730	100	2	102	158	6	164	0	0	0	0	0	0	0	0	0	0	0	0	944	8	952
645-745	136	3	139	191	5	196	0	0	0	0	0	0	0	0	0	0	0	0	1213	11	1224
700-800	129	3	132	275	3	278	0	0	0	0	0	0	0	0	0	0	0	0	1529	9	1538
715-815	176	3	179	290	1	291	0	0	0	0	0	0	0	0	0	0	0	0	1750	17	1767
730-830	154	4	158	334	2	336	0	0	0	0	0	0	0	0	0	0	0	0	1774	20	1794
745-845	143	3	146	361	3	364	0	0	0	0	0	0	0	0	0	0	0	0	1731	18	1749
800-900	165	3	168	348	3	351	0	0	0	0	0	0	0	0	0	0	0	0	1605	19	1624
815-915	126	2	128	355	5	360	0	0	0	0	0	0	0	0	0	0	0	0	1461	11	1472
830-930	143	1	144	326	7	333	0	0	0	0	0	0	0	0	0	0	0	0	1326	12	1338

7:15 AM
3-Hour To

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
0	291	179	180	747	0	0	0	0	156	0	214
0	833	404	349	1641	0	0	0	0	390	0	467

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: TUESDAY, FEBRUARY 4TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S RIVER ROAD
E/W US 80/J R ALLEN PKWY EB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	0	0	0	111	1	112	23	3	26	28	0	28	0	0	0	28	0	28
345-400	0	0	0	78	2	80	26	5	31	53	1	54	0	0	0	19	0	19
400-415	0	0	0	126	2	128	34	5	39	45	2	47	0	0	0	25	1	26
415-430	0	0	0	78	2	80	27	2	29	54	0	54	0	0	0	20	1	21
430-445	0	0	0	79	0	79	16	1	17	51	1	52	0	0	0	27	0	27
445-500	0	0	0	77	2	79	62	1	63	56	0	56	0	0	0	22	0	22
500-515	0	0	0	105	0	105	23	0	23	55	0	55	0	0	0	26	0	26
515-530	0	0	0	107	1	108	29	0	29	71	0	71	0	0	0	20	0	20
530-545	0	0	0	103	0	103	33	1	34	58	0	58	0	0	0	23	0	23
545-600	0	0	0	45	0	45	20	0	20	79	0	79	0	0	0	12	0	12
600-615	0	0	0	58	0	58	28	1	29	66	0	66	0	0	0	19	0	19
615-630	0	0	0	62	0	62	18	0	18	33	0	33	0	0	0	21	0	21
HOUR TOTALS																		
330-430	0	0	0	393	7	400	110	15	125	180	3	183	0	0	0	92	2	94
345-445	0	0	0	361	6	367	103	13	116	203	4	207	0	0	0	91	2	93
400-500	0	0	0	360	6	366	139	9	148	206	3	209	0	0	0	94	2	96
415-515	0	0	0	339	4	343	128	4	132	216	1	217	0	0	0	95	1	96
430-530	0	0	0	368	3	371	130	2	132	233	1	234	0	0	0	95	0	95
445-545	0	0	0	392	3	395	147	2	149	240	0	240	0	0	0	91	0	91
500-600	0	0	0	360	1	361	105	1	106	263	0	263	0	0	0	81	0	81
515-615	0	0	0	313	1	314	110	2	112	274	0	274	0	0	0	74	0	74
530-630	0	0	0	268	0	268	99	2	101	236	0	236	0	0	0	75	0	75

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.93

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	50	1	51	135	4	139	0	0	0	0	0	0	0	0	0	0	0	0	375	9	384
345-400	47	1	48	117	4	121	0	0	0	0	0	0	0	0	0	0	0	0	340	13	353
400-415	88	0	88	113	2	115	0	0	0	0	0	0	0	0	0	0	0	0	431	12	443
415-430	40	0	40	126	1	127	0	0	0	0	0	0	0	0	0	0	0	0	345	6	351
430-445	40	9	49	140	2	142	0	0	0	0	0	0	0	0	0	0	0	0	353	13	366
445-500	48	1	49	128	0	128	0	0	0	0	0	0	0	0	0	0	0	0	393	4	397
500-515	53	0	53	188	1	189	0	0	0	0	0	0	0	0	0	0	0	0	450	1	451
515-530	65	0	65	179	0	179	0	0	0	0	0	0	0	0	0	0	0	0	471	1	472
530-545	57	0	57	160	0	160	0	0	0	0	0	0	0	0	0	0	0	0	434	1	435
545-600	52	0	52	119	1	120	0	0	0	0	0	0	0	0	0	0	0	0	327	1	328
600-615	49	0	49	114	1	115	0	0	0	0	0	0	0	0	0	0	0	0	334	2	336
615-630	45	0	45	141	0	141	0	0	0	0	0	0	0	0	0	0	0	0	320	0	320
HOUR TOTALS																					
330-430	225	2	227	491	11	502	0	0	0	0	0	0	0	0	0	0	0	0	1491	40	1531
345-445	215	10	225	496	9	505	0	0	0	0	0	0	0	0	0	0	0	0	1469	44	1513
400-500	216	10	226	507	5	512	0	0	0	0	0	0	0	0	0	0	0	0	1522	35	1557
415-515	181	10	191	582	4	586	0	0	0	0	0	0	0	0	0	0	0	0	1541	24	1565
430-530	206	10	216	635	3	638	0	0	0	0	0	0	0	0	0	0	0	0	1667	19	1686
445-545	223	1	224	655	1	656	0	0	0	0	0	0	0	0	0	0	0	0	1748	7	1755
500-600	227	0	227	646	2	648	0	0	0	0	0	0	0	0	0	0	0	0	1682	4	1686
515-615	223	0	223	572	2	574	0	0	0	0	0	0	0	0	0	0	0	0	1566	5	1571
530-630	203	0	203	534	2	536	0	0	0	0	0	0	0	0	0	0	0	0	1415	4	1419

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	0	656	224	149	395	0	0	0	0	91	0	240
3-Hour Total	0	1676	646	358	1039	0	0	0	0	264	0	653
AM 3-Hr Total	0	833	404	349	1641	0	0	0	0	390	0	467
6-Hr Total	0	2509	1050	707	2680	0	0	0	0	654	0	1120

TRAFFIC DATA SERVICES

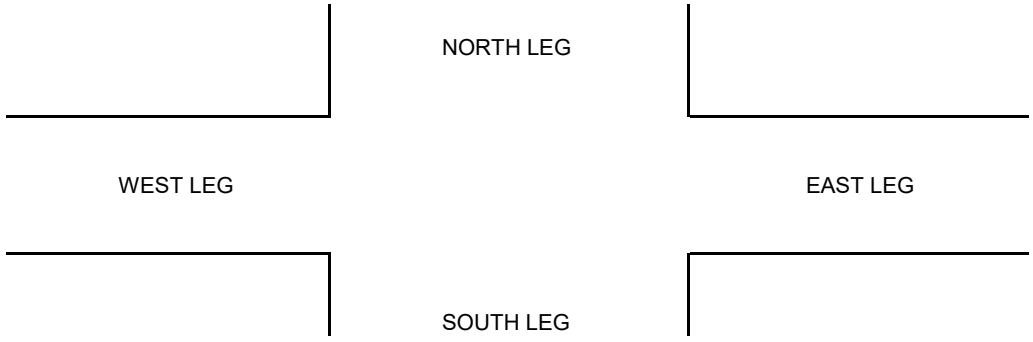
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S RIVER ROAD
E/W US 80/J R ALLEN PKWY EB RAMPS
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

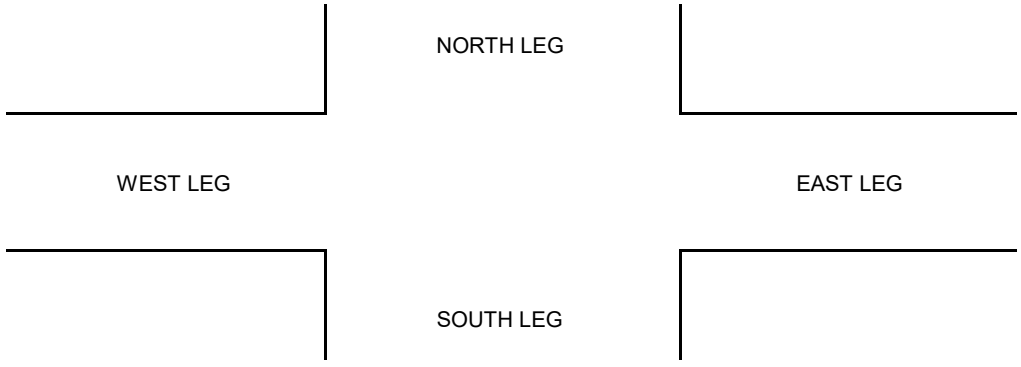
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S RIVER ROAD
E/W US 80/J R ALLEN PKWY EB RAMPS
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: TUESDAY, FEBRUARY 4TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S RIVER ROAD
E/W US 80/J R ALLEN PKWY EB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	0	0	0	49	0	49	13	0	13	17	0	17	0	0	0	31	0	31
645-700	0	0	0	66	0	66	16	0	16	15	0	15	0	0	0	38	0	38
700-715	0	0	0	97	0	97	11	0	11	18	0	18	0	0	0	21	0	21
715-730	0	0	0	164	0	164	45	0	45	47	0	47	0	0	0	38	0	38
730-745	0	0	0	187	0	187	46	1	47	45	0	45	0	0	0	32	2	34
745-800	0	0	0	193	0	193	53	0	53	76	0	76	0	0	0	52	0	52
800-815	0	0	0	198	5	203	33	2	35	44	2	46	0	0	0	31	1	32
815-830	0	0	0	181	1	182	30	0	30	46	0	46	0	0	0	39	0	39
830-845	0	0	0	140	1	141	22	0	22	46	0	46	0	0	0	43	0	43
845-900	0	0	0	141	0	141	23	0	23	43	1	44	0	0	0	32	0	32
900-915	0	0	0	105	0	105	28	1	29	44	0	44	0	0	0	17	0	17
915-930	0	0	0	113	0	113	24	1	25	23	0	23	0	0	0	13	0	13
HOUR TOTALS																		
630-730	0	0	0	376	0	376	85	0	85	97	0	97	0	0	0	128	0	128
645-745	0	0	0	514	0	514	118	1	119	125	0	125	0	0	0	129	2	131
700-800	0	0	0	641	0	641	155	1	156	186	0	186	0	0	0	143	2	145
715-815	0	0	0	742	5	747	177	3	180	212	2	214	0	0	0	153	3	156
730-830	0	0	0	759	6	765	162	3	165	211	2	213	0	0	0	154	3	157
745-845	0	0	0	712	7	719	138	2	140	212	2	214	0	0	0	165	1	166
800-900	0	0	0	660	7	667	108	2	110	179	3	182	0	0	0	145	1	146
815-915	0	0	0	567	2	569	103	1	104	179	1	180	0	0	0	131	0	131
830-930	0	0	0	499	1	500	97	2	99	156	1	157	0	0	0	105	0	105

PEAK HOUR
730-830

PEAK HOUR FACTOR
0.89

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	14	0	14	26	1	27	0	0	0	0	0	0	0	0	0	0	0	0	150	1	151
645-700	19	1	20	34	2	36	0	0	0	0	0	0	0	0	0	0	0	0	188	3	191
700-715	22	1	23	47	2	49	0	0	0	0	0	0	0	0	0	0	0	0	216	3	219
715-730	45	0	45	51	1	52	0	0	0	0	0	0	0	0	0	0	0	0	390	1	391
730-745	50	1	51	59	0	59	0	0	0	0	0	0	0	0	0	0	0	0	419	4	423
745-800	12	1	13	118	0	118	0	0	0	0	0	0	0	0	0	0	0	0	504	1	505
800-815	69	1	70	62	0	62	0	0	0	0	0	0	0	0	0	0	0	0	437	11	448
815-830	23	1	24	95	2	97	0	0	0	0	0	0	0	0	0	0	0	0	414	4	418
830-845	39	0	39	86	1	87	0	0	0	0	0	0	0	0	0	0	0	0	376	2	378
845-900	34	1	35	105	0	105	0	0	0	0	0	0	0	0	0	0	0	0	378	2	380
900-915	30	0	30	69	2	71	0	0	0	0	0	0	0	0	0	0	0	0	293	3	296
915-930	40	0	40	66	4	70	0	0	0	0	0	0	0	0	0	0	0	0	279	5	284
HOUR TOTALS																					
630-730	100	2	102	158	6	164	0	0	0	0	0	0	0	0	0	0	0	0	944	8	952
645-745	136	3	139	191	5	196	0	0	0	0	0	0	0	0	0	0	0	0	1213	11	1224
700-800	129	3	132	275	3	278	0	0	0	0	0	0	0	0	0	0	0	0	1529	9	1538
715-815	176	3	179	290	1	291	0	0	0	0	0	0	0	0	0	0	0	0	1750	17	1767
730-830	154	4	158	334	2	336	0	0	0	0	0	0	0	0	0	0	0	0	1774	20	1794
745-845	143	3	146	361	3	364	0	0	0	0	0	0	0	0	0	0	0	0	1731	18	1749
800-900	165	3	168	348	3	351	0	0	0	0	0	0	0	0	0	0	0	0	1605	19	1624
815-915	126	2	128	355	5	360	0	0	0	0	0	0	0	0	0	0	0	0	1461	11	1472
830-930	143	1	144	326	7	333	0	0	0	0	0	0	0	0	0	0	0	0	1326	12	1338

0.96%

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: TUESDAY, FEBRUARY 4TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S RIVER ROAD
E/W US 80/J R ALLEN PKWY EB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	0	0	0	111	1	112	23	3	26	28	0	28	0	0	0	28	0	28
345-400	0	0	0	78	2	80	26	5	31	53	1	54	0	0	0	19	0	19
400-415	0	0	0	126	2	128	34	5	39	45	2	47	0	0	0	25	1	26
415-430	0	0	0	78	2	80	27	2	29	54	0	54	0	0	0	20	1	21
430-445	0	0	0	79	0	79	16	1	17	51	1	52	0	0	0	27	0	27
445-500	0	0	0	77	2	79	62	1	63	56	0	56	0	0	0	22	0	22
500-515	0	0	0	105	0	105	23	0	23	55	0	55	0	0	0	26	0	26
515-530	0	0	0	107	1	108	29	0	29	71	0	71	0	0	0	20	0	20
530-545	0	0	0	103	0	103	33	1	34	58	0	58	0	0	0	23	0	23
545-600	0	0	0	45	0	45	20	0	20	79	0	79	0	0	0	12	0	12
600-615	0	0	0	58	0	58	28	1	29	66	0	66	0	0	0	19	0	19
615-630	0	0	0	62	0	62	18	0	18	33	0	33	0	0	0	21	0	21
HOUR TOTALS																		
330-430	0	0	0	393	7	400	110	15	125	180	3	183	0	0	0	92	2	94
345-445	0	0	0	361	6	367	103	13	116	203	4	207	0	0	0	91	2	93
400-500	0	0	0	360	6	366	139	9	148	206	3	209	0	0	0	94	2	96
415-515	0	0	0	339	4	343	128	4	132	216	1	217	0	0	0	95	1	96
430-530	0	0	0	368	3	371	130	2	132	233	1	234	0	0	0	95	0	95
445-545	0	0	0	392	3	395	147	2	149	240	0	240	0	0	0	91	0	91
500-600	0	0	0	360	1	361	105	1	106	263	0	263	0	0	0	81	0	81
515-615	0	0	0	313	1	314	110	2	112	274	0	274	0	0	0	74	0	74
530-630	0	0	0	268	0	268	99	2	101	236	0	236	0	0	0	75	0	75

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.93

3

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	50	1	51	135	4	139	0	0	0	0	0	0	0	0	0	0	0	0	375	9	384
345-400	47	1	48	117	4	121	0	0	0	0	0	0	0	0	0	0	0	0	340	13	353
400-415	88	0	88	113	2	115	0	0	0	0	0	0	0	0	0	0	0	0	431	12	443
415-430	40	0	40	126	1	127	0	0	0	0	0	0	0	0	0	0	0	0	345	6	351
430-445	40	9	49	140	2	142	0	0	0	0	0	0	0	0	0	0	0	0	353	13	366
445-500	48	1	49	128	0	128	0	0	0	0	0	0	0	0	0	0	0	0	393	4	397
500-515	53	0	53	188	1	189	0	0	0	0	0	0	0	0	0	0	0	0	450	1	451
515-530	65	0	65	179	0	179	0	0	0	0	0	0	0	0	0	0	0	0	471	1	472
530-545	57	0	57	160	0	160	0	0	0	0	0	0	0	0	0	0	0	0	434	1	435
545-600	52	0	52	119	1	120	0	0	0	0	0	0	0	0	0	0	0	0	327	1	328
600-615	49	0	49	114	1	115	0	0	0	0	0	0	0	0	0	0	0	0	334	2	336
615-630	45	0	45	141	0	141	0	0	0	0	0	0	0	0	0	0	0	0	320	0	320
HOUR TOTALS																					
330-430	225	2	227	491	11	502	0	0	0	0	0	0	0	0	0	0	0	0	1491	40	1531
345-445	215	10	225	496	9	505	0	0	0	0	0	0	0	0	0	0	0	0	1469	44	1513
400-500	216	10	226	507	5	512	0	0	0	0	0	0	0	0	0	0	0	0	1522	35	1557
415-515	181	10	191	582	4	586	0	0	0	0	0	0	0	0	0	0	0	0	1541	24	1565
430-530	206	10	216	635	3	638	0	0	0	0	0	0	0	0	0	0	0	0	1667	19	1686
445-545	223	1	224	655	1	656	0	0	0	0	0	0	0	0	0	0	0	0	1748	7	1755
500-600	227	0	227	646	2	648	0	0	0	0	0	0	0	0	0	0	0	0	1682	4	1686
515-615	223	0	223	572	2	574	0	0	0	0	0	0	0	0	0	0	0	0	1566	5	1571
530-630	203	0	203	534	2	536	0	0	0	0	0	0	0	0	0	0	0	0	1415	4	1419

0.40% 0.68%

TRAFFIC DATA SERVICES

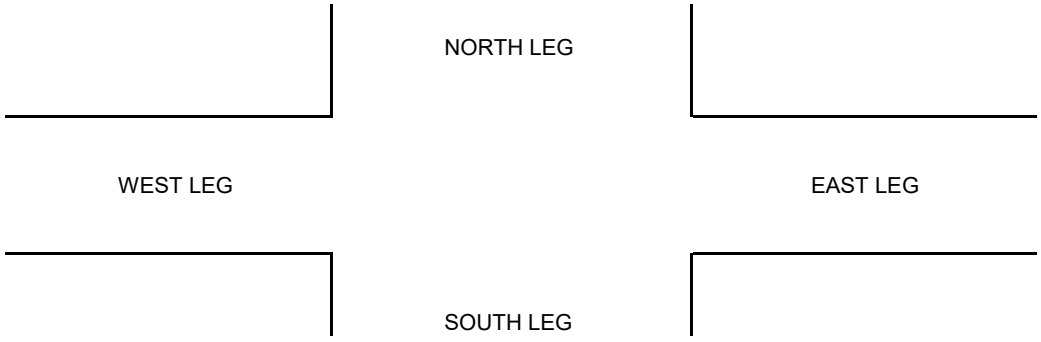
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	RIVER ROAD
	E/W	US 80/J R ALLEN PKWY EB RAMPS
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

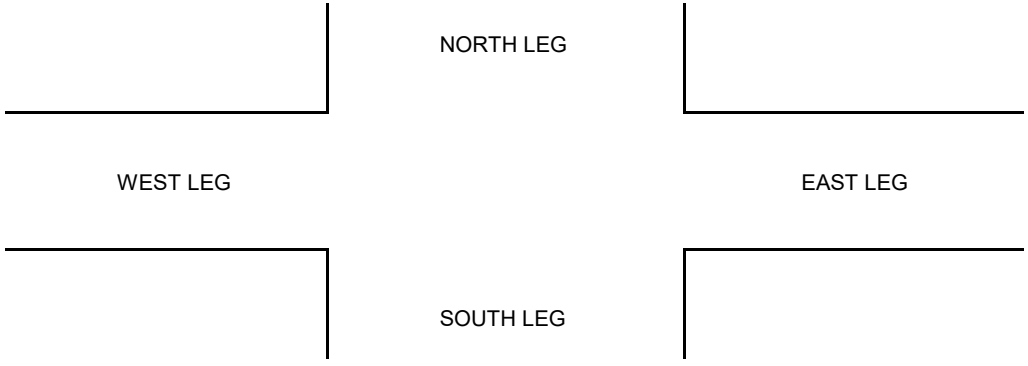
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S RIVER ROAD
E/W US 80/J R ALLEN PKWY EB RAMPS
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		TUESDAY, FEBRUARY 4TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	RIVER ROAD
	E/W	US 80/J R ALLEN PKWY WB RAMPS/LAKE OLIVER DRIVE

7:15 AM	
3-Hour To	

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	1	0	1	66	1	67	22	1	23	2	0	2	0	0	0	4	0	4
645-700	1	0	1	63	1	64	23	0	23	4	1	5	0	0	0	16	0	16
700-715	0	0	0	90	1	91	37	1	38	4	0	4	1	0	1	18	0	18
715-730	0	0	0	174	1	175	51	0	51	14	1	15	0	0	0	28	0	28
730-745	2	0	2	217	1	218	51	0	51	36	1	37	0	0	0	19	0	19
745-800	0	0	0	220	0	220	48	1	49	85	1	86	0	0	0	29	0	29
800-815	2	0	2	203	3	206	49	0	49	27	2	29	1	0	1	37	0	37
815-830	1	0	1	147	2	149	37	0	37	16	1	17	0	0	0	14	4	18
830-845	2	0	2	157	2	159	38	0	38	10	1	11	0	0	0	20	1	21
845-900	0	0	0	112	0	112	31	0	31	12	1	13	2	0	2	14	0	14
900-915	1	0	1	121	3	124	37	0	37	8	0	8	2	0	2	24	0	24
915-930	3	0	3	128	2	130	23	0	23	2	2	4	1	0	1	14	0	14
HOUR TOTALS																		
630-730	2	0	2	393	4	397	133	2	135	24	2	26	1	0	1	66	0	66
645-745	3	0	3	544	4	548	162	1	163	58	3	61	1	0	1	81	0	81
700-800	2	0	2	701	3	704	187	2	189	139	3	142	1	0	1	94	0	94
715-815	4	0	4	814	5	819	199	1	200	162	5	167	1	0	1	113	0	113
730-830	5	0	5	787	6	793	185	1	186	164	5	169	1	0	1	99	4	103
745-845	5	0	5	727	7	734	172	1	173	138	5	143	1	0	1	100	5	105
800-900	5	0	5	619	7	626	155	0	155	65	5	70	3	0	3	85	5	90
815-915	4	0	4	537	7	544	143	0	143	46	3	49	4	0	4	72	5	77
830-930	6	0	6	518	7	525	129	0	129	32	4	36	5	0	5	72	1	73

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.81

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	5	0	5	34	0	34	0	0	0	0	0	0	0	0	0	0	0	0	134	2	136
645-700	8	1	9	41	0	41	1	0	1	0	0	0	1	0	1	0	0	0	158	3	161
700-715	15	1	16	51	1	52	4	0	4	0	0	0	0	0	0	0	0	0	220	4	224
715-730	12	0	12	92	3	95	2	1	3	1	0	1	0	0	0	0	0	0	374	6	380
730-745	9	0	9	129	0	129	3	0	3	2	0	2	1	0	1	1	0	1	470	2	472
745-800	13	1	14	166	2	168	1	0	1	2	0	2	0	0	0	0	0	0	564	5	569
800-815	7	0	7	82	3	85	5	0	5	3	0	3	1	0	1	0	0	0	417	8	425
815-830	16	0	16	114	1	115	5	0	5	0	0	0	0	0	0	2	0	2	352	8	360
830-845	12	0	12	110	2	112	7	0	7	4	0	4	2	0	2	1	0	1	363	6	369
845-900	14	0	14	138	1	139	3	0	3	4	0	4	2	0	2	1	0	1	333	2	335
900-915	4	1	5	97	5	102	4	0	4	3	0	3	0	0	0	1	0	1	302	9	311
915-930	12	1	13	68	4	72	1	0	1	2	0	2	1	0	1	0	0	0	255	9	264
HOUR TOTALS																					
630-730	40	2	42	218	4	222	7	1	8	1	0	1	1	0	1	0	0	0	886	15	901
645-745	44	2	46	313	4	317	10	1	11	3	0	3	2	0	2	1	0	1	1222	15	1237
700-800	49	2	51	438	6	444	10	1	11	5	0	5	1	0	1	1	0	1	1628	17	1645
715-815	41	1	42	469	8	477	11	1	12	8	0	8	2	0	2	1	0	1	1825	21	1846
730-830	45	1	46	491	6	497	14	0	14	7	0	7	2	0	2	3	0	3	1803	23	1826
745-845	48	1	49	472	8	480	18	0	18	9	0	9	3	0	3	3	0	3	1696	27	1723
800-900	49	0	49	444	7	451	20	0	20	11	0	11	5	0	5	4	0	4	1465	24	1489
815-915	46	1	47	459	9	468	19	0	19	11	0	11	4	0	4	5	0	5	1350	25	1375
830-930	42	2	44	413	12	425	15	0	15	13	0	13	5	0	5	3	0	3	1253	26	1279

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
12	477	42	200	819	4	1	2	8	113	1	167
37	1144	132	450	1715	13	6	8	21	242	7	231

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: TUESDAY, FEBRUARY 4TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S RIVER ROAD
E/W US 80/J R ALLEN PKWY WB RAMPS/LAKE OLIVER DRIVE

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	7	0	7	128	6	134	40	2	42	20	2	22	0	0	0	21	0	21
345-400	3	0	3	97	7	104	33	1	34	6	1	7	0	1	1	23	1	24
400-415	2	0	2	137	9	146	31	0	31	9	1	10	1	1	2	15	1	16
415-430	4	0	4	104	2	106	37	2	39	15	0	15	0	1	1	19	0	19
430-445	1	0	1	111	0	111	28	3	31	9	0	9	0	0	0	25	1	26
445-500	1	0	1	102	3	105	30	5	35	12	0	12	0	1	1	16	0	16
500-515	1	0	1	146	2	148	43	6	49	8	0	8	0	0	0	14	0	14
515-530	1	0	1	112	1	113	47	0	47	6	0	6	0	0	0	20	1	21
530-545	0	0	0	128	1	129	19	0	19	10	1	11	1	0	1	15	0	15
545-600	1	0	1	102	1	103	28	0	28	12	0	12	0	0	0	16	0	16
600-615	1	0	1	87	1	88	26	1	27	10	0	10	0	0	0	13	0	13
615-630	2	0	2	68	0	68	20	0	20	7	0	7	0	1	1	24	0	24
HOUR TOTALS																		
330-430	16	0	16	466	24	490	141	5	146	50	4	54	1	3	4	78	2	80
345-445	10	0	10	449	18	467	129	6	135	39	2	41	1	3	4	82	3	85
400-500	8	0	8	454	14	468	126	10	136	45	1	46	1	3	4	75	2	77
415-515	7	0	7	463	7	470	138	16	154	44	0	44	0	2	2	74	1	75
430-530	4	0	4	471	6	477	148	14	162	35	0	35	0	1	1	75	2	77
445-545	3	0	3	488	7	495	139	11	150	36	1	37	1	1	2	65	1	66
500-600	3	0	3	488	5	493	137	6	143	36	1	37	1	0	1	65	1	66
515-615	3	0	3	429	4	433	120	1	121	38	1	39	1	0	1	64	1	65
530-630	4	0	4	385	3	388	93	1	94	39	1	40	1	1	2	68	0	68

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.95

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
330-345	18	5	23	151	0	151	4	0	4	5	0	5	1	0	1	3	0	3	398	15	413
345-400	18	4	22	144	0	144	4	0	4	6	0	6	3	0	3	0	0	0	337	15	352
400-415	18	3	21	120	0	120	2	0	2	7	0	7	0	0	0	0	0	0	342	15	357
415-430	17	2	19	138	0	138	4	0	4	4	0	4	0	0	0	0	0	0	342	7	349
430-445	26	0	26	143	0	143	5	0	5	14	0	14	0	0	0	1	0	1	363	4	367
445-500	25	2	27	153	0	153	5	0	5	5	0	5	1	0	1	1	0	1	351	11	362
500-515	53	0	53	156	0	156	4	0	4	7	0	7	0	0	0	0	0	0	432	8	440
515-530	46	0	46	217	0	217	4	0	4	5	0	5	0	0	0	0	0	0	458	2	460
530-545	54	1	55	217	0	217	4	0	4	3	0	3	0	0	0	2	0	2	453	3	456
545-600	40	1	41	183	0	183	1	0	1	2	0	2	0	0	0	3	0	3	388	2	390
600-615	26	0	26	150	0	150	1	0	1	1	0	1	0	0	0	1	0	1	316	2	318
615-630	17	0	17	108	0	108	1	0	1	0	0	0	1	0	1	0	0	0	248	1	249
HOUR TOTALS																					
330-430	71	14	85	553	0	553	14	0	14	22	0	22	4	0	4	3	0	3	1419	52	1471
345-445	79	9	88	545	0	545	15	0	15	31	0	31	3	0	3	1	0	1	1384	41	1425
400-500	86	7	93	554	0	554	16	0	16	30	0	30	1	0	1	2	0	2	1398	37	1435
415-515	121	4	125	590	0	590	18	0	18	30	0	30	1	0	1	2	0	2	1488	30	1518
430-530	150	2	152	669	0	669	18	0	18	31	0	31	1	0	1	2	0	2	1604	25	1629
445-545	178	3	181	743	0	743	17	0	17	20	0	20	1	0	1	3	0	3	1694	24	1718
500-600	193	2	195	773	0	773	13	0	13	17	0	17	0	0	0	5	0	5	1731	15	1746
515-615	166	2	168	767	0	767	10	0	10	11	0	11	0	0	0	6	0	6	1615	9	1624
530-630	137	2	139	658	0	658	7	0	7	6	0	6	1	0	1	6	0	6	1405	8	1413

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	17	743	181	150	495	3	3	1	20	66	2	37
3-Hour Total	39	1880	376	402	1355	24	11	6	59	225	7	129
AM 3-Hr Total	37	1144	132	450	1715	13	6	8	21	242	7	231
6-Hr Total	76	3024	508	852	3070	37	17	14	80	467	14	360

TRAFFIC DATA SERVICES

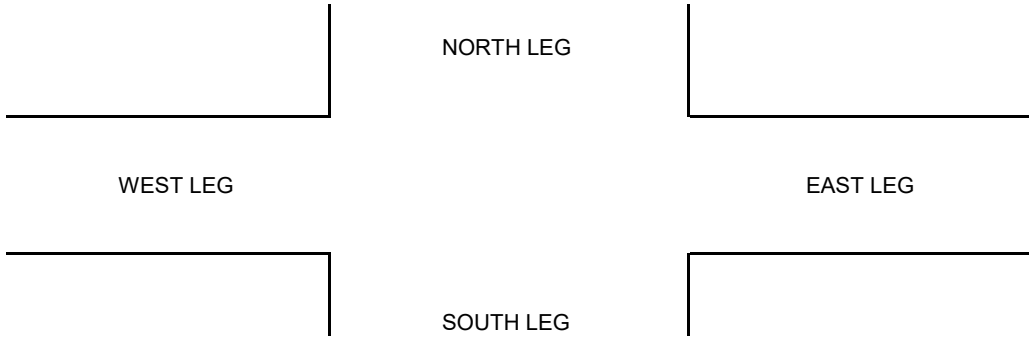
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S RIVER ROAD
E/W US 80/J R ALLEN PKWY WB RAMPS/LAKE OLIVER DRIVE
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

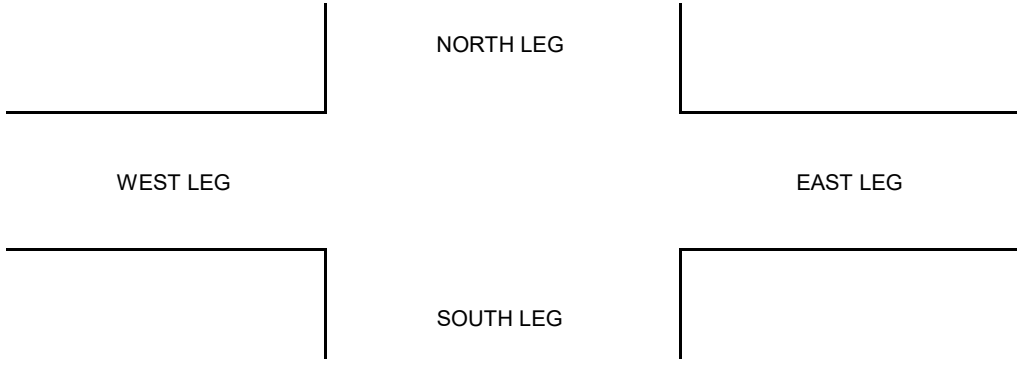
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		3:30 PM TO 6:30 PM
INTERSECTION:	N/S	RIVER ROAD
	E/W	US 80/J R ALLEN PKWY WB RAMPS/LAKE OLIVER DRIVE
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: TUESDAY, FEBRUARY 4TH 2020
PERIOD: 6:30 AM TO 9:30 AM
INTERSECTION: N/S RIVER ROAD
E/W US 80/J R ALLEN PKWY WB RAMPS/LAKE OLIVER DRIVE

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	1	0	1	66	1	67	22	1	23	2	0	2	0	0	0	4	0	4
645-700	1	0	1	63	1	64	23	0	23	4	1	5	0	0	0	16	0	16
700-715	0	0	0	90	1	91	37	1	38	4	0	4	1	0	1	18	0	18
715-730	0	0	0	174	1	175	51	0	51	14	1	15	0	0	0	28	0	28
730-745	2	0	2	217	1	218	51	0	51	36	1	37	0	0	0	19	0	19
745-800	0	0	0	220	0	220	48	1	49	85	1	86	0	0	0	29	0	29
800-815	2	0	2	203	3	206	49	0	49	27	2	29	1	0	1	37	0	37
815-830	1	0	1	147	2	149	37	0	37	16	1	17	0	0	0	14	4	18
830-845	2	0	2	157	2	159	38	0	38	10	1	11	0	0	0	20	1	21
845-900	0	0	0	112	0	112	31	0	31	12	1	13	2	0	2	14	0	14
900-915	1	0	1	121	3	124	37	0	37	8	0	8	2	0	2	24	0	24
915-930	3	0	3	128	2	130	23	0	23	2	2	4	1	0	1	14	0	14
HOUR TOTALS																		
630-730	2	0	2	393	4	397	133	2	135	24	2	26	1	0	1	66	0	66
645-745	3	0	3	544	4	548	162	1	163	58	3	61	1	0	1	81	0	81
700-800	2	0	2	701	3	704	187	2	189	139	3	142	1	0	1	94	0	94
715-815	4	0	4	814	5	819	199	1	200	162	5	167	1	0	1	113	0	113
730-830	5	0	5	787	6	793	185	1	186	164	5	169	1	0	1	99	4	103
745-845	5	0	5	727	7	734	172	1	173	138	5	143	1	0	1	100	5	105
800-900	5	0	5	619	7	626	155	0	155	65	5	70	3	0	3	85	5	90
815-915	4	0	4	537	7	544	143	0	143	46	3	49	4	0	4	72	5	77
830-930	6	0	6	518	7	525	129	0	129	32	4	36	5	0	5	72	1	73

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.81

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	5	0	5	34	0	34	0	0	0	0	0	0	0	0	0	0	0	0	134	2	136
645-700	8	1	9	41	0	41	1	0	1	0	0	0	1	0	1	0	0	0	158	3	161
700-715	15	1	16	51	1	52	4	0	4	0	0	0	0	0	0	0	0	0	220	4	224
715-730	12	0	12	92	3	95	2	1	3	1	0	1	0	0	0	0	0	0	374	6	380
730-745	9	0	9	129	0	129	3	0	3	2	0	2	1	0	1	1	0	1	470	2	472
745-800	13	1	14	166	2	168	1	0	1	2	0	2	0	0	0	0	0	0	564	5	569
800-815	7	0	7	82	3	85	5	0	5	3	0	3	1	0	1	0	0	0	417	8	425
815-830	16	0	16	114	1	115	5	0	5	0	0	0	0	0	0	2	0	2	352	8	360
830-845	12	0	12	110	2	112	7	0	7	4	0	4	2	0	2	1	0	1	363	6	369
845-900	14	0	14	138	1	139	3	0	3	4	0	4	2	0	2	1	0	1	333	2	335
900-915	4	1	5	97	5	102	4	0	4	3	0	3	0	0	0	1	0	1	302	9	311
915-930	12	1	13	68	4	72	1	0	1	2	0	2	1	0	1	0	0	0	255	9	264
HOUR TOTALS																					
630-730	40	2	42	218	4	222	7	1	8	1	0	1	1	0	1	0	0	0	886	15	901
645-745	44	2	46	313	4	317	10	1	11	3	0	3	2	0	2	1	0	1	1222	15	1237
700-800	49	2	51	438	6	444	10	1	11	5	0	5	1	0	1	1	0	1	1628	17	1645
715-815	41	1	42	469	8	477	11	1	12	8	0	8	2	0	2	1	0	1	1825	21	1846
730-830	45	1	46	491	6	497	14	0	14	7	0	7	2	0	2	3	0	3	1803	23	1826
745-845	48	1	49	472	8	480	18	0	18	9	0	9	3	0	3	3	0	3	1696	27	1723
800-900	49	0	49	444	7	451	20	0	20	11	0	11	5	0	5	4	0	4	1465	24	1489
815-915	46	1	47	459	9	468	19	0	19	11	0	11	4	0	4	5	0	5	1350	25	1375
830-930	42	2	44	413	12	425	15	0	15	13	0	13	5	0	5	3	0	3	1253	26	1279

1.14%

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: TUESDAY, FEBRUARY 4TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S RIVER ROAD
E/W US 80/J R ALLEN PKWY WB RAMPS/LAKE OLIVER DRIVE

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	7	0	7	128	6	134	40	2	42	20	2	22	0	0	0	21	0	21
345-400	3	0	3	97	7	104	33	1	34	6	1	7	0	1	1	23	1	24
400-415	2	0	2	137	9	146	31	0	31	9	1	10	1	1	2	15	1	16
415-430	4	0	4	104	2	106	37	2	39	15	0	15	0	1	1	19	0	19
430-445	1	0	1	111	0	111	28	3	31	9	0	9	0	0	0	25	1	26
445-500	1	0	1	102	3	105	30	5	35	12	0	12	0	1	1	16	0	16
500-515	1	0	1	146	2	148	43	6	49	8	0	8	0	0	0	14	0	14
515-530	1	0	1	112	1	113	47	0	47	6	0	6	0	0	0	20	1	21
530-545	0	0	0	128	1	129	19	0	19	10	1	11	1	0	1	15	0	15
545-600	1	0	1	102	1	103	28	0	28	12	0	12	0	0	0	16	0	16
600-615	1	0	1	87	1	88	26	1	27	10	0	10	0	0	0	13	0	13
615-630	2	0	2	68	0	68	20	0	20	7	0	7	0	1	1	24	0	24
HOUR TOTALS																		
330-430	16	0	16	466	24	490	141	5	146	50	4	54	1	3	4	78	2	80
345-445	10	0	10	449	18	467	129	6	135	39	2	41	1	3	4	82	3	85
400-500	8	0	8	454	14	468	126	10	136	45	1	46	1	3	4	75	2	77
415-515	7	0	7	463	7	470	138	16	154	44	0	44	0	2	2	74	1	75
430-530	4	0	4	471	6	477	148	14	162	35	0	35	0	1	1	75	2	77
445-545	3	0	3	488	7	495	139	11	150	36	1	37	1	1	2	65	1	66
500-600	3	0	3	488	5	493	137	6	143	36	1	37	1	0	1	65	1	66
515-615	3	0	3	429	4	433	120	1	121	38	1	39	1	0	1	64	1	65
530-630	4	0	4	385	3	388	93	1	94	39	1	40	1	1	2	68	0	68

3

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.95

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	18	5	23	151	0	151	4	0	4	5	0	5	1	0	1	3	0	3	398	15	413
345-400	18	4	22	144	0	144	4	0	4	6	0	6	3	0	3	0	0	0	337	15	352
400-415	18	3	21	120	0	120	2	0	2	7	0	7	0	0	0	0	0	0	342	15	357
415-430	17	2	19	138	0	138	4	0	4	4	0	4	0	0	0	0	0	0	342	7	349
430-445	26	0	26	143	0	143	5	0	5	14	0	14	0	0	0	1	0	1	363	4	367
445-500	25	2	27	153	0	153	5	0	5	5	0	5	1	0	1	1	0	1	351	11	362
500-515	53	0	53	156	0	156	4	0	4	7	0	7	0	0	0	0	0	0	432	8	440
515-530	46	0	46	217	0	217	4	0	4	5	0	5	0	0	0	0	0	0	458	2	460
530-545	54	1	55	217	0	217	4	0	4	3	0	3	0	0	0	2	0	2	453	3	456
545-600	40	1	41	183	0	183	1	0	1	2	0	2	0	0	0	3	0	3	388	2	390
600-615	26	0	26	150	0	150	1	0	1	1	0	1	0	0	0	1	0	1	316	2	318
615-630	17	0	17	108	0	108	1	0	1	0	0	0	1	0	1	0	0	0	248	1	249
HOUR TOTALS																					
330-430	71	14	85	553	0	553	14	0	14	22	0	22	4	0	4	3	0	3	1419	52	1471
345-445	79	9	88	545	0	545	15	0	15	31	0	31	3	0	3	1	0	1	1384	41	1425
400-500	86	7	93	554	0	554	16	0	16	30	0	30	1	0	1	2	0	2	1398	37	1435
415-515	121	4	125	590	0	590	18	0	18	30	0	30	1	0	1	2	0	2	1488	30	1518
430-530	150	2	152	669	0	669	18	0	18	31	0	31	1	0	1	2	0	2	1604	25	1629
445-545	178	3	181	743	0	743	17	0	17	20	0	20	1	0	1	3	0	3	1694	24	1718
500-600	193	2	195	773	0	773	13	0	13	17	0	17	0	0	0	5	0	5	1731	15	1746
515-615	166	2	168	767	0	767	10	0	10	11	0	11	0	0	0	6	0	6	1615	9	1624
530-630	137	2	139	658	0	658	7	0	7	6	0	6	1	0	1	6	0	6	1405	8	1413

1.40% 1.27%

TRAFFIC DATA SERVICES

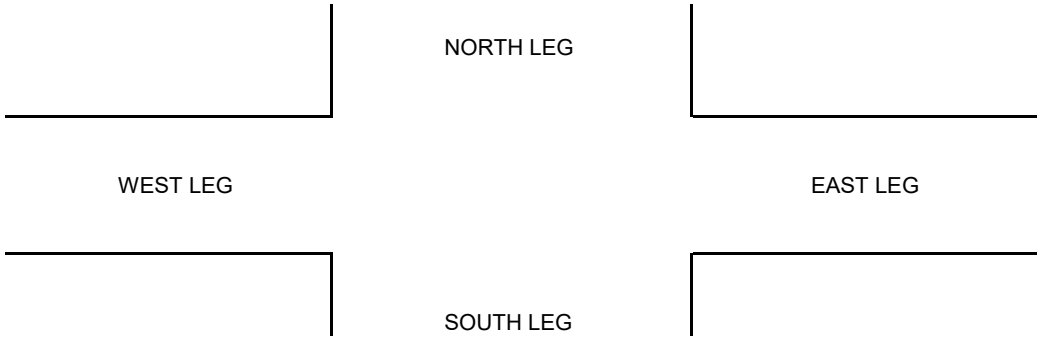
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	RIVER ROAD
	E/W	US 80/J R ALLEN PKWY WB RAMPS/LAKE OLIVER DRIVE
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

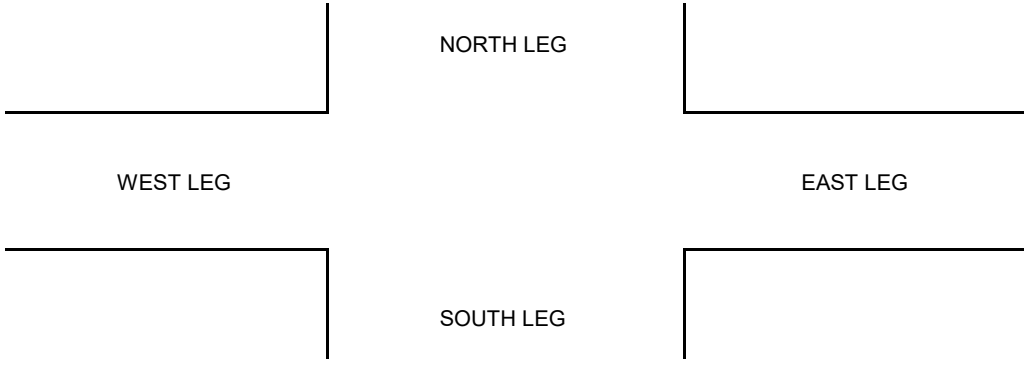
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		3:30 PM TO 6:30 PM
INTERSECTION:	N/S	RIVER ROAD
	E/W	US 80/J R ALLEN PKWY WB RAMPS/LAKE OLIVER DRIVE
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		TUESDAY, FEBRUARY 4TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	2ND AVENUE
	E/W	MANCHESTER EXPY/45TH STREET

7:15 AM
3-Hour To

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	0	0	0	81	1	82	50	0	50	32	0	32	0	0	0	7	0	7
645-700	0	0	0	150	0	150	70	1	71	39	0	39	0	0	0	12	3	15
700-715	0	0	0	176	2	178	82	1	83	36	0	36	0	0	0	12	0	12
715-730	0	0	0	219	4	223	157	1	158	70	2	72	1	1	2	29	1	30
730-745	0	0	0	280	5	285	209	1	210	59	0	59	0	0	0	22	0	22
745-800	0	0	0	419	6	425	173	1	174	44	0	44	0	0	0	33	1	34
800-815	0	0	0	466	7	473	149	1	150	62	2	64	0	0	0	22	0	22
815-830	0	0	0	170	5	175	111	1	112	18	0	18	0	0	0	4	0	4
830-845	0	0	0	262	4	266	80	2	82	32	0	32	0	0	0	10	1	11
845-900	0	0	0	344	5	349	141	3	144	47	5	52	1	1	2	27	1	28
900-915	0	0	0	283	3	286	148	2	150	52	3	55	0	0	0	29	0	29
915-930	0	0	0	395	10	405	215	0	215	113	5	118	0	0	0	55	1	56
HOUR TOTALS																		
630-730	0	0	0	626	7	633	359	3	362	177	2	179	1	1	2	60	4	64
645-745	0	0	0	825	11	836	518	4	522	204	2	206	1	1	2	75	4	79
700-800	0	0	0	1094	17	1111	621	4	625	209	2	211	1	1	2	96	2	98
715-815	0	0	0	1384	22	1406	688	4	692	235	4	239	1	1	2	106	2	108
730-830	0	0	0	1335	23	1358	642	4	646	183	2	185	0	0	0	81	1	82
745-845	0	0	0	1317	22	1339	513	5	518	156	2	158	0	0	0	69	2	71
800-900	0	0	0	1242	21	1263	481	7	488	159	7	166	1	1	2	63	2	65
815-915	0	0	0	1059	17	1076	480	8	488	149	8	157	1	1	2	70	2	72
830-930	0	0	0	1284	22	1306	584	7	591	244	13	257	1	1	2	121	3	124

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.78

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**	**CARS**	**TRUCKS**	**TOTAL**
630-645	6	0	6	39	0	39	0	0	0	0	0	0	1	0	1	0	0	0	216	1	217
645-700	24	0	24	43	0	43	0	0	0	0	0	0	0	0	0	0	0	0	338	4	342
700-715	14	1	15	58	0	58	2	1	3	0	0	0	0	0	0	0	0	0	380	5	385
715-730	16	0	16	65	0	65	0	0	0	0	0	0	0	0	0	0	0	0	557	9	566
730-745	28	2	30	61	3	64	0	0	0	1	0	1	4	0	4	2	0	2	666	11	677
745-800	30	3	33	79	6	85	0	0	0	0	0	0	4	0	4	1	0	1	783	17	800
800-815	21	3	24	112	1	113	0	0	0	0	0	0	4	0	4	1	0	1	837	14	851
815-830	39	4	43	78	3	81	0	0	0	0	0	0	1	0	1	1	0	1	422	13	435
830-845	35	3	38	76	4	80	1	2	3	2	0	2	0	0	0	0	0	0	498	16	514
845-900	27	1	28	82	3	85	0	0	0	0	0	0	0	0	0	1	0	1	670	19	689
900-915	34	0	34	90	7	97	1	1	2	0	0	0	1	0	1	2	0	2	640	16	656
915-930	35	2	37	90	3	93	0	0	0	0	0	0	2	0	2	0	0	0	905	21	926
HOUR TOTALS																					
630-730	60	1	61	205	0	205	2	1	3	0	0	0	1	0	1	0	0	0	1491	19	1510
645-745	82	3	85	227	3	230	2	1	3	1	0	1	4	0	4	2	0	2	1941	29	1970
700-800	88	6	94	263	9	272	2	1	3	1	0	1	8	0	8	3	0	3	2386	42	2428
715-815	95	8	103	317	10	327	0	0	0	1	0	1	12	0	12	4	0	4	2843	51	2894
730-830	118	12	130	330	13	343	0	0	0	1	0	1	13	0	13	5	0	5	2708	55	2763
745-845	125	13	138	345	14	359	1	2	3	2	0	2	9	0	9	3	0	3	2540	60	2600
800-900	122	11	133	348	11	359	1	2	3	2	0	2	5	0	5	3	0	3	2427	62	2489
815-915	135	8	143	326	17	343	2	3	5	2	0	2	2	0	2	4	0	4	2230	64	2294
830-930	131	6	137	338	17	355	2	3	5	2	0	2	3	0	3	3	0	3	2713	72	2785

NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
0	327	103	692	1406	0	4	12	1	108	2	239
8	903	328	1599	3297	0	8	17	3	270	4	621

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: TUESDAY, FEBRUARY 4TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S 2ND AVENUE
E/W MANCHESTER EXPY/45TH STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	0	0	0	118	8	126	82	1	83	91	0	91	0	0	0	34	1	35
345-400	0	0	0	101	2	103	100	2	102	113	1	114	0	0	0	32	0	32
400-415	0	1	1	102	3	105	93	4	97	136	0	136	5	0	5	45	3	48
415-430	0	0	0	112	2	114	96	0	96	106	1	107	3	0	3	36	0	36
430-445	0	0	0	121	4	125	81	0	81	189	1	190	2	0	2	26	3	29
445-500	0	0	0	103	1	104	104	2	96	119	0	119	0	0	0	26	0	26
500-515	0	0	0	115	0	115	72	1	83	160	1	161	0	0	0	29	0	29
515-530	0	0	0	130	0	130	63	3	81	171	0	171	0	0	0	55	0	55
530-545	0	0	0	107	0	107	113	0	98	181	1	182	0	0	0	45	2	47
545-600	0	0	0	65	1	66	95	2	97	152	0	152	0	0	0	41	1	42
600-615	0	0	0	78	0	78	85	0	85	131	2	133	2	0	2	39	1	40
615-630	0	0	0	84	1	85	92	0	92	103	1	104	1	0	1	38	0	38
HOUR TOTALS																		
330-430	0	1	1	433	15	448	371	7	378	446	2	448	8	0	8	147	4	151
345-445	0	1	1	436	11	447	370	6	376	544	3	547	10	0	10	139	6	145
400-500	0	1	1	438	10	448	374	6	370	550	2	552	10	0	10	133	6	139
415-515	0	0	0	451	7	458	353	3	356	574	3	577	5	0	5	117	3	120
430-530	0	0	0	469	5	474	320	6	341	639	2	641	2	0	2	136	3	139
445-545	0	0	0	455	1	456	352	6	358	631	2	633	0	0	0	155	2	157
500-600	0	0	0	417	1	418	343	6	359	664	2	666	0	0	0	170	3	173
515-615	0	0	0	380	1	381	356	5	361	635	3	638	2	0	2	180	4	184
530-630	0	0	0	334	2	336	385	2	372	567	4	571	3	0	3	163	4	167

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.88

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
330-345	21	0	21	151	4	155	0	0	0	1	0	1	1	0	1	1	0	1	500	14	514
345-400	42	1	43	143	3	146	0	0	0	0	0	0	4	1	5	2	0	2	537	10	547
400-415	46	1	47	197	2	199	0	0	0	0	0	0	1	0	1	2	0	2	627	14	641
415-430	32	2	34	140	2	142	0	0	0	0	0	0	2	0	2	1	0	1	528	7	535
430-445	35	0	35	174	6	180	0	0	0	0	0	0	0	0	0	1	0	1	629	14	643
445-500	39	1	40	183	2	185	0	0	0	0	0	0	2	0	2	3	0	3	579	6	575
500-515	45	0	45	238	1	239	0	0	0	0	0	0	6	0	6	0	0	0	665	3	678
515-530	36	1	37	288	0	288	0	0	0	1	0	1	0	0	0	2	0	2	746	4	765
530-545	36	0	36	208	3	211	0	0	0	0	0	0	5	0	5	0	0	0	695	6	686
545-600	33	0	33	181	0	181	0	0	0	0	0	0	4	0	4	2	0	2	573	4	577
600-615	33	1	34	162	0	162	0	0	0	0	0	0	3	0	3	1	0	1	534	4	538
615-630	30	1	31	157	0	157	1	1	2	0	0	0	3	0	3	2	0	2	511	4	515
HOUR TOTALS																					
330-430	141	4	145	631	11	642	0	0	0	1	0	1	8	1	9	6	0	6	2192	45	2237
345-445	155	4	159	654	13	667	0	0	0	0	0	0	7	1	8	6	0	6	2321	45	2366
400-500	152	4	156	694	12	706	0	0	0	0	0	0	5	0	5	7	0	7	2363	41	2394
415-515	151	3	154	735	11	746	0	0	0	0	0	0	10	0	10	5	0	5	2401	30	2431
430-530	155	2	157	883	9	892	0	0	0	1	0	1	8	0	8	6	0	6	2619	27	2661
445-545	156	2	158	917	6	923	0	0	0	1	0	1	13	0	13	5	0	5	2685	19	2704
500-600	150	1	151	915	4	919	0	0	0	1	0	1	15	0	15	4	0	4	2679	17	2706
515-615	138	2	140	839	3	842	0	0	0	1	0	1	12	0	12	5	0	5	2548	18	2566
530-630	132	2	134	708	3	711	1	1	2	0	0	0	15	0	15	5	0	5	2313	18	2316

	NB LT	NB THRU	NB RT	SB LT	SB THRU	SB RT	EB LT	EB THRU	EB RT	WB LT	WB THRU	WB RT
4:45 PM	0	923	158	358	456	0	5	13	1	157	0	633
3-Hour Total	2	2245	436	1091	1258	1	17	32	2	457	13	1660
AM 3-Hr Total	8	903	328	1599	3297	0	8	17	3	270	4	621
6-Hr Total	10	3148	764	2690	4555	1	25	49	5	727	17	2281

TRAFFIC DATA SERVICES

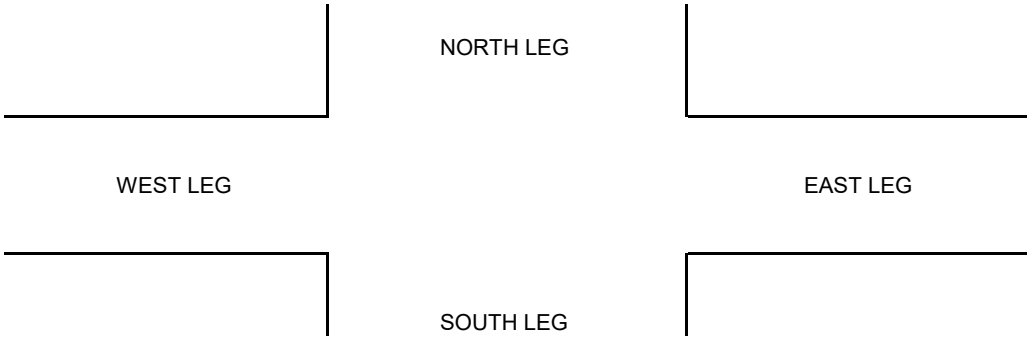
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT:		STANTEC
PROJECT:		J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE:		THURSDAY, JANUARY 30TH 2020
PERIOD:		6:30 AM TO 9:30 AM
INTERSECTION:	N/S	2ND AVENUE
	E/W	MANCHESTER EXPY/45TH STREET
CITY:		COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	1	0	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	1	0	0	1
815-830	2	0	0	0	2
830-845	0	0	1	0	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	1	0	0	1
645-745	0	1	0	0	1
700-800	0	1	0	0	1
715-815	0	1	0	0	1
730-830	2	1	0	0	3
745-845	2	1	1	0	4
800-900	2	1	1	0	4
815-915	2	0	1	0	3
830-930	0	0	1	0	1

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0



TRAFFIC DATA SERVICES

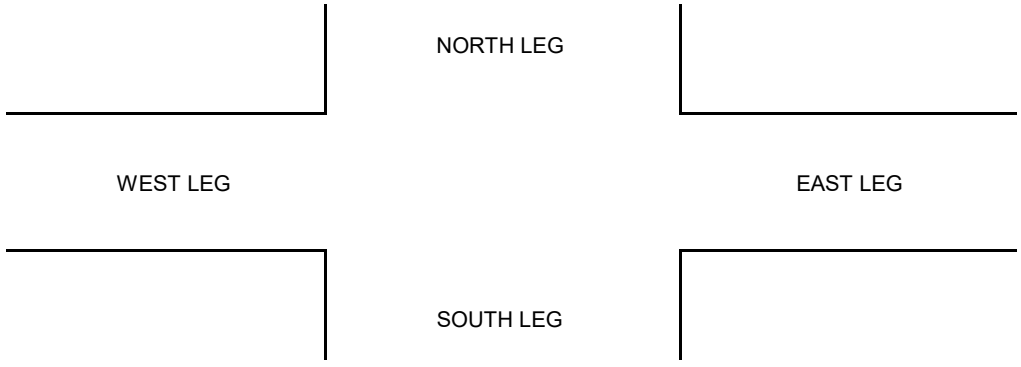
Phone: (678) 687-8266 Fax: (404) 294-6122

INTERSECTION PEDESTRIAN AND BICYCLE COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY TRAFFIC DATA COLLECTION PROGRAM
DATE: THURSDAY, JANUARY 30TH 2020
PERIOD: 3:30 PM TO 6:30 PM
INTERSECTION: N/S 2ND AVENUE
E/W MANCHESTER EXPY/45TH STREET
CITY: COLUMBUS GA

PEDESTRIANS					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	3	0	3
445-500	2	2	0	0	4
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	2	0	2
545-600	0	1	2	0	3
600-615	1	1	1	0	3
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	3	0	3
400-500	2	2	3	0	7
415-515	2	2	3	0	7
430-530	2	2	3	0	7
445-545	2	2	2	0	6
500-600	0	1	4	0	5
515-615	1	2	5	0	8
530-630	1	2	5	0	8

BICYCLES					
15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTALS
330-430	0	0	0	0	0
345-445	0	0	0	0	0
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0



TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/22/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	24	0	15	3	0	1	0	0	2	3	0	0	0	0
12:15 AM	13	0	9	1	1	0	1	0	1	0	0	0	0	0
12:30 AM	14	0	11	2	0	1	0	0	0	0	0	0	0	0
12:45 AM	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	6	0	3	0	0	1	1	0	0	1	0	0	0	0
1:15 AM	15	0	9	2	0	0	0	0	0	3	0	1	0	0
1:30 AM	9	0	6	2	0	0	0	0	0	0	0	1	0	0
1:45 AM	10	0	6	0	1	0	0	0	1	1	0	1	0	0
2:00 AM	14	0	10	1	0	0	1	0	0	2	0	0	0	0
2:15 AM	5	0	2	0	0	0	0	0	0	3	0	0	0	0
2:30 AM	16	0	10	0	0	0	0	0	3	3	0	0	0	0
2:45 AM	9	0	4	3	0	0	0	0	2	0	0	0	0	0
3:00 AM	14	0	9	1	0	1	0	0	3	0	0	0	0	0
3:15 AM	14	0	10	0	1	2	0	0	0	1	0	0	0	0
3:30 AM	23	0	16	2	0	0	1	0	2	2	0	0	0	0
3:45 AM	13	0	8	1	0	1	0	0	2	0	0	1	0	0
4:00 AM	16	0	6	4	1	0	0	0	2	3	0	0	0	0
4:15 AM	20	0	11	5	0	1	0	0	1	2	0	0	0	0
4:30 AM	30	0	12	15	0	0	1	0	0	1	0	1	0	0
4:45 AM	48	0	24	16	1	3	0	0	0	4	0	0	0	0
5:00 AM	71	0	47	14	0	6	0	0	3	1	0	0	0	0
5:15 AM	101	1	62	21	4	3	1	0	4	2	0	3	0	0
5:30 AM	83	0	45	21	2	4	1	0	7	2	0	1	0	0
5:45 AM	83	1	46	24	2	5	1	0	3	1	0	0	0	0
6:00 AM	85	1	47	18	6	7	1	0	3	1	0	1	0	0
6:15 AM	112	1	64	22	3	8	0	0	8	4	0	2	0	0
6:30 AM	151	1	83	38	8	11	1	0	5	3	0	1	0	0
6:45 AM	143	0	86	31	6	7	0	0	8	3	0	2	0	0
7:00 AM	149	0	108	23	3	5	1	0	4	3	0	2	0	0
7:15 AM	192	0	125	36	7	10	3	0	7	2	0	2	0	0
7:30 AM	240	0	184	30	6	11	0	0	5	1	0	3	0	0
7:45 AM	243	0	177	48	2	7	1	0	4	2	0	1	0	1
8:00 AM	227	1	173	26	7	10	1	0	2	3	0	4	0	0
8:15 AM	223	1	159	33	2	8	0	1	13	4	0	2	0	0
8:30 AM	215	0	144	39	5	8	1	0	9	6	0	3	0	0
8:45 AM	179	0	126	29	3	8	0	0	6	4	0	3	0	0
9:00 AM	138	1	84	20	6	12	1	0	8	5	1	0	0	0
9:15 AM	151	0	111	29	3	4	1	0	0	2	1	0	0	0
9:30 AM	139	0	90	25	4	10	0	0	3	6	0	1	0	0
9:45 AM	130	1	80	19	3	7	3	0	8	8	1	0	0	0
10:00 AM	114	0	67	26	1	9	0	0	5	5	0	1	0	0
10:15 AM	144	1	76	28	7	13	1	1	7	7	1	0	1	1
10:30 AM	119	0	63	26	1	9	2	0	7	10	0	0	1	0
10:45 AM	119	2	74	19	2	8	1	0	8	5	0	0	0	0
11:00 AM	137	0	80	30	3	4	0	0	8	12	0	0	0	0
11:15 AM	140	2	82	30	10	2	1	0	6	6	0	0	1	0
11:30 AM	166	1	112	32	3	6	1	0	4	7	0	0	0	0
11:45 AM	175	2	109	32	2	13	1	0	4	9	0	3	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/22/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4496	17	2898	828	116	226	29	2	178	153	4	40	3	2
%		0.4	64.5	18.4	2.6	5.0	0.6	0.0	4.0	3.4	0.1	0.9	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/22/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	162	1	112	29	3	6	2	0	2	6	0	1	0	0
12:15 PM	170	1	112	34	4	12	1	0	1	4	0	1	0	0
12:30 PM	211	2	133	38	5	16	4	0	7	4	0	2	0	0
12:45 PM	221	1	136	39	4	23	1	0	7	7	0	3	0	0
1:00 PM	183	1	120	40	3	4	2	0	5	8	0	0	0	0
1:15 PM	187	1	129	30	2	7	3	0	8	4	0	3	0	0
1:30 PM	177	1	121	31	4	6	0	0	7	5	0	1	0	1
1:45 PM	189	2	127	32	6	6	2	0	8	6	0	0	0	0
2:00 PM	152	1	110	19	2	5	1	0	6	6	0	2	0	0
2:15 PM	185	0	124	43	4	6	1	0	3	3	0	1	0	0
2:30 PM	199	0	126	43	8	7	0	0	3	8	0	3	0	1
2:45 PM	212	1	142	47	3	6	0	0	4	6	0	2	0	1
3:00 PM	188	2	128	28	8	9	1	0	8	4	0	0	0	0
3:15 PM	195	1	133	34	6	8	0	0	12	1	0	0	0	0
3:30 PM	200	3	139	26	6	8	2	0	11	5	0	0	0	0
3:45 PM	229	1	162	35	9	9	0	0	8	4	1	0	0	0
4:00 PM	235	0	148	47	3	11	3	0	11	11	0	1	0	0
4:15 PM	219	3	159	24	6	12	2	0	5	5	1	2	0	0
4:30 PM	230	0	156	47	2	8	2	0	8	6	0	1	0	0
4:45 PM	205	3	138	39	3	11	0	0	6	3	0	2	0	0
5:00 PM	209	1	152	32	6	9	0	0	6	3	0	0	0	0
5:15 PM	260	0	185	40	5	16	0	0	8	3	0	2	0	1
5:30 PM	245	1	177	34	5	9	1	0	6	7	1	3	1	0
5:45 PM	244	5	164	49	2	10	0	0	1	4	1	6	0	2
6:00 PM	218	2	150	40	5	9	0	0	7	4	0	1	0	0
6:15 PM	209	1	143	42	0	9	0	0	6	7	0	1	0	0
6:30 PM	204	0	152	34	3	8	0	0	4	3	0	0	0	0
6:45 PM	209	0	142	45	1	8	2	0	3	6	0	1	0	1
7:00 PM	155	0	109	25	1	11	0	0	5	4	0	0	0	0
7:15 PM	173	2	121	25	3	9	2	0	3	6	0	2	0	0
7:30 PM	164	0	105	41	3	6	2	0	1	4	0	2	0	0
7:45 PM	150	2	115	22	0	4	0	0	3	3	0	0	1	0
8:00 PM	144	0	110	22	1	3	0	0	2	4	1	1	0	0
8:15 PM	139	0	111	14	0	4	1	0	1	6	0	0	1	1
8:30 PM	128	0	110	13	0	3	0	0	0	2	0	0	0	0
8:45 PM	130	1	96	23	0	4	0	0	3	2	0	0	0	1
9:00 PM	99	0	69	19	1	6	0	0	3	1	0	0	0	0
9:15 PM	79	2	62	10	0	3	0	0	1	1	0	0	0	0
9:30 PM	84	0	55	16	4	0	1	0	4	4	0	0	0	0
9:45 PM	73	0	51	9	0	6	1	0	3	3	0	0	0	0
10:00 PM	57	0	39	9	0	4	0	0	1	4	0	0	0	0
10:15 PM	56	0	39	11	1	0	0	0	2	3	0	0	0	0
10:30 PM	47	0	32	12	0	0	0	0	3	0	0	0	0	0
10:45 PM	49	0	34	7	1	1	0	0	5	1	0	0	0	0
11:00 PM	49	0	36	11	0	0	0	0	1	1	0	0	0	0
11:15 PM	40	0	29	6	0	2	1	0	0	2	0	0	0	0
11:30 PM	26	0	18	4	0	2	0	0	0	2	0	0	0	0
11:45 PM	21	0	15	1	0	1	2	0	0	1	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/22/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	7610	42	5276	1321	133	327	40	0	212	197	5	45	3	9
%		0.6	69.3	17.4	1.7	4.3	0.5	0.0	2.8	2.6	0.1	0.6	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/23/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	15	0	10	4	0	0	0	0	0	1	0	0	0	0
12:15 AM	15	0	10	1	0	1	0	0	1	2	0	0	0	0
12:30 AM	14	0	10	1	0	1	1	0	1	0	0	0	0	0
12:45 AM	18	0	14	2	0	0	1	0	0	1	0	0	0	0
1:00 AM	15	0	9	3	0	2	1	0	0	0	0	0	0	0
1:15 AM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	17	0	13	1	0	1	0	0	1	0	0	1	0	0
1:45 AM	12	0	8	1	0	1	0	0	0	2	0	0	0	0
2:00 AM	15	0	4	4	1	0	0	0	4	2	0	0	0	0
2:15 AM	22	0	12	2	0	0	0	0	1	7	0	0	0	0
2:30 AM	13	0	8	1	0	0	0	0	2	2	0	0	0	0
2:45 AM	17	0	9	2	1	0	0	0	3	1	0	1	0	0
3:00 AM	6	0	5	0	0	1	0	0	0	0	0	0	0	0
3:15 AM	14	0	8	3	0	0	0	0	3	0	0	0	0	0
3:30 AM	25	0	22	1	0	1	0	0	0	1	0	0	0	0
3:45 AM	17	0	10	3	0	0	0	0	2	2	0	0	0	0
4:00 AM	18	0	10	4	0	1	0	0	0	3	0	0	0	0
4:15 AM	23	0	10	7	0	0	0	0	3	2	0	1	0	0
4:30 AM	21	0	8	9	1	1	0	0	0	1	0	1	0	0
4:45 AM	49	0	36	8	0	1	1	0	0	3	0	0	0	0
5:00 AM	66	1	43	18	2	1	0	0	1	0	0	0	0	0
5:15 AM	98	1	61	19	2	6	0	0	1	4	0	4	0	0
5:30 AM	94	1	55	26	1	4	0	0	2	2	0	3	0	0
5:45 AM	88	0	46	20	3	6	2	0	5	5	0	0	1	0
6:00 AM	80	0	37	20	6	7	1	0	2	4	1	2	0	0
6:15 AM	125	1	71	27	6	8	2	0	3	4	0	3	0	0
6:30 AM	147	0	79	42	2	11	2	0	3	8	0	0	0	0
6:45 AM	156	0	102	32	4	9	1	1	2	3	1	1	0	0
7:00 AM	144	1	97	26	1	10	1	0	3	2	0	3	0	0
7:15 AM	205	0	154	24	6	10	2	0	2	4	1	2	0	0
7:30 AM	276	4	197	41	8	8	1	0	9	4	0	2	0	2
7:45 AM	239	0	187	38	2	6	0	0	4	2	0	0	0	0
8:00 AM	212	0	163	34	2	4	1	0	0	5	0	3	0	0
8:15 AM	233	1	168	32	6	13	3	0	4	3	0	3	0	0
8:30 AM	198	1	136	31	5	7	3	0	8	5	0	2	0	0
8:45 AM	160	0	115	21	4	8	3	0	4	3	0	2	0	0
9:00 AM	158	4	105	25	3	9	2	0	6	3	1	0	0	0
9:15 AM	143	1	98	17	5	6	2	0	10	3	0	1	0	0
9:30 AM	141	1	95	22	3	7	1	0	5	7	0	0	0	0
9:45 AM	150	0	83	31	8	12	3	0	4	8	0	1	0	0
10:00 AM	116	0	70	20	2	5	4	0	11	3	0	1	0	0
10:15 AM	138	2	75	33	3	10	1	0	2	11	0	1	0	0
10:30 AM	128	0	79	30	1	4	1	0	5	6	0	1	1	0
10:45 AM	145	1	87	29	2	6	0	0	11	8	1	0	0	0
11:00 AM	151	1	101	26	2	9	2	0	6	4	0	0	0	0
11:15 AM	164	0	98	26	5	9	2	0	12	9	1	2	0	0
11:30 AM	141	0	93	30	3	6	2	0	2	5	0	0	0	0
11:45 AM	174	0	115	38	4	7	1	0	3	4	0	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/23/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4624	21	3034	835	104	219	47	1	151	159	6	43	2	2
%		0.5	65.6	18.1	2.2	4.7	1.0	0.0	3.3	3.4	0.1	0.9	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/23/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	182	1	121	30	3	5	0	0	14	8	0	0	0	0
12:15 PM	184	1	122	39	2	11	0	0	4	3	0	2	0	0
12:30 PM	195	0	140	32	2	11	1	0	5	1	1	2	0	0
12:45 PM	216	1	139	50	1	13	1	0	6	3	0	2	0	0
1:00 PM	179	2	116	33	5	5	2	0	10	4	0	2	0	0
1:15 PM	173	0	116	30	6	8	0	1	7	3	0	1	1	0
1:30 PM	171	1	121	25	4	7	2	0	6	4	1	0	0	0
1:45 PM	183	0	124	29	2	12	1	0	4	6	0	4	1	0
2:00 PM	157	0	103	28	3	6	2	0	8	5	0	2	0	0
2:15 PM	229	3	145	52	3	10	1	0	6	6	1	1	0	1
2:30 PM	187	0	122	33	2	11	0	0	7	6	1	4	1	0
2:45 PM	209	1	137	38	9	8	1	1	6	3	0	2	1	2
3:00 PM	191	0	129	30	6	14	1	0	5	4	0	2	0	0
3:15 PM	231	1	161	38	6	7	1	0	7	7	0	3	0	0
3:30 PM	213	1	144	35	8	10	2	0	11	1	0	1	0	0
3:45 PM	205	1	140	32	5	10	2	0	4	3	1	5	0	2
4:00 PM	194	0	132	37	3	7	3	0	3	7	0	2	0	0
4:15 PM	207	3	140	34	7	10	3	0	4	3	0	3	0	0
4:30 PM	214	2	158	36	1	7	1	0	5	1	0	2	0	1
4:45 PM	204	0	135	45	3	10	2	0	5	4	0	0	0	0
5:00 PM	248	0	183	46	3	8	0	1	4	1	0	2	0	0
5:15 PM	247	3	168	49	4	11	0	0	8	1	0	3	0	0
5:30 PM	301	1	215	53	3	13	0	0	5	6	0	5	0	0
5:45 PM	263	2	186	49	2	9	0	0	8	3	0	4	0	0
6:00 PM	223	0	155	44	2	15	0	0	3	2	0	2	0	0
6:15 PM	248	0	188	35	8	7	0	0	6	3	0	0	0	1
6:30 PM	210	1	148	34	1	11	0	0	4	6	0	3	0	2
6:45 PM	178	0	127	30	4	10	0	0	1	3	2	1	0	0
7:00 PM	178	0	134	28	0	7	1	0	1	6	0	1	0	0
7:15 PM	177	1	146	17	0	7	1	0	1	3	0	1	0	0
7:30 PM	177	0	114	39	3	8	0	0	8	3	0	2	0	0
7:45 PM	138	1	105	20	3	3	0	0	2	4	0	0	0	0
8:00 PM	153	1	107	32	0	7	0	0	4	2	0	0	0	0
8:15 PM	117	0	85	19	0	5	0	0	3	5	0	0	0	0
8:30 PM	127	1	102	15	0	4	0	0	2	3	0	0	0	0
8:45 PM	111	1	85	16	1	4	0	0	3	1	0	0	0	0
9:00 PM	128	0	93	21	1	6	0	0	4	3	0	0	0	0
9:15 PM	106	0	84	13	0	3	0	0	0	4	0	2	0	0
9:30 PM	72	0	59	11	0	1	0	0	0	0	0	1	0	0
9:45 PM	77	0	50	19	0	3	0	0	2	2	1	0	0	0
10:00 PM	77	0	56	15	0	2	0	0	2	2	0	0	0	0
10:15 PM	74	0	59	10	0	3	0	0	1	1	0	0	0	0
10:30 PM	50	0	38	8	1	1	0	0	1	0	0	1	0	0
10:45 PM	54	0	35	11	1	2	0	0	1	4	0	0	0	0
11:00 PM	50	0	41	7	0	0	0	0	1	1	0	0	0	0
11:15 PM	51	0	37	8	0	0	0	0	4	2	0	0	0	0
11:30 PM	32	0	24	2	0	3	0	0	2	1	0	0	0	0
11:45 PM	19	0	15	1	0	1	0	0	1	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/23/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	7810	30	5484	1358	118	336	28	3	209	155	8	68	4	9
%		0.4	70.2	17.4	1.5	4.3	0.4	0.0	2.7	2.0	0.1	0.9	0.1	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/22/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	24	65	12:00 PM	162	764
12:15 AM	13		12:15 PM	170	
12:30 AM	14		12:30 PM	211	
12:45 AM	14		12:45 PM	221	
1:00 AM	6	40	1:00 PM	183	736
1:15 AM	15		1:15 PM	187	
1:30 AM	9		1:30 PM	177	
1:45 AM	10		1:45 PM	189	
2:00 AM	14	44	2:00 PM	152	748
2:15 AM	5		2:15 PM	185	
2:30 AM	16		2:30 PM	199	
2:45 AM	9		2:45 PM	212	
3:00 AM	14	64	3:00 PM	188	812
3:15 AM	14		3:15 PM	195	
3:30 AM	23		3:30 PM	200	
3:45 AM	13		3:45 PM	229	
4:00 AM	16	114	4:00 PM	235	889
4:15 AM	20		4:15 PM	219	
4:30 AM	30		4:30 PM	230	
4:45 AM	48		4:45 PM	205	
5:00 AM	71	338	5:00 PM	209	958
5:15 AM	101		5:15 PM	260	
5:30 AM	83		5:30 PM	245	
5:45 AM	83		5:45 PM	244	
6:00 AM	85	491	6:00 PM	218	840
6:15 AM	112		6:15 PM	209	
6:30 AM	151		6:30 PM	204	
6:45 AM	143		6:45 PM	209	
7:00 AM	149	824	7:00 PM	155	642
7:15 AM	192		7:15 PM	173	
7:30 AM	240		7:30 PM	164	
7:45 AM	243		7:45 PM	150	
8:00 AM	227	844	8:00 PM	144	541
8:15 AM	223		8:15 PM	139	
8:30 AM	215		8:30 PM	128	
8:45 AM	179		8:45 PM	130	
9:00 AM	138	558	9:00 PM	99	335
9:15 AM	151		9:15 PM	79	
9:30 AM	139		9:30 PM	84	
9:45 AM	130		9:45 PM	73	
10:00 AM	114	496	10:00 PM	57	209
10:15 AM	144		10:15 PM	56	
10:30 AM	119		10:30 PM	47	
10:45 AM	119		10:45 PM	49	
11:00 AM	137	618	11:00 PM	49	136
11:15 AM	140		11:15 PM	40	
11:30 AM	166		11:30 PM	26	
11:45 AM	175		11:45 PM	21	

24 Hour Total 12106

12:00 AM - 12:00 PM	
12 Hour Count	4496
Peak Hour	7:30 AM
Peak Volume	933
Factor	0.96

12:00 PM - 12:00 AM	
12 Hour Count	7610
Peak Hour	5:15 PM
Peak Volume	967
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/23/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	15	62	12:00 PM	182	777
12:15 AM	15		12:15 PM	184	
12:30 AM	14		12:30 PM	195	
12:45 AM	18		12:45 PM	216	
1:00 AM	15	52	1:00 PM	179	706
1:15 AM	8		1:15 PM	173	
1:30 AM	17		1:30 PM	171	
1:45 AM	12		1:45 PM	183	
2:00 AM	15	67	2:00 PM	157	782
2:15 AM	22		2:15 PM	229	
2:30 AM	13		2:30 PM	187	
2:45 AM	17		2:45 PM	209	
3:00 AM	6	62	3:00 PM	191	840
3:15 AM	14		3:15 PM	231	
3:30 AM	25		3:30 PM	213	
3:45 AM	17		3:45 PM	205	
4:00 AM	18	111	4:00 PM	194	819
4:15 AM	23		4:15 PM	207	
4:30 AM	21		4:30 PM	214	
4:45 AM	49		4:45 PM	204	
5:00 AM	66	346	5:00 PM	248	1059
5:15 AM	98		5:15 PM	247	
5:30 AM	94		5:30 PM	301	
5:45 AM	88		5:45 PM	263	
6:00 AM	80	508	6:00 PM	223	859
6:15 AM	125		6:15 PM	248	
6:30 AM	147		6:30 PM	210	
6:45 AM	156		6:45 PM	178	
7:00 AM	144	864	7:00 PM	178	670
7:15 AM	205		7:15 PM	177	
7:30 AM	276		7:30 PM	177	
7:45 AM	239		7:45 PM	138	
8:00 AM	212	803	8:00 PM	153	508
8:15 AM	233		8:15 PM	117	
8:30 AM	198		8:30 PM	127	
8:45 AM	160		8:45 PM	111	
9:00 AM	158	592	9:00 PM	128	383
9:15 AM	143		9:15 PM	106	
9:30 AM	141		9:30 PM	72	
9:45 AM	150		9:45 PM	77	
10:00 AM	116	527	10:00 PM	77	255
10:15 AM	138		10:15 PM	74	
10:30 AM	128		10:30 PM	50	
10:45 AM	145		10:45 PM	54	
11:00 AM	151	630	11:00 PM	50	152
11:15 AM	164		11:15 PM	51	
11:30 AM	141		11:30 PM	32	
11:45 AM	174		11:45 PM	19	

24 Hour Total 12434

12:00 AM - 12:00 PM	
12 Hour Count	4624
Peak Hour	7:30 AM
Peak Volume	960
Factor	0.87

12:00 PM - 12:00 AM	
12 Hour Count	7810
Peak Hour	5:00 PM
Peak Volume	1059
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	9	0	7	0	0	0	0	0	1	1	0	0	0	0
12:15 AM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
12:30 AM	11	0	7	1	0	1	1	0	1	0	0	0	0	0
12:45 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1:30 AM	4	0	3	0	1	0	0	0	0	0	0	0	0	0
1:45 AM	7	0	4	2	0	0	0	0	0	1	0	0	0	0
2:00 AM	11	0	7	4	0	0	0	0	0	0	0	0	0	0
2:15 AM	7	0	5	1	0	1	0	0	0	0	0	0	0	0
2:30 AM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
2:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	0	1	2	1	0	0	0	0	1	0	0	0	0
3:15 AM	9	0	5	1	0	1	0	0	0	2	0	0	0	0
3:30 AM	12	0	7	3	0	1	0	0	0	1	0	0	0	0
3:45 AM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
4:00 AM	8	0	4	3	0	1	0	0	0	0	0	0	0	0
4:15 AM	16	0	12	3	0	0	0	0	0	1	0	0	0	0
4:30 AM	27	0	16	10	0	1	0	0	0	0	0	0	0	0
4:45 AM	36	1	25	9	0	1	0	0	0	0	0	0	0	0
5:00 AM	29	0	22	6	0	1	0	0	0	0	0	0	0	0
5:15 AM	58	0	42	14	0	1	0	0	0	1	0	0	0	0
5:30 AM	77	0	48	25	0	3	0	0	1	0	0	0	0	0
5:45 AM	85	0	57	20	1	5	1	0	0	0	0	1	0	0
6:00 AM	103	0	54	39	0	8	0	0	0	1	0	1	0	0
6:15 AM	129	0	87	35	0	7	0	0	0	0	0	0	0	0
6:30 AM	175	1	104	54	1	12	0	0	3	0	0	0	0	0
6:45 AM	210	0	140	55	0	9	0	0	2	0	0	4	0	0
7:00 AM	262	0	176	68	2	9	0	0	4	2	0	1	0	0
7:15 AM	375	2	269	83	4	12	1	0	1	2	0	1	0	0
7:30 AM	443	3	327	79	3	18	2	0	7	2	0	2	0	0
7:45 AM	341	0	250	72	0	13	0	0	1	2	0	3	0	0
8:00 AM	295	0	212	64	0	13	0	0	4	1	0	1	0	0
8:15 AM	243	0	179	44	2	11	0	0	1	3	1	2	0	0
8:30 AM	263	0	175	67	3	14	0	0	4	0	0	0	0	0
8:45 AM	213	1	160	41	0	8	0	0	1	2	0	0	0	0
9:00 AM	165	0	116	37	2	5	0	0	1	4	0	0	0	0
9:15 AM	168	0	124	38	0	5	0	0	0	0	0	1	0	0
9:30 AM	178	0	126	44	2	4	0	0	2	0	0	0	0	0
9:45 AM	142	0	98	34	0	8	0	0	1	0	1	0	0	0
10:00 AM	132	1	89	32	1	6	0	0	1	2	0	0	0	0
10:15 AM	123	0	84	28	1	9	0	0	1	0	0	0	0	0
10:30 AM	138	0	103	32	0	3	0	0	0	0	0	0	0	0
10:45 AM	114	0	93	19	1	1	0	0	0	0	0	0	0	0
11:00 AM	105	0	68	33	0	2	0	0	0	2	0	0	0	0
11:15 AM	129	0	81	40	0	6	0	0	2	0	0	0	0	0
11:30 AM	102	0	66	23	1	11	0	0	0	1	0	0	0	0
11:45 AM	122	0	79	35	0	3	0	0	1	4	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	5119	9	3559	1210	26	215	5	0	40	36	2	17	0	0
%		0.2	69.5	23.6	0.5	4.2	0.1	0.0	0.8	0.7	0.0	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	106	0	75	22	1	4	0	0	4	0	0	0	0	0
12:15 PM	110	0	79	25	1	4	0	0	0	1	0	0	0	0
12:30 PM	126	1	83	34	0	5	0	0	3	0	0	0	0	0
12:45 PM	129	0	89	31	1	5	0	0	1	1	0	1	0	0
1:00 PM	122	0	81	30	0	8	1	0	1	0	1	0	0	0
1:15 PM	99	0	78	14	1	3	0	0	1	2	0	0	0	0
1:30 PM	120	0	83	31	0	4	0	0	1	0	0	1	0	0
1:45 PM	95	0	65	19	1	7	1	0	0	1	0	1	0	0
2:00 PM	88	0	61	17	1	6	0	0	1	1	1	0	0	0
2:15 PM	99	0	71	24	0	3	0	0	1	0	0	0	0	0
2:30 PM	117	1	79	31	1	3	0	0	0	2	0	0	0	0
2:45 PM	111	1	81	25	0	3	0	0	1	0	0	0	0	0
3:00 PM	106	0	78	17	0	8	0	0	2	1	0	0	0	0
3:15 PM	102	0	68	23	1	7	1	0	2	0	0	0	0	0
3:30 PM	109	0	81	25	1	1	0	0	0	0	0	1	0	0
3:45 PM	87	1	59	22	0	4	0	0	1	0	0	0	0	0
4:00 PM	135	0	96	27	3	7	1	0	1	0	0	0	0	0
4:15 PM	126	0	86	28	3	8	0	0	1	0	0	0	0	0
4:30 PM	116	1	83	26	0	3	0	0	1	2	0	0	0	0
4:45 PM	132	0	83	40	0	5	0	0	1	1	1	1	0	0
5:00 PM	138	0	99	30	2	7	0	0	0	0	0	0	0	0
5:15 PM	140	0	85	34	0	16	1	0	1	3	0	0	0	0
5:30 PM	158	0	110	33	0	9	0	1	4	1	0	0	0	0
5:45 PM	128	0	85	36	0	6	0	0	0	0	0	1	0	0
6:00 PM	102	0	75	18	0	8	0	0	1	0	0	0	0	0
6:15 PM	122	0	88	28	0	5	0	0	1	0	0	0	0	0
6:30 PM	114	0	85	22	0	7	0	0	0	0	0	0	0	0
6:45 PM	87	0	63	18	0	2	0	0	3	1	0	0	0	0
7:00 PM	76	0	50	19	1	5	0	0	0	1	0	0	0	0
7:15 PM	71	0	51	16	1	2	0	0	1	0	0	0	0	0
7:30 PM	53	0	34	17	0	0	1	0	0	1	0	0	0	0
7:45 PM	44	0	35	6	0	3	0	0	0	0	0	0	0	0
8:00 PM	46	0	36	9	0	1	0	0	0	0	0	0	0	0
8:15 PM	46	1	34	10	1	0	0	0	0	0	0	0	0	0
8:30 PM	40	0	31	6	0	2	0	0	1	0	0	0	0	0
8:45 PM	39	0	30	9	0	0	0	0	0	0	0	0	0	0
9:00 PM	23	0	15	5	0	2	0	0	0	1	0	0	0	0
9:15 PM	23	0	16	7	0	0	0	0	0	0	0	0	0	0
9:30 PM	34	0	26	4	0	2	1	0	0	1	0	0	0	0
9:45 PM	23	0	16	5	0	0	0	0	0	2	0	0	0	0
10:00 PM	19	0	15	3	0	1	0	0	0	0	0	0	0	0
10:15 PM	17	0	14	3	0	0	0	0	0	0	0	0	0	0
10:30 PM	19	0	17	2	0	0	0	0	0	0	0	0	0	0
10:45 PM	20	0	18	1	0	1	0	0	0	0	0	0	0	0
11:00 PM	15	0	13	1	0	1	0	0	0	0	0	0	0	0
11:15 PM	12	0	7	2	0	2	0	0	0	1	0	0	0	0
11:30 PM	17	0	13	3	0	0	0	0	0	1	0	0	0	0
11:45 PM	7	0	6	1	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	3868	6	2726	859	20	180	7	1	35	25	3	6	0	0
%		0.2	70.5	22.2	0.5	4.7	0.2	0.0	0.9	0.6	0.1	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	11	0	7	2	0	0	0	0	0	2	0	0	0	0
12:15 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
12:30 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
12:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
1:30 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
1:45 AM	6	0	1	2	0	1	0	0	0	2	0	0	0	0
2:00 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
2:15 AM	7	0	5	1	0	1	0	0	0	0	0	0	0	0
2:30 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	0	4	0	0	0	0	0	0	1	0	0	0	0
3:15 AM	3	0	0	2	0	0	0	0	0	1	0	0	0	0
3:30 AM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
3:45 AM	11	0	7	4	0	0	0	0	0	0	0	0	0	0
4:00 AM	11	0	4	7	0	0	0	0	0	0	0	0	0	0
4:15 AM	17	0	11	5	0	0	0	0	0	1	0	0	0	0
4:30 AM	23	0	12	8	0	2	0	0	1	0	0	0	0	0
4:45 AM	32	0	22	9	0	1	0	0	0	0	0	0	0	0
5:00 AM	33	0	21	10	0	2	0	0	0	0	0	0	0	0
5:15 AM	50	0	35	14	0	1	0	0	0	0	0	0	0	0
5:30 AM	73	0	44	24	1	4	0	0	0	0	0	0	0	0
5:45 AM	83	0	59	15	0	6	1	0	0	2	0	0	0	0
6:00 AM	100	0	57	33	0	9	0	0	0	0	0	1	0	0
6:15 AM	118	0	78	32	0	8	0	0	0	0	0	0	0	0
6:30 AM	181	0	111	51	2	15	0	0	1	1	0	0	0	0
6:45 AM	224	0	160	48	1	8	0	0	5	0	0	2	0	0
7:00 AM	263	1	175	70	4	8	1	0	2	0	0	2	0	0
7:15 AM	396	1	287	89	3	10	1	0	5	0	0	0	0	0
7:30 AM	426	1	298	96	7	14	0	0	4	0	0	6	0	0
7:45 AM	320	1	228	67	2	18	0	0	1	1	0	2	0	0
8:00 AM	256	1	184	58	0	12	0	1	0	0	0	0	0	0
8:15 AM	230	1	161	53	0	12	0	0	2	1	0	0	0	0
8:30 AM	230	0	166	51	2	8	0	0	3	0	0	0	0	0
8:45 AM	184	1	132	44	1	6	0	0	0	0	0	0	0	0
9:00 AM	152	2	103	40	0	4	1	1	1	0	0	0	0	0
9:15 AM	141	2	93	36	0	7	0	0	1	2	0	0	0	0
9:30 AM	146	1	101	35	0	8	0	0	0	1	0	0	0	0
9:45 AM	109	0	72	30	1	1	1	0	3	1	0	0	0	0
10:00 AM	125	3	89	24	1	6	1	0	0	1	0	0	0	0
10:15 AM	130	0	97	21	0	11	0	0	0	1	0	0	0	0
10:30 AM	166	0	124	33	1	5	0	0	1	1	0	1	0	0
10:45 AM	119	1	82	27	0	5	1	0	3	0	0	0	0	0
11:00 AM	89	0	58	23	0	6	0	0	1	0	0	1	0	0
11:15 AM	118	0	76	37	1	3	0	0	0	1	0	0	0	0
11:30 AM	120	0	75	32	0	5	1	0	3	2	0	1	1	0
11:45 AM	119	0	77	32	0	7	0	0	2	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4880	16	3358	1175	27	215	8	2	39	23	0	16	1	0
%		0.3	68.8	24.1	0.6	4.4	0.2	0.0	0.8	0.5	0.0	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	117	0	82	27	0	6	0	0	2	0	0	0	0	0
12:15 PM	111	1	80	24	0	3	0	0	2	1	0	0	0	0
12:30 PM	124	1	83	28	0	9	0	0	1	2	0	0	0	0
12:45 PM	128	0	73	41	1	9	0	0	2	1	0	1	0	0
1:00 PM	117	0	86	24	0	5	0	0	0	2	0	0	0	0
1:15 PM	99	0	67	28	0	4	0	0	0	0	0	0	0	0
1:30 PM	98	0	67	22	0	7	0	0	2	0	0	0	0	0
1:45 PM	100	0	70	19	0	9	0	0	2	0	0	0	0	0
2:00 PM	103	1	70	23	1	7	0	0	0	1	0	0	0	0
2:15 PM	134	1	97	28	0	7	1	0	0	0	0	0	0	0
2:30 PM	113	0	65	31	2	12	1	0	1	1	0	0	0	0
2:45 PM	97	0	71	19	0	3	1	0	0	2	1	0	0	0
3:00 PM	98	0	67	25	2	3	0	0	1	0	0	0	0	0
3:15 PM	117	1	83	28	1	2	1	0	1	0	0	0	0	0
3:30 PM	106	0	73	22	0	8	0	0	0	3	0	0	0	0
3:45 PM	138	1	83	36	1	13	0	0	3	1	0	0	0	0
4:00 PM	128	0	93	23	2	7	1	0	1	1	0	0	0	0
4:15 PM	128	0	91	28	3	5	0	0	0	0	0	1	0	0
4:30 PM	126	0	92	30	0	2	1	0	0	1	0	0	0	0
4:45 PM	128	1	89	29	1	7	0	0	1	0	0	0	0	0
5:00 PM	116	0	79	27	2	7	0	0	1	0	0	0	0	0
5:15 PM	132	1	84	36	0	8	0	0	1	2	0	0	0	0
5:30 PM	124	1	83	31	0	7	0	0	0	1	0	1	0	0
5:45 PM	132	0	93	29	1	7	0	0	0	1	1	0	0	0
6:00 PM	159	0	110	31	2	9	2	0	3	0	0	2	0	0
6:15 PM	119	0	85	26	1	5	1	0	1	0	0	0	0	0
6:30 PM	88	0	68	15	0	5	0	0	0	0	0	0	0	0
6:45 PM	87	0	65	17	0	4	0	0	0	0	0	0	1	0
7:00 PM	77	0	53	21	0	3	0	0	0	0	0	0	0	0
7:15 PM	71	1	55	11	0	2	0	0	1	1	0	0	0	0
7:30 PM	56	1	42	11	0	2	0	0	0	0	0	0	0	0
7:45 PM	48	0	37	9	0	2	0	0	0	0	0	0	0	0
8:00 PM	38	0	32	6	0	0	0	0	0	0	0	0	0	0
8:15 PM	51	0	37	9	1	3	1	0	0	0	0	0	0	0
8:30 PM	33	0	23	8	0	2	0	0	0	0	0	0	0	0
8:45 PM	34	1	22	9	0	0	1	0	1	0	0	0	0	0
9:00 PM	25	0	21	3	0	1	0	0	0	0	0	0	0	0
9:15 PM	27	0	22	4	0	1	0	0	0	0	0	0	0	0
9:30 PM	26	0	20	3	0	2	0	0	0	1	0	0	0	0
9:45 PM	22	0	17	4	0	1	0	0	0	0	0	0	0	0
10:00 PM	20	0	17	2	0	1	0	0	0	0	0	0	0	0
10:15 PM	22	0	17	5	0	0	0	0	0	0	0	0	0	0
10:30 PM	16	0	11	3	0	1	0	0	0	1	0	0	0	0
10:45 PM	19	0	14	5	0	0	0	0	0	0	0	0	0	0
11:00 PM	14	0	11	2	0	0	0	0	0	1	0	0	0	0
11:15 PM	10	0	6	1	0	1	0	0	1	1	0	0	0	0
11:30 PM	23	0	19	3	0	0	0	0	0	0	0	1	0	0
11:45 PM	10	0	8	2	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	3909	12	2733	868	21	202	11	0	28	25	2	6	1	0
%		0.3	69.9	22.2	0.5	5.2	0.3	0.0	0.7	0.6	0.1	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/22/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	9	34	12:00 PM	106	471
12:15 AM	8		12:15 PM	110	
12:30 AM	11		12:30 PM	126	
12:45 AM	6		12:45 PM	129	
1:00 AM	0	16	1:00 PM	122	436
1:15 AM	5		1:15 PM	99	
1:30 AM	4		1:30 PM	120	
1:45 AM	7		1:45 PM	95	
2:00 AM	11	29	2:00 PM	88	415
2:15 AM	7		2:15 PM	99	
2:30 AM	10		2:30 PM	117	
2:45 AM	1		2:45 PM	111	
3:00 AM	5	34	3:00 PM	106	404
3:15 AM	9		3:15 PM	102	
3:30 AM	12		3:30 PM	109	
3:45 AM	8		3:45 PM	87	
4:00 AM	8	87	4:00 PM	135	509
4:15 AM	16		4:15 PM	126	
4:30 AM	27		4:30 PM	116	
4:45 AM	36		4:45 PM	132	
5:00 AM	29	249	5:00 PM	138	564
5:15 AM	58		5:15 PM	140	
5:30 AM	77		5:30 PM	158	
5:45 AM	85		5:45 PM	128	
6:00 AM	103	617	6:00 PM	102	425
6:15 AM	129		6:15 PM	122	
6:30 AM	175		6:30 PM	114	
6:45 AM	210		6:45 PM	87	
7:00 AM	262	1421	7:00 PM	76	244
7:15 AM	375		7:15 PM	71	
7:30 AM	443		7:30 PM	53	
7:45 AM	341		7:45 PM	44	
8:00 AM	295	1014	8:00 PM	46	171
8:15 AM	243		8:15 PM	46	
8:30 AM	263		8:30 PM	40	
8:45 AM	213		8:45 PM	39	
9:00 AM	165	653	9:00 PM	23	103
9:15 AM	168		9:15 PM	23	
9:30 AM	178		9:30 PM	34	
9:45 AM	142		9:45 PM	23	
10:00 AM	132	507	10:00 PM	19	75
10:15 AM	123		10:15 PM	17	
10:30 AM	138		10:30 PM	19	
10:45 AM	114		10:45 PM	20	
11:00 AM	105	458	11:00 PM	15	51
11:15 AM	129		11:15 PM	12	
11:30 AM	102		11:30 PM	17	
11:45 AM	122		11:45 PM	7	

24 Hour Total 8987

12:00 AM - 12:00 PM	
12 Hour Count	5119
Peak Hour	7:15 AM
Peak Volume	1454
Factor	0.82

12:00 PM - 12:00 AM	
12 Hour Count	3868
Peak Hour	4:45 PM
Peak Volume	568
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/23/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	11	26	12:00 PM	117	480
12:15 AM	6		12:15 PM	111	
12:30 AM	5		12:30 PM	124	
12:45 AM	4		12:45 PM	128	
1:00 AM	4	16	1:00 PM	117	414
1:15 AM	2		1:15 PM	99	
1:30 AM	4		1:30 PM	98	
1:45 AM	6		1:45 PM	100	
2:00 AM	10	25	2:00 PM	103	447
2:15 AM	7		2:15 PM	134	
2:30 AM	5		2:30 PM	113	
2:45 AM	3		2:45 PM	97	
3:00 AM	5	29	3:00 PM	98	459
3:15 AM	3		3:15 PM	117	
3:30 AM	10		3:30 PM	106	
3:45 AM	11		3:45 PM	138	
4:00 AM	11	83	4:00 PM	128	510
4:15 AM	17		4:15 PM	128	
4:30 AM	23		4:30 PM	126	
4:45 AM	32		4:45 PM	128	
5:00 AM	33	239	5:00 PM	116	504
5:15 AM	50		5:15 PM	132	
5:30 AM	73		5:30 PM	124	
5:45 AM	83		5:45 PM	132	
6:00 AM	100	623	6:00 PM	159	453
6:15 AM	118		6:15 PM	119	
6:30 AM	181		6:30 PM	88	
6:45 AM	224		6:45 PM	87	
7:00 AM	263	1405	7:00 PM	77	252
7:15 AM	396		7:15 PM	71	
7:30 AM	426		7:30 PM	56	
7:45 AM	320		7:45 PM	48	
8:00 AM	256	900	8:00 PM	38	156
8:15 AM	230		8:15 PM	51	
8:30 AM	230		8:30 PM	33	
8:45 AM	184		8:45 PM	34	
9:00 AM	152	548	9:00 PM	25	100
9:15 AM	141		9:15 PM	27	
9:30 AM	146		9:30 PM	26	
9:45 AM	109		9:45 PM	22	
10:00 AM	125	540	10:00 PM	20	77
10:15 AM	130		10:15 PM	22	
10:30 AM	166		10:30 PM	16	
10:45 AM	119		10:45 PM	19	
11:00 AM	89	446	11:00 PM	14	57
11:15 AM	118		11:15 PM	10	
11:30 AM	120		11:30 PM	23	
11:45 AM	119		11:45 PM	10	

24 Hour Total 8789

12:00 AM - 12:00 PM	
12 Hour Count	4880
Peak Hour	7:00 AM
Peak Volume	1405
Factor	0.82

12:00 PM - 12:00 AM	
12 Hour Count	3909
Peak Hour	5:15 PM
Peak Volume	547
Factor	0.86

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	13	0	11	2	0	0	0	0	0	0	0	0	0	0
12:15 AM	12	0	8	3	0	1	0	0	0	0	0	0	0	0
12:30 AM	10	0	6	4	0	0	0	0	0	0	0	0	0	0
12:45 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	11	0	10	0	0	0	0	0	1	0	0	0	0	0
1:15 AM	8	0	4	2	0	1	0	0	0	1	0	0	0	0
1:30 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
1:45 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	7	0	2	3	0	1	0	0	0	1	0	0	0	0
2:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
3:15 AM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
3:30 AM	14	0	9	1	0	0	0	0	2	2	0	0	0	0
3:45 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
4:15 AM	9	0	6	2	0	1	0	0	0	0	0	0	0	0
4:30 AM	9	0	5	4	0	0	0	0	0	0	0	0	0	0
4:45 AM	24	0	18	4	0	1	0	0	0	1	0	0	0	0
5:00 AM	19	0	16	1	0	1	0	0	0	1	0	0	0	0
5:15 AM	34	0	24	7	1	2	0	0	0	0	0	0	0	0
5:30 AM	29	0	13	12	2	2	0	0	0	0	0	0	0	0
5:45 AM	32	0	21	9	0	1	0	0	1	0	0	0	0	0
6:00 AM	30	0	20	5	2	3	0	0	0	0	0	0	0	0
6:15 AM	45	0	29	9	1	4	0	0	2	0	0	0	0	0
6:30 AM	57	0	39	15	1	1	0	0	0	1	0	0	0	0
6:45 AM	73	0	46	22	1	3	0	0	1	0	0	0	0	0
7:00 AM	86	0	58	16	0	7	1	0	3	1	0	0	0	0
7:15 AM	110	0	76	23	1	7	0	0	1	2	0	0	0	0
7:30 AM	131	0	104	21	2	2	0	0	2	0	0	0	0	0
7:45 AM	135	0	95	26	0	8	0	0	2	2	0	2	0	0
8:00 AM	116	0	88	22	1	2	1	0	2	0	0	0	0	0
8:15 AM	99	0	64	26	3	3	1	0	1	1	0	0	0	0
8:30 AM	105	1	70	22	1	6	1	0	4	0	0	0	0	0
8:45 AM	86	0	55	27	1	1	2	0	0	0	0	0	0	0
9:00 AM	93	0	61	20	0	6	1	0	1	3	1	0	0	0
9:15 AM	95	0	58	26	0	5	0	0	4	2	0	0	0	0
9:30 AM	104	1	71	24	0	5	0	0	0	2	0	1	0	0
9:45 AM	108	0	62	31	0	9	0	0	2	4	0	0	0	0
10:00 AM	91	0	63	24	0	2	0	0	1	1	0	0	0	0
10:15 AM	99	0	69	25	0	3	0	0	1	1	0	0	0	0
10:30 AM	87	0	55	25	0	4	0	0	2	1	0	0	0	0
10:45 AM	101	0	67	30	0	4	0	0	0	0	0	0	0	0
11:00 AM	106	0	75	26	0	3	0	0	2	0	0	0	0	0
11:15 AM	126	0	86	33	1	5	0	0	1	0	0	0	0	0
11:30 AM	110	0	73	30	2	4	0	0	1	0	0	0	0	0
11:45 AM	130	1	85	32	1	10	0	0	1	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	2612	3	1769	625	21	118	7	0	38	27	1	3	0	0
%		0.1	67.7	23.9	0.8	4.5	0.3	0.0	1.5	1.0	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	122	0	80	35	0	3	0	0	2	2	0	0	0	0
12:15 PM	113	0	84	23	0	4	0	0	1	1	0	0	0	0
12:30 PM	156	0	117	30	0	8	1	0	0	0	0	0	0	0
12:45 PM	130	0	89	32	0	6	0	0	1	1	0	1	0	0
1:00 PM	130	1	87	35	3	3	0	0	0	1	0	0	0	0
1:15 PM	147	1	100	37	0	3	0	0	4	2	0	0	0	0
1:30 PM	126	1	86	30	2	5	0	0	2	0	0	0	0	0
1:45 PM	126	1	95	21	0	8	0	0	0	1	0	0	0	0
2:00 PM	133	0	97	26	1	5	0	0	0	3	0	1	0	0
2:15 PM	148	0	92	48	1	5	0	0	2	0	0	0	0	0
2:30 PM	156	1	110	35	1	5	0	0	2	2	0	0	0	0
2:45 PM	152	0	106	32	0	9	0	0	3	2	0	0	0	0
3:00 PM	180	2	121	38	1	13	0	0	1	3	0	1	0	0
3:15 PM	211	1	162	36	1	7	1	0	1	1	0	1	0	0
3:30 PM	208	1	142	53	2	8	0	0	1	1	0	0	0	0
3:45 PM	217	0	153	47	1	10	0	0	2	3	0	1	0	0
4:00 PM	246	1	176	52	3	10	0	0	2	1	0	1	0	0
4:15 PM	245	0	163	60	2	11	0	0	7	2	0	0	0	0
4:30 PM	248	0	189	48	0	5	1	0	3	2	0	0	0	0
4:45 PM	294	0	216	63	0	10	1	0	3	1	0	0	0	0
5:00 PM	300	0	220	72	0	6	0	0	1	1	0	0	0	0
5:15 PM	344	2	252	71	3	13	0	0	3	0	0	0	0	0
5:30 PM	319	1	261	45	0	8	0	0	2	0	1	1	0	0
5:45 PM	263	4	188	57	1	10	0	0	2	1	0	0	0	0
6:00 PM	230	1	165	56	0	6	0	0	2	0	0	0	0	0
6:15 PM	212	1	161	38	0	11	0	0	1	0	0	0	0	0
6:30 PM	152	0	106	39	0	7	0	0	0	0	0	0	0	0
6:45 PM	170	0	128	34	1	3	0	0	4	0	0	0	0	0
7:00 PM	150	0	115	28	0	6	0	0	1	0	0	0	0	0
7:15 PM	126	0	103	21	0	0	0	0	0	2	0	0	0	0
7:30 PM	137	0	92	41	0	4	0	0	0	0	0	0	0	0
7:45 PM	121	0	88	28	0	2	1	0	1	1	0	0	0	0
8:00 PM	135	0	115	17	0	2	0	0	1	0	0	0	0	0
8:15 PM	137	0	115	17	0	5	0	0	0	0	0	0	0	0
8:30 PM	121	0	91	25	0	5	0	0	0	0	0	0	0	0
8:45 PM	91	0	79	10	0	2	0	0	0	0	0	0	0	0
9:00 PM	79	1	63	13	0	2	0	0	0	0	0	0	0	0
9:15 PM	71	0	56	12	0	2	0	0	0	1	0	0	0	0
9:30 PM	50	0	38	12	0	0	0	0	0	0	0	0	0	0
9:45 PM	47	0	38	8	0	1	0	0	0	0	0	0	0	0
10:00 PM	36	0	27	5	0	3	0	0	0	1	0	0	0	0
10:15 PM	39	0	32	6	0	1	0	0	0	0	0	0	0	0
10:30 PM	34	0	23	9	0	1	0	0	1	0	0	0	0	0
10:45 PM	30	0	24	6	0	0	0	0	0	0	0	0	0	0
11:00 PM	26	0	21	5	0	0	0	0	0	0	0	0	0	0
11:15 PM	18	0	15	3	0	0	0	0	0	0	0	0	0	0
11:30 PM	20	0	17	2	0	0	0	0	0	1	0	0	0	0
11:45 PM	14	0	11	3	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6960	20	5109	1464	23	238	5	0	56	37	1	7	0	0
%		0.3	73.4	21.0	0.3	3.4	0.1	0.0	0.8	0.5	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	19	0	17	2	0	0	0	0	0	0	0	0	0	0
12:15 AM	16	0	14	2	0	0	0	0	0	0	0	0	0	0
12:30 AM	12	0	8	4	0	0	0	0	0	0	0	0	0	0
12:45 AM	10	0	6	2	0	1	1	0	0	0	0	0	0	0
1:00 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1:15 AM	8	0	7	0	0	0	0	0	0	1	0	0	0	0
1:30 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
1:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2:15 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2:30 AM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
2:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
3:15 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
3:30 AM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
4:00 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
4:15 AM	12	0	8	2	0	1	0	0	0	1	0	0	0	0
4:30 AM	8	0	4	3	0	1	0	0	0	0	0	0	0	0
4:45 AM	21	0	19	1	0	1	0	0	0	0	0	0	0	0
5:00 AM	22	0	17	4	0	1	0	0	0	0	0	0	0	0
5:15 AM	28	0	18	7	0	2	0	0	0	1	0	0	0	0
5:30 AM	27	0	16	7	1	0	0	0	2	1	0	0	0	0
5:45 AM	25	0	11	10	1	2	0	0	0	1	0	0	0	0
6:00 AM	25	0	15	6	2	1	0	0	1	0	0	0	0	0
6:15 AM	47	1	30	9	2	3	0	1	0	1	0	0	0	0
6:30 AM	59	0	37	16	1	3	0	0	1	1	0	0	0	0
6:45 AM	80	0	56	20	1	2	0	0	0	1	0	0	0	0
7:00 AM	70	1	47	14	1	5	0	0	1	1	0	0	0	0
7:15 AM	102	0	75	14	1	3	4	0	1	1	0	3	0	0
7:30 AM	116	0	82	23	3	5	1	0	2	0	0	0	0	0
7:45 AM	126	0	94	21	0	9	0	0	1	1	0	0	0	0
8:00 AM	106	0	76	25	1	4	0	0	0	0	0	0	0	0
8:15 AM	114	0	75	23	3	8	0	0	2	3	0	0	0	0
8:30 AM	78	0	47	20	0	9	1	0	1	0	0	0	0	0
8:45 AM	114	0	78	25	0	8	0	0	1	2	0	0	0	0
9:00 AM	92	0	64	21	0	5	0	0	2	0	0	0	0	0
9:15 AM	85	0	55	21	1	4	0	0	3	1	0	0	0	0
9:30 AM	99	0	68	25	1	2	0	0	1	2	0	0	0	0
9:45 AM	91	0	57	25	2	3	0	0	2	2	0	0	0	0
10:00 AM	88	1	48	31	2	3	0	0	2	1	0	0	0	0
10:15 AM	82	1	49	26	0	2	0	0	1	3	0	0	0	0
10:30 AM	78	1	51	18	0	6	0	0	2	0	0	0	0	0
10:45 AM	110	0	76	27	1	2	0	0	2	2	0	0	0	0
11:00 AM	87	0	58	24	1	1	1	0	2	0	0	0	0	0
11:15 AM	115	0	80	26	1	2	0	0	3	3	0	0	0	0
11:30 AM	118	0	82	31	0	3	0	0	0	2	0	0	0	0
11:45 AM	117	0	82	26	2	4	0	0	3	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	2500	5	1706	575	28	106	8	1	36	32	0	3	0	0
%		0.2	68.2	23.0	1.1	4.2	0.3	0.0	1.4	1.3	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	126	0	95	23	1	4	0	0	3	0	0	0	0	0
12:15 PM	123	1	77	36	0	8	0	0	0	1	0	0	0	0
12:30 PM	131	0	100	21	0	5	0	0	1	2	1	1	0	0
12:45 PM	119	0	74	33	0	9	0	0	1	2	0	0	0	0
1:00 PM	123	1	95	22	0	2	0	0	0	3	0	0	0	0
1:15 PM	128	0	88	31	1	4	1	0	2	1	0	0	0	0
1:30 PM	114	0	80	24	1	7	0	0	1	1	0	0	0	0
1:45 PM	137	0	95	30	1	10	0	0	0	0	0	1	0	0
2:00 PM	122	0	81	26	2	9	0	0	1	3	0	0	0	0
2:15 PM	148	0	103	30	3	6	0	0	1	5	0	0	0	0
2:30 PM	126	0	85	24	1	8	0	0	4	4	0	0	0	0
2:45 PM	149	0	100	36	1	7	0	0	4	1	0	0	0	0
3:00 PM	155	0	105	32	2	12	1	0	1	2	0	0	0	0
3:15 PM	194	0	145	37	1	5	0	0	3	2	0	1	0	0
3:30 PM	212	0	148	42	1	16	0	0	2	3	0	0	0	0
3:45 PM	214	0	149	49	0	12	2	0	2	0	0	0	0	0
4:00 PM	215	0	154	51	1	8	0	0	0	1	0	0	0	0
4:15 PM	258	0	185	59	1	8	0	0	4	0	0	1	0	0
4:30 PM	222	1	167	41	0	9	0	0	2	2	0	0	0	0
4:45 PM	290	1	206	68	2	9	0	0	2	0	0	2	0	0
5:00 PM	344	0	244	83	1	13	0	0	3	0	0	0	0	0
5:15 PM	347	1	244	84	0	13	0	0	4	1	0	0	0	0
5:30 PM	344	3	248	76	4	8	0	0	4	1	0	0	0	0
5:45 PM	277	1	200	61	0	12	0	0	3	0	0	0	0	0
6:00 PM	216	0	158	44	0	12	0	0	1	0	0	1	0	0
6:15 PM	225	0	180	39	0	5	0	0	1	0	0	0	0	0
6:30 PM	176	1	131	36	0	4	0	0	3	1	0	0	0	0
6:45 PM	173	2	118	48	0	4	0	0	0	1	0	0	0	0
7:00 PM	130	0	96	28	0	4	0	0	0	2	0	0	0	0
7:15 PM	153	0	116	28	0	6	0	0	1	1	0	1	0	0
7:30 PM	127	0	103	22	0	1	0	0	1	0	0	0	0	0
7:45 PM	115	0	88	19	0	5	0	0	1	2	0	0	0	0
8:00 PM	123	0	95	24	0	3	0	0	0	1	0	0	0	0
8:15 PM	96	0	79	16	0	1	0	0	0	0	0	0	0	0
8:30 PM	83	0	63	18	0	2	0	0	0	0	0	0	0	0
8:45 PM	97	0	82	14	0	1	0	0	0	0	0	0	0	0
9:00 PM	91	0	67	20	1	3	0	0	0	0	0	0	0	0
9:15 PM	88	0	70	18	0	0	0	0	0	0	0	0	0	0
9:30 PM	48	0	40	6	0	2	0	0	0	0	0	0	0	0
9:45 PM	41	0	33	6	0	1	0	0	1	0	0	0	0	0
10:00 PM	28	0	22	5	0	0	0	0	0	1	0	0	0	0
10:15 PM	45	0	35	9	0	1	0	0	0	0	0	0	0	0
10:30 PM	33	0	27	5	1	0	0	0	0	0	0	0	0	0
10:45 PM	27	0	20	5	0	2	0	0	0	0	0	0	0	0
11:00 PM	34	0	30	4	0	0	0	0	0	0	0	0	0	0
11:15 PM	37	0	32	5	0	0	0	0	0	0	0	0	0	0
11:30 PM	26	1	23	1	0	1	0	0	0	0	0	0	0	0
11:45 PM	16	0	13	2	0	1	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6846	13	4989	1441	26	263	4	0	57	44	1	8	0	0
%		0.2	72.9	21.0	0.4	3.8	0.1	0.0	0.8	0.6	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/22/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	13	41	12:00 PM	122	521
12:15 AM	12		12:15 PM	113	
12:30 AM	10		12:30 PM	156	
12:45 AM	6		12:45 PM	130	
1:00 AM	11	32	1:00 PM	130	529
1:15 AM	8		1:15 PM	147	
1:30 AM	6		1:30 PM	126	
1:45 AM	7		1:45 PM	126	
2:00 AM	7	18	2:00 PM	133	589
2:15 AM	0		2:15 PM	148	
2:30 AM	7		2:30 PM	156	
2:45 AM	4		2:45 PM	152	
3:00 AM	7	36	3:00 PM	180	816
3:15 AM	9		3:15 PM	211	
3:30 AM	14		3:30 PM	208	
3:45 AM	6		3:45 PM	217	
4:00 AM	6	48	4:00 PM	246	1033
4:15 AM	9		4:15 PM	245	
4:30 AM	9		4:30 PM	248	
4:45 AM	24		4:45 PM	294	
5:00 AM	19	114	5:00 PM	300	1226
5:15 AM	34		5:15 PM	344	
5:30 AM	29		5:30 PM	319	
5:45 AM	32		5:45 PM	263	
6:00 AM	30	205	6:00 PM	230	764
6:15 AM	45		6:15 PM	212	
6:30 AM	57		6:30 PM	152	
6:45 AM	73		6:45 PM	170	
7:00 AM	86	462	7:00 PM	150	534
7:15 AM	110		7:15 PM	126	
7:30 AM	131		7:30 PM	137	
7:45 AM	135		7:45 PM	121	
8:00 AM	116	406	8:00 PM	135	484
8:15 AM	99		8:15 PM	137	
8:30 AM	105		8:30 PM	121	
8:45 AM	86		8:45 PM	91	
9:00 AM	93	400	9:00 PM	79	247
9:15 AM	95		9:15 PM	71	
9:30 AM	104		9:30 PM	50	
9:45 AM	108		9:45 PM	47	
10:00 AM	91	378	10:00 PM	36	139
10:15 AM	99		10:15 PM	39	
10:30 AM	87		10:30 PM	34	
10:45 AM	101		10:45 PM	30	
11:00 AM	106	472	11:00 PM	26	78
11:15 AM	126		11:15 PM	18	
11:30 AM	110		11:30 PM	20	
11:45 AM	130		11:45 PM	14	

24 Hour Total 9572

12:00 AM - 12:00 PM	
12 Hour Count	2612
Peak Hour	7:15 AM
Peak Volume	492
Factor	0.91

12:00 PM - 12:00 AM	
12 Hour Count	6960
Peak Hour	4:45 PM
Peak Volume	1257
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/23/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	19	57	12:00 PM	126	499
12:15 AM	16		12:15 PM	123	
12:30 AM	12		12:30 PM	131	
12:45 AM	10		12:45 PM	119	
1:00 AM	10	28	1:00 PM	123	502
1:15 AM	8		1:15 PM	128	
1:30 AM	7		1:30 PM	114	
1:45 AM	3		1:45 PM	137	
2:00 AM	9	31	2:00 PM	122	545
2:15 AM	8		2:15 PM	148	
2:30 AM	10		2:30 PM	126	
2:45 AM	4		2:45 PM	149	
3:00 AM	10	35	3:00 PM	155	775
3:15 AM	7		3:15 PM	194	
3:30 AM	9		3:30 PM	212	
3:45 AM	9		3:45 PM	214	
4:00 AM	7	48	4:00 PM	215	985
4:15 AM	12		4:15 PM	258	
4:30 AM	8		4:30 PM	222	
4:45 AM	21		4:45 PM	290	
5:00 AM	22	102	5:00 PM	344	1312
5:15 AM	28		5:15 PM	347	
5:30 AM	27		5:30 PM	344	
5:45 AM	25		5:45 PM	277	
6:00 AM	25	211	6:00 PM	216	790
6:15 AM	47		6:15 PM	225	
6:30 AM	59		6:30 PM	176	
6:45 AM	80		6:45 PM	173	
7:00 AM	70	414	7:00 PM	130	525
7:15 AM	102		7:15 PM	153	
7:30 AM	116		7:30 PM	127	
7:45 AM	126		7:45 PM	115	
8:00 AM	106	412	8:00 PM	123	399
8:15 AM	114		8:15 PM	96	
8:30 AM	78		8:30 PM	83	
8:45 AM	114		8:45 PM	97	
9:00 AM	92	367	9:00 PM	91	268
9:15 AM	85		9:15 PM	88	
9:30 AM	99		9:30 PM	48	
9:45 AM	91		9:45 PM	41	
10:00 AM	88	358	10:00 PM	28	133
10:15 AM	82		10:15 PM	45	
10:30 AM	78		10:30 PM	33	
10:45 AM	110		10:45 PM	27	
11:00 AM	87	437	11:00 PM	34	113
11:15 AM	115		11:15 PM	37	
11:30 AM	118		11:30 PM	26	
11:45 AM	117		11:45 PM	16	

24 Hour Total 9346

12:00 AM - 12:00 PM	
12 Hour Count	2500
Peak Hour	7:30 AM
Peak Volume	462
Factor	0.92

12:00 PM - 12:00 AM	
12 Hour Count	6846
Peak Hour	4:45 PM
Peak Volume	1325
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	21	0	12	4	0	0	0	0	0	5	0	0	0	0
12:15 AM	20	0	12	3	0	1	0	0	1	3	0	0	0	0
12:30 AM	28	0	23	2	0	1	0	0	1	1	0	0	0	0
12:45 AM	13	0	10	0	0	1	0	0	0	2	0	0	0	0
1:00 AM	4	0	1	0	0	0	0	0	0	3	0	0	0	0
1:15 AM	16	0	11	2	0	0	0	0	0	3	0	0	0	0
1:30 AM	12	0	6	2	1	0	0	0	0	3	0	0	0	0
1:45 AM	10	0	2	0	0	1	0	0	1	5	0	1	0	0
2:00 AM	72	0	53	15	1	0	0	0	0	3	0	0	0	0
2:15 AM	23	0	14	4	0	0	0	0	2	3	0	0	0	0
2:30 AM	21	0	13	5	0	1	0	0	0	2	0	0	0	0
2:45 AM	7	0	2	2	0	0	0	0	0	3	0	0	0	0
3:00 AM	10	0	4	1	0	0	1	0	1	3	0	0	0	0
3:15 AM	9	0	2	2	1	0	0	0	2	2	0	0	0	0
3:30 AM	17	0	7	3	0	1	0	0	1	5	0	0	0	0
3:45 AM	16	0	9	2	0	2	0	0	0	3	0	0	0	0
4:00 AM	19	0	12	1	0	0	0	0	2	4	0	0	0	0
4:15 AM	19	0	10	1	0	1	0	0	3	4	0	0	0	0
4:30 AM	24	0	15	3	0	2	1	0	2	1	0	0	0	0
4:45 AM	33	0	14	10	0	3	1	0	1	4	0	0	0	0
5:00 AM	36	1	20	8	0	0	0	0	1	6	0	0	0	0
5:15 AM	44	0	24	15	0	1	0	0	2	1	0	1	0	0
5:30 AM	55	0	33	16	0	1	1	0	2	2	0	0	0	0
5:45 AM	67	0	36	21	0	1	1	0	0	8	0	0	0	0
6:00 AM	87	0	49	22	2	5	0	0	1	8	0	0	0	0
6:15 AM	85	0	52	16	1	6	1	0	5	4	0	0	0	0
6:30 AM	168	0	111	35	1	11	0	0	4	5	0	1	0	0
6:45 AM	153	0	105	32	1	3	0	0	4	7	0	1	0	0
7:00 AM	210	1	139	45	6	6	1	0	2	9	0	1	0	0
7:15 AM	288	0	224	44	3	10	0	0	3	3	0	0	0	1
7:30 AM	350	1	251	69	8	12	0	0	3	4	0	2	0	0
7:45 AM	322	1	240	47	3	17	1	0	9	3	0	1	0	0
8:00 AM	205	1	141	42	3	10	0	0	2	6	0	0	0	0
8:15 AM	210	3	140	46	1	15	0	0	4	1	0	0	0	0
8:30 AM	245	0	164	55	4	10	0	0	3	8	0	1	0	0
8:45 AM	189	2	131	38	4	6	0	0	4	4	0	0	0	0
9:00 AM	152	1	104	36	2	3	0	0	2	4	0	0	0	0
9:15 AM	158	0	114	20	1	12	2	0	3	3	3	0	0	0
9:30 AM	165	2	108	28	1	8	1	0	6	9	1	1	0	0
9:45 AM	144	1	96	27	0	7	2	0	3	7	0	1	0	0
10:00 AM	168	0	101	44	1	5	2	0	7	7	1	0	0	0
10:15 AM	134	2	80	27	4	7	1	0	5	8	0	0	0	0
10:30 AM	149	0	100	28	0	6	0	0	4	10	1	0	0	0
10:45 AM	154	0	105	31	0	9	3	0	1	5	0	0	0	0
11:00 AM	181	0	114	46	1	7	1	0	4	7	0	0	1	0
11:15 AM	136	0	89	27	1	11	0	0	2	6	0	0	0	0
11:30 AM	182	1	126	33	1	14	0	0	2	5	0	0	0	0
11:45 AM	187	1	116	34	5	15	2	0	10	3	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	5018	18	3345	994	57	232	22	0	115	215	6	12	1	1
%		0.4	66.7	19.8	1.1	4.6	0.4	0.0	2.3	4.3	0.1	0.2	0.0	0.0

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
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Site: #2
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	173	0	116	31	3	8	3	0	4	7	0	1	0	0
12:15 PM	188	1	123	35	2	10	3	0	7	5	1	1	0	0
12:30 PM	183	0	116	42	1	7	0	0	5	12	0	0	0	0
12:45 PM	146	1	110	26	0	2	0	0	1	5	1	0	0	0
1:00 PM	149	0	110	20	2	4	2	0	4	6	1	0	0	0
1:15 PM	144	0	98	24	0	5	4	0	2	10	0	0	0	1
1:30 PM	158	1	109	25	2	4	0	0	6	10	0	1	0	0
1:45 PM	168	0	117	30	0	7	1	0	4	9	0	0	0	0
2:00 PM	142	0	98	24	1	11	0	0	2	6	0	0	0	0
2:15 PM	164	0	107	28	5	9	2	0	3	9	1	0	0	0
2:30 PM	201	0	139	31	5	10	1	0	5	9	0	1	0	0
2:45 PM	194	0	131	37	3	8	1	0	4	9	0	1	0	0
3:00 PM	172	1	110	38	7	4	1	1	3	5	0	2	0	0
3:15 PM	160	1	102	28	1	13	0	0	5	10	0	0	0	0
3:30 PM	238	3	153	50	2	14	1	0	2	10	1	1	0	1
3:45 PM	175	1	107	45	1	9	1	0	4	6	0	1	0	0
4:00 PM	250	1	169	50	4	10	3	0	3	7	1	1	0	1
4:15 PM	215	2	147	41	3	8	2	0	10	1	0	1	0	0
4:30 PM	301	0	228	49	6	9	0	0	2	5	0	2	0	0
4:45 PM	248	2	174	45	1	9	2	0	4	9	0	2	0	0
5:00 PM	291	2	189	59	6	24	0	0	5	4	0	2	0	0
5:15 PM	223	2	157	37	4	15	1	0	3	2	0	2	0	0
5:30 PM	251	0	181	44	3	8	0	0	6	8	0	1	0	0
5:45 PM	214	2	165	28	2	4	0	0	6	7	0	0	0	0
6:00 PM	196	2	139	34	1	6	1	1	2	10	0	0	0	0
6:15 PM	171	0	124	27	2	9	1	0	1	7	0	0	0	0
6:30 PM	178	2	128	33	1	4	0	0	4	5	0	1	0	0
6:45 PM	156	0	120	17	1	5	1	0	5	6	0	1	0	0
7:00 PM	147	1	104	26	1	6	0	0	2	7	0	0	0	0
7:15 PM	111	0	93	9	0	5	1	0	2	0	0	1	0	0
7:30 PM	72	0	55	9	0	4	0	0	1	3	0	0	0	0
7:45 PM	88	0	67	11	1	2	0	0	4	2	0	1	0	0
8:00 PM	91	0	67	13	1	3	0	0	2	5	0	0	0	0
8:15 PM	85	1	61	16	1	3	1	0	0	2	0	0	0	0
8:30 PM	101	1	65	21	0	4	1	0	1	7	0	0	0	1
8:45 PM	44	0	29	7	0	3	1	0	1	2	0	1	0	0
9:00 PM	48	0	36	6	0	0	0	0	1	4	0	1	0	0
9:15 PM	30	0	22	3	0	0	0	0	0	4	0	0	1	0
9:30 PM	41	0	30	5	0	1	0	0	0	5	0	0	0	0
9:45 PM	25	0	13	8	0	1	0	0	0	2	0	0	1	0
10:00 PM	32	0	22	4	0	1	0	0	3	2	0	0	0	0
10:15 PM	23	0	13	4	1	1	0	0	0	3	0	1	0	0
10:30 PM	19	0	12	2	0	1	0	0	1	3	0	0	0	0
10:45 PM	24	0	15	4	0	1	0	0	1	3	0	0	0	0
11:00 PM	25	1	16	3	1	2	0	0	0	2	0	0	0	0
11:15 PM	27	0	15	5	1	3	0	0	1	2	0	0	0	0
11:30 PM	59	0	46	9	1	1	0	0	1	1	0	0	0	0
11:45 PM	21	1	17	3	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6562	29	4565	1146	77	278	35	2	133	258	6	27	2	4
%		0.4	69.6	17.5	1.2	4.2	0.5	0.0	2.0	3.9	0.1	0.4	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	15	0	13	0	0	0	0	0	0	2	0	0	0	0
12:15 AM	15	0	9	1	0	0	0	0	0	5	0	0	0	0
12:30 AM	34	0	27	2	0	1	0	0	1	3	0	0	0	0
12:45 AM	20	0	14	0	0	0	1	0	1	3	0	1	0	0
1:00 AM	13	0	4	2	1	2	0	0	1	3	0	0	0	0
1:15 AM	14	1	5	4	0	1	0	0	0	3	0	0	0	0
1:30 AM	10	0	5	2	0	0	0	0	1	2	0	0	0	0
1:45 AM	10	0	5	1	0	1	0	0	2	1	0	0	0	0
2:00 AM	80	0	54	16	0	1	0	0	2	7	0	0	0	0
2:15 AM	17	0	10	4	1	0	0	0	0	2	0	0	0	0
2:30 AM	19	0	12	6	0	0	0	0	0	1	0	0	0	0
2:45 AM	7	0	3	1	0	0	0	0	0	3	0	0	0	0
3:00 AM	14	0	7	3	0	0	0	0	0	4	0	0	0	0
3:15 AM	14	0	5	4	2	0	0	0	0	3	0	0	0	0
3:30 AM	15	0	9	3	0	0	0	0	0	3	0	0	0	0
3:45 AM	16	0	9	3	0	1	0	0	1	2	0	0	0	0
4:00 AM	18	0	8	4	0	1	0	0	3	2	0	0	0	0
4:15 AM	20	0	11	3	0	2	1	0	1	2	0	0	0	0
4:30 AM	30	0	13	6	0	3	1	0	2	5	0	0	0	0
4:45 AM	32	0	17	9	0	2	0	0	1	3	0	0	0	0
5:00 AM	37	0	20	9	0	1	0	0	0	7	0	0	0	0
5:15 AM	43	0	24	15	0	1	0	0	0	3	0	0	0	0
5:30 AM	53	0	25	17	0	3	1	0	1	6	0	0	0	0
5:45 AM	56	0	36	12	0	2	1	0	4	1	0	0	0	0
6:00 AM	67	0	45	12	2	3	0	0	1	4	0	0	0	0
6:15 AM	82	0	49	18	1	5	0	0	3	5	0	1	0	0
6:30 AM	169	0	115	38	1	9	1	0	1	4	0	0	0	0
6:45 AM	153	0	98	42	1	4	0	0	4	3	0	1	0	0
7:00 AM	215	0	149	42	5	8	0	0	4	5	0	2	0	0
7:15 AM	329	0	242	60	7	6	2	0	4	7	0	1	0	0
7:30 AM	340	2	248	57	8	13	1	0	6	5	0	0	0	0
7:45 AM	260	1	165	53	7	19	0	0	7	7	0	1	0	0
8:00 AM	225	0	156	40	3	14	3	0	2	5	0	2	0	0
8:15 AM	202	0	126	42	4	13	3	0	8	5	0	1	0	0
8:30 AM	214	0	147	37	7	13	1	0	4	3	0	2	0	0
8:45 AM	195	0	132	36	4	12	1	0	5	4	0	1	0	0
9:00 AM	157	0	94	37	2	9	3	0	4	7	0	1	0	0
9:15 AM	131	0	86	31	1	6	0	0	3	4	0	0	0	0
9:30 AM	147	0	97	28	4	11	0	0	2	4	0	1	0	0
9:45 AM	140	2	82	40	2	5	0	0	1	6	1	1	0	0
10:00 AM	136	1	100	17	1	8	2	0	2	5	0	0	0	0
10:15 AM	140	0	88	24	4	13	1	0	7	3	0	0	0	0
10:30 AM	131	0	96	21	2	6	0	0	1	4	1	0	0	0
10:45 AM	139	0	90	34	0	8	1	0	1	5	0	0	0	0
11:00 AM	169	0	103	40	0	10	0	0	5	9	0	1	1	0
11:15 AM	168	1	107	32	1	13	1	0	5	8	0	0	0	0
11:30 AM	177	0	115	40	2	13	0	0	1	3	0	3	0	0
11:45 AM	190	0	128	38	1	12	1	0	2	7	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4878	8	3203	986	74	255	26	0	104	198	2	21	1	0
%		0.2	65.7	20.2	1.5	5.2	0.5	0.0	2.1	4.1	0.0	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	168	0	117	26	3	10	2	0	4	6	0	0	0	0
12:15 PM	174	0	119	35	0	4	0	0	4	10	1	1	0	0
12:30 PM	158	1	108	28	2	8	0	0	4	5	2	0	0	0
12:45 PM	154	0	102	36	1	7	1	0	1	5	0	1	0	0
1:00 PM	134	0	87	29	1	5	1	0	7	3	0	1	0	0
1:15 PM	160	1	106	24	4	8	4	0	8	4	0	1	0	0
1:30 PM	157	0	109	28	2	3	0	0	5	9	0	1	0	0
1:45 PM	170	0	114	33	0	13	0	0	0	10	0	0	0	0
2:00 PM	151	1	101	34	0	4	0	0	4	5	1	1	0	0
2:15 PM	151	0	101	31	0	9	0	0	3	7	0	0	0	0
2:30 PM	194	0	132	37	4	9	1	0	4	7	0	0	0	0
2:45 PM	218	0	154	38	3	9	1	0	5	6	0	1	1	0
3:00 PM	189	1	129	35	6	8	0	0	4	6	0	0	0	0
3:15 PM	150	0	106	25	1	6	1	0	7	3	0	1	0	0
3:30 PM	216	0	142	50	2	5	1	1	3	5	0	6	1	0
3:45 PM	202	0	148	38	2	5	0	0	4	5	0	0	0	0
4:00 PM	277	4	202	50	3	10	1	0	5	1	0	1	0	0
4:15 PM	226	2	143	47	3	14	0	0	7	9	0	1	0	0
4:30 PM	294	1	218	48	8	6	0	0	8	3	0	2	0	0
4:45 PM	236	0	164	47	0	14	1	0	4	5	0	1	0	0
5:00 PM	274	0	197	50	4	9	0	0	3	7	0	4	0	0
5:15 PM	295	1	202	59	3	15	1	0	8	4	0	2	0	0
5:30 PM	235	0	170	38	5	12	0	0	5	5	0	0	0	0
5:45 PM	220	0	163	42	2	7	0	0	2	4	0	0	0	0
6:00 PM	208	0	150	44	0	4	0	0	4	4	0	2	0	0
6:15 PM	175	0	144	20	1	5	0	0	0	3	1	0	1	0
6:30 PM	153	1	111	32	0	4	1	0	2	2	0	0	0	0
6:45 PM	135	1	97	26	0	6	0	0	1	4	0	0	0	0
7:00 PM	150	0	112	21	1	4	2	0	1	9	0	0	0	0
7:15 PM	126	1	96	20	1	3	0	0	1	3	0	1	0	0
7:30 PM	98	0	71	17	0	2	1	0	2	5	0	0	0	0
7:45 PM	69	0	50	9	0	2	0	0	3	5	0	0	0	0
8:00 PM	107	0	80	16	0	6	0	0	1	4	0	0	0	0
8:15 PM	111	0	88	15	0	3	0	0	1	3	0	0	1	0
8:30 PM	110	1	87	16	0	3	0	0	0	3	0	0	0	0
8:45 PM	54	0	39	7	0	3	0	0	0	4	0	1	0	0
9:00 PM	56	0	46	6	0	1	0	0	1	2	0	0	0	0
9:15 PM	55	0	34	8	1	3	0	0	3	4	0	1	1	0
9:30 PM	77	0	56	12	0	2	0	0	1	6	0	0	0	0
9:45 PM	36	0	24	7	1	3	0	0	0	1	0	0	0	0
10:00 PM	39	0	26	8	0	1	0	0	0	3	0	0	1	0
10:15 PM	39	0	27	3	2	3	1	0	1	1	0	1	0	0
10:30 PM	31	0	23	3	0	0	1	0	0	3	0	1	0	0
10:45 PM	22	0	12	6	0	0	0	0	1	3	0	0	0	0
11:00 PM	18	0	10	4	0	0	0	0	0	4	0	0	0	0
11:15 PM	14	0	9	1	0	2	0	0	0	2	0	0	0	0
11:30 PM	46	0	34	10	0	1	0	0	0	1	0	0	0	0
11:45 PM	26	0	21	2	0	0	0	0	0	3	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6758	16	4781	1221	66	261	21	1	132	216	5	32	6	0
%		0.2	70.7	18.1	1.0	3.9	0.3	0.0	2.0	3.2	0.1	0.5	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/5/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	21	82	12:00 PM	173	690
12:15 AM	20		12:15 PM	188	
12:30 AM	28		12:30 PM	183	
12:45 AM	13		12:45 PM	146	
1:00 AM	4	42	1:00 PM	149	619
1:15 AM	16		1:15 PM	144	
1:30 AM	12		1:30 PM	158	
1:45 AM	10		1:45 PM	168	
2:00 AM	72	123	2:00 PM	142	701
2:15 AM	23		2:15 PM	164	
2:30 AM	21		2:30 PM	201	
2:45 AM	7		2:45 PM	194	
3:00 AM	10	52	3:00 PM	172	745
3:15 AM	9		3:15 PM	160	
3:30 AM	17		3:30 PM	238	
3:45 AM	16		3:45 PM	175	
4:00 AM	19	95	4:00 PM	250	1014
4:15 AM	19		4:15 PM	215	
4:30 AM	24		4:30 PM	301	
4:45 AM	33		4:45 PM	248	
5:00 AM	36	202	5:00 PM	291	979
5:15 AM	44		5:15 PM	223	
5:30 AM	55		5:30 PM	251	
5:45 AM	67		5:45 PM	214	
6:00 AM	87	493	6:00 PM	196	701
6:15 AM	85		6:15 PM	171	
6:30 AM	168		6:30 PM	178	
6:45 AM	153		6:45 PM	156	
7:00 AM	210	1170	7:00 PM	147	418
7:15 AM	288		7:15 PM	111	
7:30 AM	350		7:30 PM	72	
7:45 AM	322		7:45 PM	88	
8:00 AM	205	849	8:00 PM	91	321
8:15 AM	210		8:15 PM	85	
8:30 AM	245		8:30 PM	101	
8:45 AM	189		8:45 PM	44	
9:00 AM	152	619	9:00 PM	48	144
9:15 AM	158		9:15 PM	30	
9:30 AM	165		9:30 PM	41	
9:45 AM	144		9:45 PM	25	
10:00 AM	168	605	10:00 PM	32	98
10:15 AM	134		10:15 PM	23	
10:30 AM	149		10:30 PM	19	
10:45 AM	154		10:45 PM	24	
11:00 AM	181	686	11:00 PM	25	132
11:15 AM	136		11:15 PM	27	
11:30 AM	182		11:30 PM	59	
11:45 AM	187		11:45 PM	21	

24 Hour Total 11580

12:00 AM - 12:00 PM

12 Hour Count	5018
Peak Hour	7:00 AM
Peak Volume	1170
Factor	0.84

12:00 PM - 12:00 AM

12 Hour Count	6562
Peak Hour	4:30 PM
Peak Volume	1063
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/6/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	15	84	12:00 PM	168	654
12:15 AM	15		12:15 PM	174	
12:30 AM	34		12:30 PM	158	
12:45 AM	20		12:45 PM	154	
1:00 AM	13	47	1:00 PM	134	621
1:15 AM	14		1:15 PM	160	
1:30 AM	10		1:30 PM	157	
1:45 AM	10		1:45 PM	170	
2:00 AM	80	123	2:00 PM	151	714
2:15 AM	17		2:15 PM	151	
2:30 AM	19		2:30 PM	194	
2:45 AM	7		2:45 PM	218	
3:00 AM	14	59	3:00 PM	189	757
3:15 AM	14		3:15 PM	150	
3:30 AM	15		3:30 PM	216	
3:45 AM	16		3:45 PM	202	
4:00 AM	18	100	4:00 PM	277	1033
4:15 AM	20		4:15 PM	226	
4:30 AM	30		4:30 PM	294	
4:45 AM	32		4:45 PM	236	
5:00 AM	37	189	5:00 PM	274	1024
5:15 AM	43		5:15 PM	295	
5:30 AM	53		5:30 PM	235	
5:45 AM	56		5:45 PM	220	
6:00 AM	67	471	6:00 PM	208	671
6:15 AM	82		6:15 PM	175	
6:30 AM	169		6:30 PM	153	
6:45 AM	153		6:45 PM	135	
7:00 AM	215	1144	7:00 PM	150	443
7:15 AM	329		7:15 PM	126	
7:30 AM	340		7:30 PM	98	
7:45 AM	260		7:45 PM	69	
8:00 AM	225	836	8:00 PM	107	382
8:15 AM	202		8:15 PM	111	
8:30 AM	214		8:30 PM	110	
8:45 AM	195		8:45 PM	54	
9:00 AM	157	575	9:00 PM	56	224
9:15 AM	131		9:15 PM	55	
9:30 AM	147		9:30 PM	77	
9:45 AM	140		9:45 PM	36	
10:00 AM	136	546	10:00 PM	39	131
10:15 AM	140		10:15 PM	39	
10:30 AM	131		10:30 PM	31	
10:45 AM	139		10:45 PM	22	
11:00 AM	169	704	11:00 PM	18	104
11:15 AM	168		11:15 PM	14	
11:30 AM	177		11:30 PM	46	
11:45 AM	190		11:45 PM	26	

24 Hour Total 11636

12:00 AM - 12:00 PM	
12 Hour Count	4878
Peak Hour	7:15 AM
Peak Volume	1154
Factor	0.85

12:00 PM - 12:00 AM	
12 Hour Count	6758
Peak Hour	4:30 PM
Peak Volume	1099
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/22/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	27	0	19	0	0	2	1	0	3	2	0	0	0	0
12:15 AM	23	0	16	6	0	0	0	0	1	0	0	0	0	0
12:30 AM	22	0	20	0	0	2	0	0	0	0	0	0	0	0
12:45 AM	19	0	14	1	0	1	1	0	0	2	0	0	0	0
1:00 AM	15	0	12	1	0	0	0	0	0	2	0	0	0	0
1:15 AM	19	0	12	2	0	1	1	0	1	1	0	1	0	0
1:30 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
1:45 AM	19	0	15	1	0	0	0	0	1	1	0	1	0	0
2:00 AM	18	0	13	2	0	0	1	0	1	1	0	0	0	0
2:15 AM	10	0	2	1	0	0	0	0	1	6	0	0	0	0
2:30 AM	21	0	17	0	0	0	0	0	1	3	0	0	0	0
2:45 AM	17	0	10	3	0	0	1	0	2	1	0	0	0	0
3:00 AM	12	0	7	1	0	2	0	0	1	1	0	0	0	0
3:15 AM	19	0	12	3	0	0	0	0	0	4	0	0	0	0
3:30 AM	23	0	16	4	0	0	0	0	0	3	0	0	0	0
3:45 AM	15	0	9	1	0	0	0	0	1	3	0	1	0	0
4:00 AM	22	0	8	7	0	0	2	0	0	5	0	0	0	0
4:15 AM	31	0	18	7	0	3	0	0	0	3	0	0	0	0
4:30 AM	47	0	21	16	0	1	1	0	2	5	0	1	0	0
4:45 AM	55	0	31	17	0	3	0	0	1	3	0	0	0	0
5:00 AM	99	0	63	24	1	7	0	0	4	0	0	0	0	0
5:15 AM	111	1	66	29	0	6	0	0	2	7	0	0	0	0
5:30 AM	127	0	78	33	3	2	1	0	4	6	0	0	0	0
5:45 AM	138	0	85	33	3	8	0	0	3	5	0	1	0	0
6:00 AM	138	2	83	31	5	10	0	0	4	2	0	1	0	0
6:15 AM	218	1	131	54	3	14	1	0	5	6	0	3	0	0
6:30 AM	266	3	162	67	8	13	1	0	4	5	0	3	0	0
6:45 AM	266	3	176	52	6	13	1	1	5	4	0	5	0	0
7:00 AM	268	0	175	56	2	19	0	0	5	6	1	3	0	1
7:15 AM	322	3	212	60	12	10	5	0	13	3	0	3	1	0
7:30 AM	361	2	253	57	10	6	3	0	17	3	1	8	0	1
7:45 AM	362	3	239	60	25	11	1	0	16	6	0	1	0	0
8:00 AM	356	4	239	59	29	5	0	0	14	3	1	1	0	1
8:15 AM	319	3	211	51	12	14	0	0	14	9	0	4	1	0
8:30 AM	334	2	214	57	13	18	3	0	17	7	0	1	0	2
8:45 AM	291	1	197	55	2	14	0	0	8	8	0	5	0	1
9:00 AM	240	3	171	29	5	16	0	0	6	8	0	1	1	0
9:15 AM	220	1	153	40	2	9	1	0	7	6	0	1	0	0
9:30 AM	227	1	150	39	5	10	3	0	6	11	0	2	0	0
9:45 AM	201	1	125	37	2	16	0	0	8	11	0	1	0	0
10:00 AM	197	2	114	39	5	18	2	0	7	8	0	1	1	0
10:15 AM	228	1	120	49	9	19	3	0	9	14	1	3	0	0
10:30 AM	195	1	112	36	4	11	3	0	13	12	0	3	0	0
10:45 AM	216	2	138	40	5	11	2	0	6	12	0	0	0	0
11:00 AM	221	1	126	53	3	14	2	0	6	13	0	3	0	0
11:15 AM	205	1	135	33	6	11	2	0	5	10	0	1	0	1
11:30 AM	219	2	126	54	9	13	4	0	4	6	0	1	0	0
11:45 AM	242	2	164	38	3	13	2	0	8	10	0	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/22/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	7029	46	4496	1340	192	346	48	1	236	247	4	62	4	7
%		0.7	64.0	19.1	2.7	4.9	0.7	0.0	3.4	3.5	0.1	0.9	0.1	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/22/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	244	1	169	42	6	10	1	0	6	9	0	0	0	0
12:15 PM	248	2	138	65	4	22	1	0	5	9	0	2	0	0
12:30 PM	289	1	176	59	9	20	4	0	7	11	0	2	0	0
12:45 PM	259	0	171	46	7	12	2	0	12	6	1	2	0	0
1:00 PM	246	2	167	44	4	10	2	0	8	7	1	1	0	0
1:15 PM	258	2	176	35	8	16	4	0	4	9	0	2	1	1
1:30 PM	251	1	166	39	9	9	1	0	15	6	0	4	0	1
1:45 PM	258	2	178	38	4	12	3	0	7	11	0	3	0	0
2:00 PM	250	3	173	42	4	8	0	0	11	7	1	1	0	0
2:15 PM	254	2	170	49	4	15	1	0	5	6	0	2	0	0
2:30 PM	279	3	190	48	12	6	1	0	8	9	0	0	1	1
2:45 PM	295	1	189	62	3	17	0	0	9	13	0	1	0	0
3:00 PM	276	0	181	44	13	14	2	0	11	7	2	2	0	0
3:15 PM	281	2	190	48	8	9	0	0	14	7	0	0	1	2
3:30 PM	310	2	204	50	10	17	2	0	14	7	0	3	0	1
3:45 PM	317	5	217	44	14	14	2	0	14	4	1	2	0	0
4:00 PM	315	2	208	57	8	15	1	0	7	11	0	6	0	0
4:15 PM	312	3	215	50	7	17	1	0	9	7	0	2	0	1
4:30 PM	327	2	213	60	15	14	2	0	12	5	1	3	0	0
4:45 PM	332	0	232	56	7	11	1	0	16	7	1	1	0	0
5:00 PM	307	3	209	51	11	11	0	0	11	5	1	3	1	1
5:15 PM	374	1	271	54	9	16	1	0	10	8	0	3	1	0
5:30 PM	373	0	278	48	17	14	0	0	8	4	0	3	0	1
5:45 PM	322	0	229	50	6	9	4	0	12	7	0	3	0	2
6:00 PM	306	1	204	49	14	15	0	0	10	4	1	7	0	1
6:15 PM	322	2	223	64	1	13	0	0	11	6	0	1	0	1
6:30 PM	316	0	232	41	8	12	1	0	12	5	0	4	0	1
6:45 PM	243	2	185	29	2	9	1	0	3	8	1	3	0	0
7:00 PM	229	1	168	40	3	8	0	0	5	3	0	1	0	0
7:15 PM	230	0	167	34	3	8	0	0	3	8	1	5	0	1
7:30 PM	219	0	150	47	4	9	0	0	1	5	0	3	0	0
7:45 PM	226	1	176	31	0	8	0	0	0	7	0	2	1	0
8:00 PM	208	0	163	34	1	6	1	0	1	2	0	0	0	0
8:15 PM	214	1	167	26	4	6	0	0	3	7	0	0	0	0
8:30 PM	180	0	154	20	0	3	0	0	0	3	0	0	0	0
8:45 PM	181	1	134	31	1	5	1	0	4	4	0	0	0	0
9:00 PM	136	0	101	21	2	7	0	0	3	1	0	0	0	1
9:15 PM	145	0	110	20	0	7	0	0	4	3	0	1	0	0
9:30 PM	129	1	89	24	2	3	0	0	5	5	0	0	0	0
9:45 PM	101	0	77	11	2	3	0	0	1	7	0	0	0	0
10:00 PM	87	1	72	7	0	3	0	0	0	3	0	1	0	0
10:15 PM	83	0	62	13	1	0	0	0	1	6	0	0	0	0
10:30 PM	101	1	81	14	0	1	0	0	2	2	0	0	0	0
10:45 PM	67	0	53	9	0	1	0	0	3	1	0	0	0	0
11:00 PM	51	0	39	6	0	1	0	0	2	3	0	0	0	0
11:15 PM	59	0	48	5	1	0	0	0	0	5	0	0	0	0
11:30 PM	34	0	28	1	0	0	1	0	1	3	0	0	0	0
11:45 PM	28	0	20	2	0	1	2	0	1	2	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/22/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10872	52	7613	1760	248	447	43	0	311	285	12	79	6	16
%		0.5	70.0	16.2	2.3	4.1	0.4	0.0	2.9	2.6	0.1	0.7	0.1	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/23/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	28	0	21	6	0	1	0	0	0	0	0	0	0	0
12:15 AM	23	0	19	1	0	0	0	0	0	3	0	0	0	0
12:30 AM	26	0	21	1	0	0	0	0	0	4	0	0	0	0
12:45 AM	24	0	16	5	0	1	1	0	0	1	0	0	0	0
1:00 AM	18	0	13	3	0	1	0	0	0	1	0	0	0	0
1:15 AM	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	18	0	12	2	0	1	0	0	2	0	0	1	0	0
1:45 AM	17	0	13	2	0	1	0	0	1	0	0	0	0	0
2:00 AM	21	0	11	4	0	0	0	0	1	5	0	0	0	0
2:15 AM	17	0	6	3	0	0	0	0	0	8	0	0	0	0
2:30 AM	12	0	6	2	0	0	0	0	1	3	0	0	0	0
2:45 AM	17	0	9	2	0	0	1	0	2	2	0	1	0	0
3:00 AM	12	0	9	2	0	1	0	0	0	0	0	0	0	0
3:15 AM	22	0	14	4	0	1	0	0	1	2	0	0	0	0
3:30 AM	24	0	19	1	0	0	0	0	1	3	0	0	0	0
3:45 AM	21	0	14	4	0	0	0	0	1	2	0	0	0	0
4:00 AM	27	0	14	9	0	1	0	0	1	2	0	0	0	0
4:15 AM	36	0	18	7	0	3	0	0	0	7	0	0	1	0
4:30 AM	38	0	13	18	0	1	0	0	5	1	0	0	0	0
4:45 AM	55	0	36	11	1	1	1	0	2	3	0	0	0	0
5:00 AM	91	0	57	23	0	2	0	0	4	4	0	1	0	0
5:15 AM	127	2	76	33	0	7	0	0	1	4	0	4	0	0
5:30 AM	138	1	92	32	1	3	3	0	2	3	1	0	0	0
5:45 AM	145	1	89	34	4	6	1	0	6	4	0	0	0	0
6:00 AM	156	0	88	34	9	12	0	0	4	8	0	0	1	0
6:15 AM	187	1	113	48	4	9	2	0	6	3	0	1	0	0
6:30 AM	257	2	152	65	8	14	0	0	7	8	0	1	0	0
6:45 AM	285	3	177	69	4	15	1	0	8	5	1	2	0	0
7:00 AM	268	3	174	51	11	12	3	0	3	2	0	6	0	3
7:15 AM	310	3	202	59	9	9	3	0	18	3	1	3	0	0
7:30 AM	376	2	238	61	28	12	4	0	19	3	0	7	0	2
7:45 AM	316	4	229	41	15	7	1	1	9	1	0	3	2	3
8:00 AM	350	2	242	55	17	11	1	0	11	5	0	2	1	3
8:15 AM	327	0	240	47	7	17	0	0	9	5	0	1	1	0
8:30 AM	296	0	204	50	8	17	0	0	9	4	0	2	1	1
8:45 AM	279	1	191	37	11	17	3	0	13	5	0	1	0	0
9:00 AM	249	4	167	42	5	10	5	0	7	6	0	3	0	0
9:15 AM	246	0	162	48	4	15	3	0	6	7	1	0	0	0
9:30 AM	242	0	150	41	13	17	3	0	9	8	0	1	0	0
9:45 AM	238	2	157	27	13	14	6	0	8	8	1	2	0	0
10:00 AM	204	0	121	39	5	14	5	0	6	12	0	1	0	1
10:15 AM	200	1	136	31	4	15	3	0	5	4	0	0	1	0
10:30 AM	203	1	130	34	3	10	4	0	9	11	0	0	0	1
10:45 AM	200	0	109	46	4	12	4	0	7	15	0	1	2	0
11:00 AM	244	0	150	50	4	15	3	0	10	11	0	1	0	0
11:15 AM	258	3	158	48	7	15	3	0	10	13	1	0	0	0
11:30 AM	231	0	138	56	5	13	3	0	6	7	1	2	0	0
11:45 AM	247	4	149	56	3	11	2	0	9	13	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/23/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	7139	40	4588	1344	207	344	69	1	239	229	7	47	10	14
%		0.6	64.3	18.8	2.9	4.8	1.0	0.0	3.3	3.2	0.1	0.7	0.1	0.2

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/23/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	248	1	161	44	4	16	2	0	8	9	0	2	0	1
12:15 PM	253	0	170	45	3	18	1	1	9	6	0	0	0	0
12:30 PM	250	2	158	46	5	17	4	0	6	9	0	2	1	0
12:45 PM	263	3	167	59	3	14	1	0	7	6	0	3	0	0
1:00 PM	298	1	194	62	6	14	1	0	6	12	0	2	0	0
1:15 PM	259	1	176	44	5	11	2	0	9	10	0	1	0	0
1:30 PM	256	2	161	58	3	10	4	0	4	11	1	2	0	0
1:45 PM	259	0	162	46	7	19	2	0	12	8	0	3	0	0
2:00 PM	276	3	167	60	7	13	5	1	10	9	0	1	0	0
2:15 PM	301	0	176	71	16	14	1	0	14	8	1	0	0	0
2:30 PM	263	2	182	36	10	17	0	0	6	8	0	1	0	1
2:45 PM	297	5	199	41	13	17	2	1	10	6	0	2	1	0
3:00 PM	277	1	184	51	7	20	3	0	6	4	0	1	0	0
3:15 PM	285	5	173	52	12	23	1	0	9	7	0	3	0	0
3:30 PM	328	3	226	53	13	12	1	0	13	6	0	1	0	0
3:45 PM	305	1	195	57	8	20	2	0	11	8	0	3	0	0
4:00 PM	300	0	182	51	23	12	3	0	18	7	0	3	0	1
4:15 PM	317	2	221	46	10	12	3	0	15	5	0	3	0	0
4:30 PM	319	4	213	61	9	14	1	0	12	3	0	2	0	0
4:45 PM	344	2	240	65	6	12	2	0	9	4	1	2	0	1
5:00 PM	320	2	201	62	10	11	1	0	21	6	0	5	0	1
5:15 PM	364	0	243	70	14	13	2	0	10	5	0	5	0	2
5:30 PM	339	4	228	59	11	12	1	0	12	6	0	5	0	1
5:45 PM	316	2	212	53	13	8	2	0	15	6	0	4	0	1
6:00 PM	318	2	224	47	14	11	0	1	9	2	0	7	1	0
6:15 PM	317	1	219	52	7	18	1	0	13	3	0	3	0	0
6:30 PM	285	0	207	42	8	7	2	0	10	6	1	2	0	0
6:45 PM	266	2	203	31	5	9	1	0	5	5	0	5	0	0
7:00 PM	254	1	184	48	2	4	1	0	7	4	0	2	0	1
7:15 PM	233	0	170	39	2	8	1	0	2	8	0	2	0	1
7:30 PM	243	1	181	46	2	6	0	0	5	1	0	1	0	0
7:45 PM	222	1	174	27	5	4	0	0	7	3	0	1	0	0
8:00 PM	200	2	148	35	2	5	0	0	5	3	0	0	0	0
8:15 PM	183	1	133	26	3	6	0	0	5	7	0	2	0	0
8:30 PM	177	1	129	36	0	4	0	0	1	6	0	0	0	0
8:45 PM	153	0	118	26	0	4	0	0	1	3	1	0	0	0
9:00 PM	184	1	144	23	1	6	1	0	3	4	0	1	0	0
9:15 PM	151	0	120	22	1	5	0	0	1	2	0	0	0	0
9:30 PM	113	0	90	15	0	4	0	0	1	1	0	2	0	0
9:45 PM	91	0	67	19	0	4	0	0	0	0	1	0	0	0
10:00 PM	106	2	78	15	0	6	0	0	1	3	0	1	0	0
10:15 PM	95	0	69	19	0	3	0	0	2	2	0	0	0	0
10:30 PM	85	1	61	16	2	1	0	0	2	2	0	0	0	0
10:45 PM	66	0	54	6	1	1	0	0	0	4	0	0	0	0
11:00 PM	65	0	53	6	0	2	0	0	2	2	0	0	0	0
11:15 PM	61	0	44	4	2	0	0	0	4	5	0	1	0	1
11:30 PM	57	0	49	3	0	2	0	0	2	1	0	0	0	0
11:45 PM	40	0	35	3	0	0	0	0	0	2	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/23/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	11002	62	7545	1898	275	469	54	4	340	248	6	86	3	12
%		0.6	68.6	17.3	2.5	4.3	0.5	0.0	3.1	2.3	0.1	0.8	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/22/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	27	91	12:00 PM	244	1040
12:15 AM	23		12:15 PM	248	
12:30 AM	22		12:30 PM	289	
12:45 AM	19		12:45 PM	259	
1:00 AM	15	61	1:00 PM	246	1013
1:15 AM	19		1:15 PM	258	
1:30 AM	8		1:30 PM	251	
1:45 AM	19		1:45 PM	258	
2:00 AM	18	66	2:00 PM	250	1078
2:15 AM	10		2:15 PM	254	
2:30 AM	21		2:30 PM	279	
2:45 AM	17		2:45 PM	295	
3:00 AM	12	69	3:00 PM	276	1184
3:15 AM	19		3:15 PM	281	
3:30 AM	23		3:30 PM	310	
3:45 AM	15		3:45 PM	317	
4:00 AM	22	155	4:00 PM	315	1286
4:15 AM	31		4:15 PM	312	
4:30 AM	47		4:30 PM	327	
4:45 AM	55		4:45 PM	332	
5:00 AM	99	475	5:00 PM	307	1376
5:15 AM	111		5:15 PM	374	
5:30 AM	127		5:30 PM	373	
5:45 AM	138		5:45 PM	322	
6:00 AM	138	888	6:00 PM	306	1187
6:15 AM	218		6:15 PM	322	
6:30 AM	266		6:30 PM	316	
6:45 AM	266		6:45 PM	243	
7:00 AM	268	1313	7:00 PM	229	904
7:15 AM	322		7:15 PM	230	
7:30 AM	361		7:30 PM	219	
7:45 AM	362		7:45 PM	226	
8:00 AM	356	1300	8:00 PM	208	783
8:15 AM	319		8:15 PM	214	
8:30 AM	334		8:30 PM	180	
8:45 AM	291		8:45 PM	181	
9:00 AM	240	888	9:00 PM	136	511
9:15 AM	220		9:15 PM	145	
9:30 AM	227		9:30 PM	129	
9:45 AM	201		9:45 PM	101	
10:00 AM	197	836	10:00 PM	87	338
10:15 AM	228		10:15 PM	83	
10:30 AM	195		10:30 PM	101	
10:45 AM	216		10:45 PM	67	
11:00 AM	221	887	11:00 PM	51	172
11:15 AM	205		11:15 PM	59	
11:30 AM	219		11:30 PM	34	
11:45 AM	242		11:45 PM	28	

24 Hour Total 17901

12:00 AM - 12:00 PM	
12 Hour Count	7029
Peak Hour	7:15 AM
Peak Volume	1401
Factor	0.97

12:00 PM - 12:00 AM	
12 Hour Count	10872
Peak Hour	4:45 PM
Peak Volume	1386
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/23/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	28	101	12:00 PM	248	1014
12:15 AM	23		12:15 PM	253	
12:30 AM	26		12:30 PM	250	
12:45 AM	24		12:45 PM	263	
1:00 AM	18	66	1:00 PM	298	1072
1:15 AM	13		1:15 PM	259	
1:30 AM	18		1:30 PM	256	
1:45 AM	17		1:45 PM	259	
2:00 AM	21	67	2:00 PM	276	1137
2:15 AM	17		2:15 PM	301	
2:30 AM	12		2:30 PM	263	
2:45 AM	17		2:45 PM	297	
3:00 AM	12	79	3:00 PM	277	1195
3:15 AM	22		3:15 PM	285	
3:30 AM	24		3:30 PM	328	
3:45 AM	21		3:45 PM	305	
4:00 AM	27	156	4:00 PM	300	1280
4:15 AM	36		4:15 PM	317	
4:30 AM	38		4:30 PM	319	
4:45 AM	55		4:45 PM	344	
5:00 AM	91	501	5:00 PM	320	1339
5:15 AM	127		5:15 PM	364	
5:30 AM	138		5:30 PM	339	
5:45 AM	145		5:45 PM	316	
6:00 AM	156	885	6:00 PM	318	1186
6:15 AM	187		6:15 PM	317	
6:30 AM	257		6:30 PM	285	
6:45 AM	285		6:45 PM	266	
7:00 AM	268	1270	7:00 PM	254	952
7:15 AM	310		7:15 PM	233	
7:30 AM	376		7:30 PM	243	
7:45 AM	316		7:45 PM	222	
8:00 AM	350	1252	8:00 PM	200	713
8:15 AM	327		8:15 PM	183	
8:30 AM	296		8:30 PM	177	
8:45 AM	279		8:45 PM	153	
9:00 AM	249	975	9:00 PM	184	539
9:15 AM	246		9:15 PM	151	
9:30 AM	242		9:30 PM	113	
9:45 AM	238		9:45 PM	91	
10:00 AM	204	807	10:00 PM	106	352
10:15 AM	200		10:15 PM	95	
10:30 AM	203		10:30 PM	85	
10:45 AM	200		10:45 PM	66	
11:00 AM	244	980	11:00 PM	65	223
11:15 AM	258		11:15 PM	61	
11:30 AM	231		11:30 PM	57	
11:45 AM	247		11:45 PM	40	

24 Hour Total 18141

12:00 AM - 12:00 PM

12 Hour Count	7139
Peak Hour	7:30 AM
Peak Volume	1369
Factor	0.91

12:00 PM - 12:00 AM

12 Hour Count	11002
Peak Hour	4:45 PM
Peak Volume	1367
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	5	0	3	1	0	0	0	0	1	0	0	0	0	0
12:30 AM	8	0	3	3	0	1	1	0	0	0	0	0	0	0
12:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	9	0	7	1	0	0	0	0	0	1	0	0	0	0
1:30 AM	2	0	0	0	0	0	1	0	0	1	0	0	0	0
1:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
2:15 AM	7	0	4	2	0	0	0	0	0	1	0	0	0	0
2:30 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	0	4	0	1	0	0	0	0	0	0	0	0	0
3:15 AM	7	0	5	1	0	1	0	0	0	0	0	0	0	0
3:30 AM	9	0	7	1	0	0	0	0	0	1	0	0	0	0
3:45 AM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
4:00 AM	13	0	9	3	0	0	0	0	1	0	0	0	0	0
4:15 AM	14	0	11	3	0	0	0	0	0	0	0	0	0	0
4:30 AM	26	0	21	5	0	0	0	0	0	0	0	0	0	0
4:45 AM	39	0	26	11	0	2	0	0	0	0	0	0	0	0
5:00 AM	39	1	23	9	1	3	0	0	1	0	0	1	0	0
5:15 AM	55	0	34	16	0	5	0	0	0	0	0	0	0	0
5:30 AM	78	0	53	18	1	6	0	0	0	0	0	0	0	0
5:45 AM	86	0	59	24	0	3	0	0	0	0	0	0	0	0
6:00 AM	102	1	63	31	1	4	0	0	1	1	0	0	0	0
6:15 AM	137	1	79	46	0	9	0	0	2	0	0	0	0	0
6:30 AM	202	1	134	57	2	7	0	0	1	0	0	0	0	0
6:45 AM	242	0	156	64	1	18	0	0	3	0	0	0	0	0
7:00 AM	304	1	208	78	2	14	0	0	1	0	0	0	0	0
7:15 AM	427	1	282	121	3	14	0	0	5	0	0	1	0	0
7:30 AM	507	1	385	96	3	14	0	0	6	0	0	2	0	0
7:45 AM	388	0	284	81	2	18	0	0	2	0	0	1	0	0
8:00 AM	323	0	233	67	0	19	0	0	4	0	0	0	0	0
8:15 AM	295	1	207	65	1	17	1	0	2	1	0	0	0	0
8:30 AM	282	0	203	66	1	11	0	0	1	0	0	0	0	0
8:45 AM	229	0	169	47	2	9	0	0	2	0	0	0	0	0
9:00 AM	190	0	145	37	0	6	0	0	1	1	0	0	0	0
9:15 AM	182	0	130	41	2	5	1	0	2	0	0	1	0	0
9:30 AM	185	0	132	45	1	6	1	0	0	0	0	0	0	0
9:45 AM	149	0	104	37	0	5	2	0	1	0	0	0	0	0
10:00 AM	142	0	108	24	0	6	0	0	0	4	0	0	0	0
10:15 AM	142	1	98	33	0	9	0	0	1	0	0	0	0	0
10:30 AM	147	0	108	34	0	4	0	0	1	0	0	0	0	0
10:45 AM	157	0	118	31	1	5	1	0	0	0	0	1	0	0
11:00 AM	146	1	100	34	0	9	1	0	1	0	0	0	0	0
11:15 AM	140	0	91	39	1	4	1	0	2	2	0	0	0	0
11:30 AM	126	0	94	22	1	8	0	0	1	0	0	0	0	0
11:45 AM	118	0	74	35	2	3	0	0	3	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	5693	10	3997	1334	29	246	10	0	46	14	0	7	0	0
%		0.2	70.2	23.4	0.5	4.3	0.2	0.0	0.8	0.2	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	143	0	97	31	0	10	0	0	4	0	0	1	0	0
12:15 PM	136	0	92	35	1	5	0	0	1	2	0	0	0	0
12:30 PM	140	2	95	34	0	8	0	0	1	0	0	0	0	0
12:45 PM	131	0	95	31	0	5	0	0	0	0	0	0	0	0
1:00 PM	123	0	80	31	0	8	0	0	1	2	0	1	0	0
1:15 PM	104	0	70	26	0	4	0	0	3	1	0	0	0	0
1:30 PM	141	0	93	35	1	6	0	0	5	1	0	0	0	0
1:45 PM	113	1	69	31	1	7	1	0	3	0	0	0	0	0
2:00 PM	105	1	63	33	1	4	0	0	3	0	0	0	0	0
2:15 PM	116	0	79	31	0	3	0	0	1	1	0	1	0	0
2:30 PM	147	1	99	40	1	2	1	0	3	0	0	0	0	0
2:45 PM	120	1	89	27	0	2	0	0	1	0	0	0	0	0
3:00 PM	144	0	104	27	1	7	0	0	2	3	0	0	0	0
3:15 PM	124	1	80	32	4	5	1	0	1	0	0	0	0	0
3:30 PM	119	0	92	23	1	1	0	0	1	1	0	0	0	0
3:45 PM	147	2	110	26	2	5	0	0	1	1	0	0	0	0
4:00 PM	130	0	90	29	1	9	0	0	1	0	0	0	0	0
4:15 PM	152	0	103	32	2	11	0	0	4	0	0	0	0	0
4:30 PM	144	0	100	33	0	8	0	0	2	0	0	1	0	0
4:45 PM	161	0	117	35	0	5	0	0	1	2	0	1	0	0
5:00 PM	168	0	117	40	3	7	0	0	1	0	0	0	0	0
5:15 PM	161	1	107	39	0	11	0	0	3	0	0	0	0	0
5:30 PM	163	1	113	33	1	12	0	0	3	0	0	0	0	0
5:45 PM	165	0	110	46	0	7	0	0	2	0	0	0	0	0
6:00 PM	145	0	102	32	0	5	3	0	2	1	0	0	0	0
6:15 PM	148	0	107	36	0	5	0	0	0	0	0	0	0	0
6:30 PM	127	0	91	28	0	6	1	0	1	0	0	0	0	0
6:45 PM	103	0	71	23	1	4	0	0	3	1	0	0	0	0
7:00 PM	79	0	52	16	0	10	0	0	1	0	0	0	0	0
7:15 PM	94	1	72	16	1	4	0	0	0	0	0	0	0	0
7:30 PM	63	0	47	13	0	3	0	0	0	0	0	0	0	0
7:45 PM	44	0	38	6	0	0	0	0	0	0	0	0	0	0
8:00 PM	56	0	41	12	0	2	0	0	1	0	0	0	0	0
8:15 PM	54	0	46	7	1	0	0	0	0	0	0	0	0	0
8:30 PM	37	0	30	6	0	1	0	0	0	0	0	0	0	0
8:45 PM	38	0	31	7	0	0	0	0	0	0	0	0	0	0
9:00 PM	30	0	21	5	0	2	1	0	0	1	0	0	0	0
9:15 PM	41	0	34	7	0	0	0	0	0	0	0	0	0	0
9:30 PM	27	0	25	1	0	1	0	0	0	0	0	0	0	0
9:45 PM	26	0	20	5	0	0	0	0	0	1	0	0	0	0
10:00 PM	17	0	12	5	0	0	0	0	0	0	0	0	0	0
10:15 PM	16	0	12	4	0	0	0	0	0	0	0	0	0	0
10:30 PM	18	0	12	2	0	2	0	0	1	1	0	0	0	0
10:45 PM	14	0	11	2	0	1	0	0	0	0	0	0	0	0
11:00 PM	13	0	10	2	0	1	0	0	0	0	0	0	0	0
11:15 PM	12	0	9	2	0	1	0	0	0	0	0	0	0	0
11:30 PM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	10	0	6	4	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4516	12	3171	1021	23	200	8	0	57	19	0	5	0	0
%		0.3	70.2	22.6	0.5	4.4	0.2	0.0	1.3	0.4	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
12:15 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
12:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
1:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	2	0	0	0	0	1	0	0	0	1	0	0	0	0
1:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:45 AM	5	0	4	0	0	1	0	0	0	0	0	0	0	0
2:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	4	0	2	1	0	0	1	0	0	0	0	0	0	0
2:30 AM	5	0	4	0	0	0	0	0	1	0	0	0	0	0
2:45 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	4	0	3	0	0	1	0	0	0	0	0	0	0	0
3:15 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
3:30 AM	12	0	8	3	0	1	0	0	0	0	0	0	0	0
3:45 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	12	0	6	6	0	0	0	0	0	0	0	0	0	0
4:15 AM	12	0	7	3	0	1	0	0	0	1	0	0	0	0
4:30 AM	26	0	18	5	0	2	0	0	1	0	0	0	0	0
4:45 AM	35	0	26	7	1	0	0	0	1	0	0	0	0	0
5:00 AM	49	0	34	13	0	2	0	0	0	0	0	0	0	0
5:15 AM	46	0	31	11	0	3	0	0	0	1	0	0	0	0
5:30 AM	73	0	49	20	1	3	0	0	0	0	0	0	0	0
5:45 AM	111	0	74	29	1	7	0	0	0	0	0	0	0	0
6:00 AM	90	0	54	27	2	4	0	0	3	0	0	0	0	0
6:15 AM	138	0	91	36	0	11	0	0	0	0	0	0	0	0
6:30 AM	218	0	137	61	0	16	0	0	2	1	0	1	0	0
6:45 AM	231	0	169	53	1	7	0	0	0	1	0	0	0	0
7:00 AM	325	1	209	93	0	17	1	0	2	0	0	2	0	0
7:15 AM	418	1	290	102	1	16	0	0	6	1	0	1	0	0
7:30 AM	509	1	389	97	1	14	0	0	3	1	0	3	0	0
7:45 AM	370	1	263	84	4	14	0	0	3	0	0	1	0	0
8:00 AM	269	0	190	66	1	6	0	0	5	0	0	1	0	0
8:15 AM	269	2	170	71	2	12	2	0	7	2	0	1	0	0
8:30 AM	282	0	209	59	1	4	0	0	4	2	0	3	0	0
8:45 AM	208	0	156	42	0	5	2	0	2	0	0	1	0	0
9:00 AM	178	2	128	41	1	6	0	0	0	0	0	0	0	0
9:15 AM	157	0	111	33	0	7	0	0	5	1	0	0	0	0
9:30 AM	188	0	136	42	0	4	0	0	4	2	0	0	0	0
9:45 AM	134	0	98	29	0	1	1	0	5	0	0	0	0	0
10:00 AM	162	0	110	40	0	9	0	0	2	1	0	0	0	0
10:15 AM	155	0	110	29	1	10	0	0	3	1	0	1	0	0
10:30 AM	186	0	136	42	0	5	0	0	3	0	0	0	0	0
10:45 AM	137	0	97	28	1	7	1	0	2	1	0	0	0	0
11:00 AM	120	0	76	37	0	6	0	0	1	0	0	0	0	0
11:15 AM	145	0	85	49	1	7	1	0	2	0	0	0	0	0
11:30 AM	152	0	100	34	1	9	3	0	2	3	0	0	0	0
11:45 AM	149	0	107	34	0	5	0	0	2	0	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	5629	8	3920	1336	21	225	12	0	71	20	0	16	0	0
%		0.1	69.6	23.7	0.4	4.0	0.2	0.0	1.3	0.4	0.0	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	147	1	103	33	0	6	0	0	3	1	0	0	0	0
12:15 PM	147	0	103	27	3	9	2	0	2	1	0	0	0	0
12:30 PM	137	0	98	28	0	9	0	0	1	1	0	0	0	0
12:45 PM	148	1	105	34	1	6	0	0	1	0	0	0	0	0
1:00 PM	139	1	97	29	0	9	1	0	0	2	0	0	0	0
1:15 PM	120	1	81	29	1	8	0	0	0	0	0	0	0	0
1:30 PM	131	0	97	26	1	4	0	0	0	3	0	0	0	0
1:45 PM	135	0	93	30	1	6	0	0	2	2	0	1	0	0
2:00 PM	116	0	84	22	1	5	1	0	0	3	0	0	0	0
2:15 PM	126	2	75	37	0	10	0	0	1	1	0	0	0	0
2:30 PM	145	3	100	31	0	9	0	0	1	1	0	0	0	0
2:45 PM	104	0	68	27	0	5	0	0	2	1	1	0	0	0
3:00 PM	141	0	97	37	1	4	0	0	2	0	0	0	0	0
3:15 PM	149	2	99	35	3	6	1	0	1	2	0	0	0	0
3:30 PM	145	0	88	43	1	8	0	0	2	3	0	0	0	0
3:45 PM	137	0	87	32	0	13	0	0	5	0	0	0	0	0
4:00 PM	147	0	108	25	2	9	0	0	3	0	0	0	0	0
4:15 PM	137	0	103	27	0	6	0	0	0	1	0	0	0	0
4:30 PM	163	0	112	40	0	10	0	0	1	0	0	0	0	0
4:45 PM	144	0	96	32	4	10	0	0	2	0	0	0	0	0
5:00 PM	154	0	109	34	2	7	0	0	1	1	0	0	0	0
5:15 PM	173	1	119	37	0	13	0	0	3	0	0	0	0	0
5:30 PM	160	0	112	34	1	9	0	0	2	1	0	1	0	0
5:45 PM	179	0	132	38	0	7	1	0	0	0	0	1	0	0
6:00 PM	198	0	133	53	1	10	0	0	1	0	0	0	0	0
6:15 PM	143	0	104	34	0	3	1	0	1	0	0	0	0	0
6:30 PM	133	0	91	34	0	5	0	0	0	2	0	1	0	0
6:45 PM	98	0	68	20	0	9	0	0	1	0	0	0	0	0
7:00 PM	92	0	58	26	0	7	0	0	1	0	0	0	0	0
7:15 PM	78	0	61	14	0	3	0	0	0	0	0	0	0	0
7:30 PM	58	0	46	7	0	3	0	0	2	0	0	0	0	0
7:45 PM	44	0	28	13	0	3	0	0	0	0	0	0	0	0
8:00 PM	51	0	40	9	1	1	0	0	0	0	0	0	0	0
8:15 PM	62	0	48	14	0	0	0	0	0	0	0	0	0	0
8:30 PM	40	0	26	10	0	3	0	0	0	1	0	0	0	0
8:45 PM	32	0	20	11	0	1	0	0	0	0	0	0	0	0
9:00 PM	33	0	26	5	0	1	1	0	0	0	0	0	0	0
9:15 PM	28	0	21	6	0	1	0	0	0	0	0	0	0	0
9:30 PM	32	1	24	4	0	2	0	0	0	1	0	0	0	0
9:45 PM	20	0	17	2	0	1	0	0	0	0	0	0	0	0
10:00 PM	23	0	20	3	0	0	0	0	0	0	0	0	0	0
10:15 PM	21	0	21	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	15	0	11	3	0	1	0	0	0	0	0	0	0	0
10:45 PM	16	0	11	4	0	0	0	0	0	1	0	0	0	0
11:00 PM	10	0	9	0	0	0	0	0	0	1	0	0	0	0
11:15 PM	14	0	10	3	0	1	0	0	0	0	0	0	0	0
11:30 PM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
11:45 PM	9	0	8	1	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4683	13	3274	1045	24	243	8	0	41	30	1	4	0	0
%		0.3	69.9	22.3	0.5	5.2	0.2	0.0	0.9	0.6	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/22/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	4	20	12:00 PM	143	550
12:15 AM	5		12:15 PM	136	
12:30 AM	8		12:30 PM	140	
12:45 AM	3		12:45 PM	131	
1:00 AM	0	12	1:00 PM	123	481
1:15 AM	9		1:15 PM	104	
1:30 AM	2		1:30 PM	141	
1:45 AM	1		1:45 PM	113	
2:00 AM	3	20	2:00 PM	105	488
2:15 AM	7		2:15 PM	116	
2:30 AM	7		2:30 PM	147	
2:45 AM	3		2:45 PM	120	
3:00 AM	5	29	3:00 PM	144	534
3:15 AM	7		3:15 PM	124	
3:30 AM	9		3:30 PM	119	
3:45 AM	8		3:45 PM	147	
4:00 AM	13	92	4:00 PM	130	587
4:15 AM	14		4:15 PM	152	
4:30 AM	26		4:30 PM	144	
4:45 AM	39		4:45 PM	161	
5:00 AM	39	258	5:00 PM	168	657
5:15 AM	55		5:15 PM	161	
5:30 AM	78		5:30 PM	163	
5:45 AM	86		5:45 PM	165	
6:00 AM	102	683	6:00 PM	145	523
6:15 AM	137		6:15 PM	148	
6:30 AM	202		6:30 PM	127	
6:45 AM	242		6:45 PM	103	
7:00 AM	304	1626	7:00 PM	79	280
7:15 AM	427		7:15 PM	94	
7:30 AM	507		7:30 PM	63	
7:45 AM	388		7:45 PM	44	
8:00 AM	323	1129	8:00 PM	56	185
8:15 AM	295		8:15 PM	54	
8:30 AM	282		8:30 PM	37	
8:45 AM	229		8:45 PM	38	
9:00 AM	190	706	9:00 PM	30	124
9:15 AM	182		9:15 PM	41	
9:30 AM	185		9:30 PM	27	
9:45 AM	149		9:45 PM	26	
10:00 AM	142	588	10:00 PM	17	65
10:15 AM	142		10:15 PM	16	
10:30 AM	147		10:30 PM	18	
10:45 AM	157		10:45 PM	14	
11:00 AM	146	530	11:00 PM	13	42
11:15 AM	140		11:15 PM	12	
11:30 AM	126		11:30 PM	7	
11:45 AM	118		11:45 PM	10	

24 Hour Total 10209

12:00 AM - 12:00 PM	
12 Hour Count	5693
Peak Hour	7:15 AM
Peak Volume	1645
Factor	0.81

12:00 PM - 12:00 AM	
12 Hour Count	4516
Peak Hour	5:00 PM
Peak Volume	657
Factor	0.98

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/23/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	9	20	12:00 PM	147	579
12:15 AM	3		12:15 PM	147	
12:30 AM	3		12:30 PM	137	
12:45 AM	5		12:45 PM	148	
1:00 AM	2	10	1:00 PM	139	525
1:15 AM	2		1:15 PM	120	
1:30 AM	1		1:30 PM	131	
1:45 AM	5		1:45 PM	135	
2:00 AM	3	15	2:00 PM	116	491
2:15 AM	4		2:15 PM	126	
2:30 AM	5		2:30 PM	145	
2:45 AM	3		2:45 PM	104	
3:00 AM	4	30	3:00 PM	141	572
3:15 AM	7		3:15 PM	149	
3:30 AM	12		3:30 PM	145	
3:45 AM	7		3:45 PM	137	
4:00 AM	12	85	4:00 PM	147	591
4:15 AM	12		4:15 PM	137	
4:30 AM	26		4:30 PM	163	
4:45 AM	35		4:45 PM	144	
5:00 AM	49	279	5:00 PM	154	666
5:15 AM	46		5:15 PM	173	
5:30 AM	73		5:30 PM	160	
5:45 AM	111		5:45 PM	179	
6:00 AM	90	677	6:00 PM	198	572
6:15 AM	138		6:15 PM	143	
6:30 AM	218		6:30 PM	133	
6:45 AM	231		6:45 PM	98	
7:00 AM	325	1622	7:00 PM	92	272
7:15 AM	418		7:15 PM	78	
7:30 AM	509		7:30 PM	58	
7:45 AM	370		7:45 PM	44	
8:00 AM	269	1028	8:00 PM	51	185
8:15 AM	269		8:15 PM	62	
8:30 AM	282		8:30 PM	40	
8:45 AM	208		8:45 PM	32	
9:00 AM	178	657	9:00 PM	33	113
9:15 AM	157		9:15 PM	28	
9:30 AM	188		9:30 PM	32	
9:45 AM	134		9:45 PM	20	
10:00 AM	162	640	10:00 PM	23	75
10:15 AM	155		10:15 PM	21	
10:30 AM	186		10:30 PM	15	
10:45 AM	137		10:45 PM	16	
11:00 AM	120	566	11:00 PM	10	42
11:15 AM	145		11:15 PM	14	
11:30 AM	152		11:30 PM	9	
11:45 AM	149		11:45 PM	9	

24 Hour Total 10312

12:00 AM - 12:00 PM

12 Hour Count	5629
Peak Hour	7:00 AM
Peak Volume	1622
Factor	0.80

12:00 PM - 12:00 AM

12 Hour Count	4683
Peak Hour	5:15 PM
Peak Volume	710
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	8	0	7	0	0	1	0	0	0	0	0	0	0	0
12:15 AM	14	0	9	4	0	1	0	0	0	0	0	0	0	0
12:30 AM	10	0	5	4	0	1	0	0	0	0	0	0	0	0
12:45 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	9	0	5	2	0	0	0	0	1	1	0	0	0	0
1:15 AM	7	0	5	1	0	0	0	0	1	0	0	0	0	0
1:30 AM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
1:45 AM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
2:00 AM	11	0	9	2	0	0	0	0	0	0	0	0	0	0
2:15 AM	6	0	3	2	0	0	1	0	0	0	0	0	0	0
2:30 AM	5	0	1	3	0	1	0	0	0	0	0	0	0	0
2:45 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
3:15 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
3:30 AM	6	0	4	1	0	0	0	0	0	1	0	0	0	0
3:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	7	0	2	4	0	0	0	0	0	1	0	0	0	0
4:15 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
4:30 AM	5	0	1	1	0	0	0	0	1	2	0	0	0	0
4:45 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	11	0	7	2	0	0	0	0	2	0	0	0	0	0
5:15 AM	17	0	12	4	0	1	0	0	0	0	0	0	0	0
5:30 AM	17	0	8	6	1	2	0	0	0	0	0	0	0	0
5:45 AM	20	0	10	7	1	1	0	0	0	0	0	1	0	0
6:00 AM	25	0	12	9	1	3	0	0	0	0	0	0	0	0
6:15 AM	39	0	25	6	1	4	0	0	3	0	0	0	0	0
6:30 AM	33	0	23	5	1	2	0	0	1	1	0	0	0	0
6:45 AM	61	0	39	17	2	2	0	0	0	1	0	0	0	0
7:00 AM	62	0	37	14	2	6	1	0	0	2	0	0	0	0
7:15 AM	62	0	36	14	1	5	1	0	4	1	0	0	0	0
7:30 AM	64	0	43	17	0	3	0	0	1	0	0	0	0	0
7:45 AM	79	0	46	26	0	4	1	0	1	1	0	0	0	0
8:00 AM	79	0	48	24	1	3	0	0	1	2	0	0	0	0
8:15 AM	76	0	49	21	0	3	1	0	1	1	0	0	0	0
8:30 AM	79	0	46	21	2	7	1	0	1	1	0	0	0	0
8:45 AM	85	0	46	30	1	5	1	0	2	0	0	0	0	0
9:00 AM	81	0	55	14	2	8	0	0	2	0	0	0	0	0
9:15 AM	92	0	49	29	0	7	0	0	6	1	0	0	0	0
9:30 AM	91	0	61	25	0	2	0	0	1	2	0	0	0	0
9:45 AM	92	0	54	24	1	8	1	0	3	1	0	0	0	0
10:00 AM	76	0	47	22	0	5	1	0	1	0	0	0	0	0
10:15 AM	98	0	65	26	0	5	0	0	2	0	0	0	0	0
10:30 AM	73	0	47	19	0	3	0	0	4	0	0	0	0	0
10:45 AM	103	2	61	28	0	8	1	0	2	1	0	0	0	0
11:00 AM	86	0	53	23	1	4	0	0	3	1	0	1	0	0
11:15 AM	117	0	74	26	1	12	1	0	1	1	0	1	0	0
11:30 AM	97	0	62	24	5	4	0	0	2	0	0	0	0	0
11:45 AM	120	1	76	30	0	13	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	2072	3	1276	551	24	135	11	0	47	22	0	3	0	0
%		0.1	61.6	26.6	1.2	6.5	0.5	0.0	2.3	1.1	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	113	0	72	38	0	2	0	0	1	0	0	0	0	0
12:15 PM	121	0	77	27	1	9	0	0	3	3	0	1	0	0
12:30 PM	151	0	102	34	0	11	0	0	3	1	0	0	0	0
12:45 PM	130	0	81	37	0	9	0	0	2	1	0	0	0	0
1:00 PM	127	0	78	40	3	5	0	0	0	0	0	1	0	0
1:15 PM	136	0	89	38	1	5	0	0	0	2	0	1	0	0
1:30 PM	126	0	83	31	0	7	1	0	4	0	0	0	0	0
1:45 PM	131	1	90	29	0	8	2	0	0	1	0	0	0	0
2:00 PM	132	0	81	39	1	9	1	0	1	0	0	0	0	0
2:15 PM	142	0	90	40	0	9	0	0	3	0	0	0	0	0
2:30 PM	160	1	106	38	2	5	1	0	4	1	1	1	0	0
2:45 PM	156	0	98	44	1	7	0	0	4	2	0	0	0	0
3:00 PM	166	0	105	45	1	11	0	0	3	1	0	0	0	0
3:15 PM	207	1	129	57	3	9	1	0	6	0	0	1	0	0
3:30 PM	197	0	128	51	1	12	0	0	3	1	0	1	0	0
3:45 PM	220	0	148	51	0	15	0	0	4	1	0	1	0	0
4:00 PM	235	3	165	53	1	9	0	0	3	0	0	1	0	0
4:15 PM	227	1	136	65	2	19	0	0	2	0	0	2	0	0
4:30 PM	254	0	177	57	1	15	0	0	3	0	0	1	0	0
4:45 PM	290	1	205	72	0	11	0	0	1	0	0	0	0	0
5:00 PM	282	1	190	63	6	16	0	0	5	0	0	1	0	0
5:15 PM	329	4	244	57	4	14	0	0	6	0	0	0	0	0
5:30 PM	292	0	211	58	0	12	0	0	8	0	0	3	0	0
5:45 PM	288	0	214	56	2	14	0	0	1	1	0	0	0	0
6:00 PM	240	0	165	64	0	7	0	0	3	0	0	1	0	0
6:15 PM	262	1	184	50	1	18	0	0	4	1	0	3	0	0
6:30 PM	209	0	133	63	0	10	0	0	1	0	0	2	0	0
6:45 PM	205	2	147	45	0	7	0	0	3	0	0	1	0	0
7:00 PM	149	1	105	32	0	10	0	0	0	0	0	1	0	0
7:15 PM	174	0	135	33	0	5	0	0	1	0	0	0	0	0
7:30 PM	146	0	92	43	1	9	0	0	0	0	0	1	0	0
7:45 PM	178	0	128	45	1	3	0	0	0	0	0	1	0	0
8:00 PM	144	0	105	31	0	6	0	0	2	0	0	0	0	0
8:15 PM	159	0	126	25	0	8	0	0	0	0	0	0	0	0
8:30 PM	149	0	106	35	0	6	0	0	2	0	0	0	0	0
8:45 PM	121	0	100	17	0	2	0	0	0	1	0	1	0	0
9:00 PM	92	0	65	18	0	9	0	0	0	0	0	0	0	0
9:15 PM	78	0	58	12	0	5	0	0	3	0	0	0	0	0
9:30 PM	56	0	40	11	0	3	0	0	1	0	0	1	0	0
9:45 PM	66	0	50	13	1	2	0	0	0	0	0	0	0	0
10:00 PM	41	0	29	9	0	2	0	0	0	1	0	0	0	0
10:15 PM	48	0	40	5	0	2	0	0	0	0	0	1	0	0
10:30 PM	43	0	35	6	0	2	0	0	0	0	0	0	0	0
10:45 PM	36	0	28	7	0	1	0	0	0	0	0	0	0	0
11:00 PM	20	0	19	0	0	1	0	0	0	0	0	0	0	0
11:15 PM	22	0	18	4	0	0	0	0	0	0	0	0	0	0
11:30 PM	21	0	19	1	0	1	0	0	0	0	0	0	0	0
11:45 PM	10	0	8	2	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	7281	17	5034	1691	34	362	6	0	90	18	1	28	0	0
%		0.2	69.1	23.2	0.5	5.0	0.1	0.0	1.2	0.2	0.0	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	12	0	11	1	0	0	0	0	0	0	0	0	0	0
12:15 AM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
12:30 AM	10	0	8	1	0	0	0	0	1	0	0	0	0	0
12:45 AM	12	0	4	4	0	2	0	0	0	2	0	0	0	0
1:00 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1:15 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1:30 AM	7	0	4	2	1	0	0	0	0	0	0	0	0	0
1:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
2:15 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2:30 AM	6	0	2	4	0	0	0	0	0	0	0	0	0	0
2:45 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
3:15 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	3	0	1	1	0	0	0	0	0	1	0	0	0	0
3:45 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
4:15 AM	6	0	1	2	0	2	0	0	1	0	0	0	0	0
4:30 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
4:45 AM	8	0	3	4	0	0	0	0	0	1	0	0	0	0
5:00 AM	12	0	11	1	0	0	0	0	0	0	0	0	0	0
5:15 AM	20	0	10	7	0	2	0	0	0	1	0	0	0	0
5:30 AM	18	0	8	8	0	0	0	0	1	1	0	0	0	0
5:45 AM	22	0	11	5	2	2	0	0	1	1	0	0	0	0
6:00 AM	20	0	11	5	0	2	0	0	1	1	0	0	0	0
6:15 AM	34	0	21	7	0	4	1	0	0	1	0	0	0	0
6:30 AM	32	0	20	9	0	1	0	0	2	0	0	0	0	0
6:45 AM	64	0	38	21	1	3	0	0	0	1	0	0	0	0
7:00 AM	67	0	42	14	0	6	1	0	2	2	0	0	0	0
7:15 AM	58	0	33	13	1	3	7	0	0	1	0	0	0	0
7:30 AM	79	0	41	26	2	6	1	0	1	2	0	0	0	0
7:45 AM	71	0	51	15	1	4	0	0	0	0	0	0	0	0
8:00 AM	102	0	62	34	1	4	0	0	0	1	0	0	0	0
8:15 AM	82	0	50	23	0	6	0	0	2	1	0	0	0	0
8:30 AM	55	0	30	21	1	3	0	0	0	0	0	0	0	0
8:45 AM	76	0	43	22	1	6	1	0	2	1	0	0	0	0
9:00 AM	93	0	52	28	3	6	1	0	2	1	0	0	0	0
9:15 AM	92	0	49	33	0	5	2	0	1	2	0	0	0	0
9:30 AM	93	0	59	24	1	7	0	0	2	0	0	0	0	0
9:45 AM	88	0	52	25	0	7	0	0	2	2	0	0	0	0
10:00 AM	78	0	44	21	1	9	0	0	2	1	0	0	0	0
10:15 AM	91	0	54	25	3	6	0	0	3	0	0	0	0	0
10:30 AM	77	0	46	22	1	4	0	0	3	1	0	0	0	0
10:45 AM	79	0	52	22	0	2	0	0	0	3	0	0	0	0
11:00 AM	106	0	67	31	0	6	2	0	0	0	0	0	0	0
11:15 AM	115	0	81	24	0	4	0	0	3	3	0	0	0	0
11:30 AM	134	0	78	39	1	10	0	0	3	2	0	1	0	0
11:45 AM	100	0	64	22	1	7	2	0	3	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	2108	0	1282	584	22	129	18	0	38	34	0	1	0	0
%		0.0	60.8	27.7	1.0	6.1	0.9	0.0	1.8	1.6	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
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Site: #4
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	132	0	84	35	0	8	2	0	1	2	0	0	0	0
12:15 PM	129	1	80	39	0	6	0	0	1	2	0	0	0	0
12:30 PM	133	0	86	29	0	12	0	0	3	2	1	0	0	0
12:45 PM	121	0	74	31	1	11	0	0	3	1	0	0	0	0
1:00 PM	113	0	74	26	1	8	1	0	3	0	0	0	0	0
1:15 PM	122	0	82	24	0	9	0	0	3	2	1	1	0	0
1:30 PM	134	0	77	37	1	14	1	0	2	0	1	1	0	0
1:45 PM	139	0	85	37	1	12	0	0	2	2	0	0	0	0
2:00 PM	146	0	98	32	2	9	0	0	2	3	0	0	0	0
2:15 PM	166	0	101	47	0	15	0	0	3	0	0	0	0	0
2:30 PM	127	1	77	34	2	8	0	0	2	3	0	0	0	0
2:45 PM	155	1	100	32	2	13	0	0	6	1	0	0	0	0
3:00 PM	160	0	105	39	2	7	1	0	3	1	0	2	0	0
3:15 PM	180	0	124	44	1	10	0	0	1	0	0	0	0	0
3:30 PM	197	1	121	54	0	19	0	0	1	1	0	0	0	0
3:45 PM	225	1	147	55	0	15	1	0	5	1	0	0	0	0
4:00 PM	215	0	152	50	1	8	0	0	1	1	0	2	0	0
4:15 PM	243	0	160	65	1	15	1	0	0	1	0	0	0	0
4:30 PM	233	1	156	59	2	12	0	0	2	1	0	0	0	0
4:45 PM	268	2	191	62	0	11	0	0	1	0	0	1	0	0
5:00 PM	290	1	191	72	3	17	0	0	2	1	0	3	0	0
5:15 PM	356	1	248	86	3	11	0	0	4	0	0	3	0	0
5:30 PM	313	0	221	75	1	11	0	0	5	0	0	0	0	0
5:45 PM	276	1	186	65	4	12	0	0	7	0	0	1	0	0
6:00 PM	258	1	193	44	0	16	0	0	1	1	0	2	0	0
6:15 PM	237	1	174	47	0	12	1	0	2	0	0	0	0	0
6:30 PM	214	0	149	50	1	10	0	0	3	0	0	1	0	0
6:45 PM	208	2	132	66	0	7	0	0	0	0	0	1	0	0
7:00 PM	182	0	124	43	1	13	0	0	1	0	0	0	0	0
7:15 PM	184	0	148	27	0	7	0	0	2	0	0	0	0	0
7:30 PM	170	0	122	42	0	5	0	0	1	0	0	0	0	0
7:45 PM	156	0	120	33	0	3	0	0	0	0	0	0	0	0
8:00 PM	142	0	101	34	0	7	0	0	0	0	0	0	0	0
8:15 PM	147	0	107	30	0	7	0	0	1	1	0	1	0	0
8:30 PM	116	0	80	32	0	2	0	0	2	0	0	0	0	0
8:45 PM	102	0	79	19	0	2	0	0	2	0	0	0	0	0
9:00 PM	109	0	87	20	0	2	0	0	0	0	0	0	0	0
9:15 PM	105	0	78	22	0	4	0	0	1	0	0	0	0	0
9:30 PM	73	0	58	8	0	7	0	0	0	0	0	0	0	0
9:45 PM	56	0	43	12	0	1	0	0	0	0	0	0	0	0
10:00 PM	58	0	44	10	0	4	0	0	0	0	0	0	0	0
10:15 PM	45	0	31	11	0	3	0	0	0	0	0	0	0	0
10:30 PM	31	0	21	10	0	0	0	0	0	0	0	0	0	0
10:45 PM	37	0	28	5	0	4	0	0	0	0	0	0	0	0
11:00 PM	24	0	21	1	0	1	0	0	1	0	0	0	0	0
11:15 PM	32	0	26	5	0	0	0	0	1	0	0	0	0	0
11:30 PM	25	0	22	0	0	2	0	0	1	0	0	0	0	0
11:45 PM	13	0	10	3	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	7297	15	5018	1703	30	392	8	0	82	27	3	19	0	0
%		0.2	68.8	23.3	0.4	5.4	0.1	0.0	1.1	0.4	0.0	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/22/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	8	38	12:00 PM	113	515
12:15 AM	14		12:15 PM	121	
12:30 AM	10		12:30 PM	151	
12:45 AM	6		12:45 PM	130	
1:00 AM	9	29	1:00 PM	127	520
1:15 AM	7		1:15 PM	136	
1:30 AM	6		1:30 PM	126	
1:45 AM	7		1:45 PM	131	
2:00 AM	11	29	2:00 PM	132	590
2:15 AM	6		2:15 PM	142	
2:30 AM	5		2:30 PM	160	
2:45 AM	7		2:45 PM	156	
3:00 AM	5	19	3:00 PM	166	790
3:15 AM	5		3:15 PM	207	
3:30 AM	6		3:30 PM	197	
3:45 AM	3		3:45 PM	220	
4:00 AM	7	22	4:00 PM	235	1006
4:15 AM	4		4:15 PM	227	
4:30 AM	5		4:30 PM	254	
4:45 AM	6		4:45 PM	290	
5:00 AM	11	65	5:00 PM	282	1191
5:15 AM	17		5:15 PM	329	
5:30 AM	17		5:30 PM	292	
5:45 AM	20		5:45 PM	288	
6:00 AM	25	158	6:00 PM	240	916
6:15 AM	39		6:15 PM	262	
6:30 AM	33		6:30 PM	209	
6:45 AM	61		6:45 PM	205	
7:00 AM	62	267	7:00 PM	149	647
7:15 AM	62		7:15 PM	174	
7:30 AM	64		7:30 PM	146	
7:45 AM	79		7:45 PM	178	
8:00 AM	79	319	8:00 PM	144	573
8:15 AM	76		8:15 PM	159	
8:30 AM	79		8:30 PM	149	
8:45 AM	85		8:45 PM	121	
9:00 AM	81	356	9:00 PM	92	292
9:15 AM	92		9:15 PM	78	
9:30 AM	91		9:30 PM	56	
9:45 AM	92		9:45 PM	66	
10:00 AM	76	350	10:00 PM	41	168
10:15 AM	98		10:15 PM	48	
10:30 AM	73		10:30 PM	43	
10:45 AM	103		10:45 PM	36	
11:00 AM	86	420	11:00 PM	20	73
11:15 AM	117		11:15 PM	22	
11:30 AM	97		11:30 PM	21	
11:45 AM	120		11:45 PM	10	

24 Hour Total 9353

12:00 AM - 12:00 PM	
12 Hour Count	2072
Peak Hour	11:00 AM
Peak Volume	420
Factor	0.88

12:00 PM - 12:00 AM	
12 Hour Count	7281
Peak Hour	4:45 PM
Peak Volume	1193
Factor	0.91

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/23/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	12	44	12:00 PM	132	515
12:15 AM	10		12:15 PM	129	
12:30 AM	10		12:30 PM	133	
12:45 AM	12		12:45 PM	121	
1:00 AM	10	29	1:00 PM	113	508
1:15 AM	9		1:15 PM	122	
1:30 AM	7		1:30 PM	134	
1:45 AM	3		1:45 PM	139	
2:00 AM	10	24	2:00 PM	146	594
2:15 AM	4		2:15 PM	166	
2:30 AM	6		2:30 PM	127	
2:45 AM	4		2:45 PM	155	
3:00 AM	12	30	3:00 PM	160	762
3:15 AM	7		3:15 PM	180	
3:30 AM	3		3:30 PM	197	
3:45 AM	8		3:45 PM	225	
4:00 AM	5	23	4:00 PM	215	959
4:15 AM	6		4:15 PM	243	
4:30 AM	4		4:30 PM	233	
4:45 AM	8		4:45 PM	268	
5:00 AM	12	72	5:00 PM	290	1235
5:15 AM	20		5:15 PM	356	
5:30 AM	18		5:30 PM	313	
5:45 AM	22		5:45 PM	276	
6:00 AM	20	150	6:00 PM	258	917
6:15 AM	34		6:15 PM	237	
6:30 AM	32		6:30 PM	214	
6:45 AM	64		6:45 PM	208	
7:00 AM	67	275	7:00 PM	182	692
7:15 AM	58		7:15 PM	184	
7:30 AM	79		7:30 PM	170	
7:45 AM	71		7:45 PM	156	
8:00 AM	102	315	8:00 PM	142	507
8:15 AM	82		8:15 PM	147	
8:30 AM	55		8:30 PM	116	
8:45 AM	76		8:45 PM	102	
9:00 AM	93	366	9:00 PM	109	343
9:15 AM	92		9:15 PM	105	
9:30 AM	93		9:30 PM	73	
9:45 AM	88		9:45 PM	56	
10:00 AM	78	325	10:00 PM	58	171
10:15 AM	91		10:15 PM	45	
10:30 AM	77		10:30 PM	31	
10:45 AM	79		10:45 PM	37	
11:00 AM	106	455	11:00 PM	24	94
11:15 AM	115		11:15 PM	32	
11:30 AM	134		11:30 PM	25	
11:45 AM	100		11:45 PM	13	

24 Hour Total 9405

12:00 AM - 12:00 PM	
12 Hour Count	2108
Peak Hour	11:00 AM
Peak Volume	455
Factor	0.85

12:00 PM - 12:00 AM	
12 Hour Count	7297
Peak Hour	5:00 PM
Peak Volume	1235
Factor	0.87

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expwy SB Ramps

Site: #4
1/21/2020
Tuesday

12 Hour Classification

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	WB 2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
9:00 PM	91	1	72	11	1	1	0	0	2	3	0	0	0	0
9:15 PM	92	0	69	12	1	3	0	0	2	5	0	0	0	0
9:30 PM	75	0	58	9	0	1	2	0	1	4	0	0	0	0
9:45 PM	76	0	59	12	0	0	0	0	2	3	0	0	0	0
10:00 PM	59	0	46	5	3	2	1	0	1	0	0	1	0	0
10:15 PM	47	0	33	12	0	0	0	0	0	2	0	0	0	0
10:30 PM	39	0	29	3	0	2	0	0	0	4	0	1	0	0
10:45 PM	39	2	22	6	2	1	0	0	2	4	0	0	0	0
11:00 PM	48	0	40	5	0	0	0	0	0	3	0	0	0	0
11:15 PM	40	0	33	2	1	2	2	0	0	0	0	0	0	0
11:30 PM	58	2	37	6	7	1	0	0	1	4	0	0	0	0
11:45 PM	43	0	33	4	2	1	0	0	1	2	0	0	0	0
1/22/2020 12:00 AM	35	0	27	3	0	1	0	0	0	4	0	0	0	0
12:15 AM	29	0	22	1	0	0	0	0	0	4	0	2	0	0
12:30 AM	28	0	17	4	0	2	1	0	1	3	0	0	0	0
12:45 AM	16	0	11	1	0	0	0	0	0	4	0	0	0	0
1:00 AM	15	0	12	0	0	2	0	0	1	0	0	0	0	0
1:15 AM	15	0	10	1	2	0	0	0	0	2	0	0	0	0
1:30 AM	15	0	6	2	1	0	0	0	2	4	0	0	0	0
1:45 AM	14	0	9	0	1	1	0	0	0	3	0	0	0	0
2:00 AM	44	0	37	3	0	0	0	0	1	3	0	0	0	0
2:15 AM	20	0	12	4	1	1	0	0	0	2	0	0	0	0
2:30 AM	30	0	25	2	0	0	0	0	2	1	0	0	0	0
2:45 AM	16	0	7	0	0	0	0	0	1	8	0	0	0	0
3:00 AM	18	0	7	4	1	0	0	0	0	6	0	0	0	0
3:15 AM	16	0	12	0	0	0	0	0	2	2	0	0	0	0
3:30 AM	18	0	11	2	1	1	0	0	1	2	0	0	0	0
3:45 AM	22	1	11	3	2	1	0	0	4	0	0	0	0	0
4:00 AM	31	0	19	7	0	0	0	0	2	3	0	0	0	0
4:15 AM	30	0	14	9	0	1	0	0	0	6	0	0	0	0
4:30 AM	27	0	19	4	0	1	0	0	0	3	0	0	0	0
4:45 AM	58	0	37	10	1	3	0	0	1	6	0	0	0	0
5:00 AM	65	3	39	7	3	2	0	0	2	8	0	0	0	1
5:15 AM	63	1	43	11	1	2	0	0	3	2	0	0	0	0
5:30 AM	81	0	50	15	1	6	0	0	2	7	0	0	0	0
5:45 AM	104	0	68	17	4	5	0	0	4	6	0	0	0	0
6:00 AM	115	1	73	21	7	4	0	0	2	7	0	0	0	0
6:15 AM	131	0	76	27	7	6	0	0	10	2	0	3	0	0
6:30 AM	193	0	141	30	4	8	0	0	5	4	0	1	0	0
6:45 AM	226	0	149	52	2	10	1	0	4	6	0	1	0	1
7:00 AM	306	1	226	48	6	11	1	0	3	8	0	2	0	0
7:15 AM	397	1	264	88	13	10	2	0	11	6	0	2	0	0
7:30 AM	413	3	290	66	22	11	0	0	14	4	0	3	0	0
7:45 AM	383	6	236	58	36	17	1	0	20	2	0	5	1	1
8:00 AM	327	2	225	50	22	14	0	0	6	6	0	2	0	0
8:15 AM	331	1	192	71	13	33	1	0	10	5	1	3	0	1
8:30 AM	304	2	198	55	14	13	0	0	9	9	0	4	0	0
8:45 AM	278	1	192	45	11	12	2	0	7	6	0	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expwy SB Ramps

Site: #4
1/22/2020
Wednesday

12 Hour Classification

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	WB 2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4921	28	3318	808	193	192	14	0	142	188	1	32	1	4
%		0.6	67.4	16.4	3.9	3.9	0.3	0.0	2.9	3.8	0.0	0.7	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expwy SB Ramps

Site: #4
1/22/2020
Wednesday

12 Hour Classification

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	WB 2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
9:00 AM	294	5	171	49	10	37	4	0	7	9	0	0	2	0
9:15 AM	252	4	154	52	3	23	2	1	8	4	0	1	0	0
9:30 AM	230	2	140	50	5	20	0	0	12	1	0	0	0	0
9:45 AM	213	0	143	36	3	14	4	0	3	9	0	1	0	0
10:00 AM	209	1	140	38	2	15	3	0	1	8	0	1	0	0
10:15 AM	204	2	130	33	6	14	2	0	6	11	0	0	0	0
10:30 AM	256	1	153	53	5	18	1	0	11	13	0	1	0	0
10:45 AM	256	0	159	44	4	25	2	0	10	11	1	0	0	0
11:00 AM	246	2	151	47	5	21	3	0	6	8	1	1	0	1
11:15 AM	249	0	148	50	10	20	4	1	4	7	1	4	0	0
11:30 AM	248	3	151	52	5	16	1	0	10	5	1	2	1	1
11:45 AM	268	3	177	45	14	13	2	0	5	7	0	2	0	0
12:00 PM	279	2	187	52	4	18	1	0	7	8	0	0	0	0
12:15 PM	251	0	157	41	5	23	2	0	6	17	0	0	0	0
12:30 PM	270	3	168	54	6	17	2	0	9	10	1	0	0	0
12:45 PM	246	1	167	48	6	9	3	0	6	4	0	2	0	0
1:00 PM	260	3	157	55	8	18	2	0	8	7	0	2	0	0
1:15 PM	279	3	158	56	20	15	1	0	13	9	0	4	0	0
1:30 PM	263	0	171	51	6	19	1	0	4	11	0	0	0	0
1:45 PM	258	1	166	46	5	19	1	0	6	14	0	0	0	0
2:00 PM	276	2	172	49	5	13	3	0	17	9	0	2	0	4
2:15 PM	271	3	179	46	2	27	2	0	7	4	0	0	0	1
2:30 PM	265	1	174	58	5	8	4	0	7	4	0	2	1	1
2:45 PM	291	3	189	51	8	11	2	0	15	9	0	3	0	0
3:00 PM	289	1	188	46	8	23	4	0	7	7	0	4	0	1
3:15 PM	323	5	207	57	12	19	2	0	6	10	0	5	0	0
3:30 PM	301	2	212	56	5	5	0	0	12	7	0	2	0	0
3:45 PM	394	5	253	80	11	25	1	0	10	4	0	4	0	1
4:00 PM	349	0	245	58	7	20	0	0	8	8	0	3	0	0
4:15 PM	390	2	257	60	16	21	4	0	16	11	0	2	0	1
4:30 PM	401	2	283	52	13	19	0	0	20	6	1	4	0	1
4:45 PM	382	1	253	70	21	12	1	0	15	5	1	3	0	0
5:00 PM	402	2	264	71	13	18	0	0	19	4	0	10	0	1
5:15 PM	410	7	276	73	9	19	2	0	18	3	1	2	0	0
5:30 PM	382	2	279	52	8	17	0	1	16	3	0	4	0	0
5:45 PM	417	6	313	59	6	16	0	1	12	1	0	2	1	0
6:00 PM	351	2	250	59	9	15	2	0	9	2	0	3	0	0
6:15 PM	374	2	263	64	9	13	0	0	11	8	0	4	0	0
6:30 PM	294	4	203	44	5	21	0	0	10	6	0	1	0	0
6:45 PM	261	2	196	31	5	16	1	0	3	7	0	0	0	0
7:00 PM	214	0	160	32	2	12	2	0	4	1	0	1	0	0
7:15 PM	215	1	152	32	6	10	0	0	4	10	0	0	0	0
7:30 PM	188	5	143	20	3	10	0	0	2	4	0	1	0	0
7:45 PM	128	0	87	24	1	6	0	0	6	4	0	0	0	0
8:00 PM	137	2	113	15	1	0	0	0	2	2	0	1	1	0
8:15 PM	136	0	106	21	2	0	1	0	1	4	0	0	0	1
8:30 PM	141	0	111	19	1	3	0	0	4	2	0	1	0	0
8:45 PM	127	2	87	19	4	6	1	0	2	6	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expwy SB Ramps

Site: #4
1/22/2020
Wednesday

12 Hour Classification

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	WB 2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	13140	100	8763	2270	329	759	73	4	405	324	8	85	6	14
%		0.8	66.7	17.3	2.5	5.8	0.6	0.0	3.1	2.5	0.1	0.6	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expwy SB Ramps

Site: #4
1/22/2020
Wednesday

12 Hour Classification

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	WB 2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
9:00 PM	101	1	74	13	3	3	1	0	3	1	0	2	0	0
9:15 PM	92	0	78	5	0	3	0	0	1	5	0	0	0	0
9:30 PM	85	0	58	12	5	1	0	0	0	7	0	2	0	0
9:45 PM	64	0	49	9	1	0	0	0	2	2	0	1	0	0
10:00 PM	58	1	41	5	0	5	1	0	0	4	0	1	0	0
10:15 PM	66	0	50	4	4	2	0	0	1	3	0	2	0	0
10:30 PM	44	0	31	5	0	2	0	0	1	4	0	1	0	0
10:45 PM	41	0	32	2	2	0	0	0	4	1	0	0	0	0
11:00 PM	58	0	44	9	2	1	0	0	0	2	0	0	0	0
11:15 PM	45	0	32	4	3	3	0	0	1	2	0	0	0	0
11:30 PM	36	0	30	4	0	1	0	0	0	1	0	0	0	0
11:45 PM	44	0	36	5	0	1	0	0	0	2	0	0	0	0
1/23/2020 12:00 AM	39	0	33	0	1	1	0	0	0	4	0	0	0	0
12:15 AM	26	1	19	2	1	1	1	0	1	0	0	0	0	0
12:30 AM	27	0	8	3	4	3	0	0	2	5	0	2	0	0
12:45 AM	19	0	13	1	1	1	0	0	1	0	1	1	0	0
1:00 AM	11	0	8	3	0	0	0	0	0	0	0	0	0	0
1:15 AM	14	0	7	1	1	2	0	0	1	2	0	0	0	0
1:30 AM	14	0	9	2	0	0	0	0	0	3	0	0	0	0
1:45 AM	13	0	8	3	0	0	0	0	1	1	0	0	0	0
2:00 AM	48	0	39	6	0	0	0	0	1	2	0	0	0	0
2:15 AM	17	0	14	3	0	0	0	0	0	0	0	0	0	0
2:30 AM	36	0	22	3	2	2	1	0	0	6	0	0	0	0
2:45 AM	16	0	7	2	1	2	0	0	1	3	0	0	0	0
3:00 AM	18	0	12	3	0	0	0	0	0	3	0	0	0	0
3:15 AM	10	0	5	3	0	0	0	0	0	2	0	0	0	0
3:30 AM	17	0	10	3	0	1	0	0	0	3	0	0	0	0
3:45 AM	24	0	15	0	0	0	0	0	1	8	0	0	0	0
4:00 AM	32	2	16	7	3	0	0	0	1	3	0	0	0	0
4:15 AM	27	0	17	3	0	4	0	0	0	3	0	0	0	0
4:30 AM	46	0	30	8	3	2	0	0	0	3	0	0	0	0
4:45 AM	53	1	39	3	1	2	0	0	2	4	1	0	0	0
5:00 AM	59	0	35	12	2	3	0	0	2	3	1	1	0	0
5:15 AM	62	1	34	8	4	6	0	0	2	6	0	1	0	0
5:30 AM	68	1	44	10	2	4	0	0	3	3	1	0	0	0
5:45 AM	105	0	70	20	2	8	1	0	1	3	0	0	0	0
6:00 AM	111	2	64	16	10	9	1	0	5	3	0	0	0	1
6:15 AM	123	1	73	18	11	13	0	0	5	0	1	0	0	1
6:30 AM	228	1	142	43	7	22	0	0	4	8	0	1	0	0
6:45 AM	245	2	167	45	11	12	0	0	5	3	0	0	0	0
7:00 AM	311	1	214	69	7	10	1	0	3	5	0	1	0	0
7:15 AM	375	7	224	76	25	13	0	0	25	2	0	3	0	0
7:30 AM	401	4	249	81	25	11	2	0	19	2	1	7	0	0
7:45 AM	390	3	235	64	28	30	1	0	20	2	0	7	0	0
8:00 AM	334	6	187	54	20	46	1	0	13	4	0	3	0	0
8:15 AM	312	5	185	53	16	34	3	0	11	3	1	0	0	1
8:30 AM	335	3	183	63	16	48	3	0	16	3	0	0	0	0
8:45 AM	291	4	172	49	7	40	2	0	9	4	1	3	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expwy SB Ramps

Site: #4
1/23/2020
Thursday

12 Hour Classification

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	WB 2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4991	47	3164	817	231	352	19	0	168	143	8	39	0	3
%		0.9	63.4	16.4	4.6	7.1	0.4	0.0	3.4	2.9	0.2	0.8	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expwy SB Ramps

Site: #4
1/23/2020
Thursday

12 Hour Classification

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	WB 2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
9:00 AM	223	1	130	37	9	27	1	0	9	4	1	3	0	1
9:15 AM	252	1	142	44	18	21	4	0	12	7	0	3	0	0
9:30 AM	235	2	148	41	11	18	2	0	10	1	0	1	0	1
9:45 AM	220	4	130	40	9	14	3	0	7	13	0	0	0	0
10:00 AM	222	0	140	40	4	26	0	0	9	3	0	0	0	0
10:15 AM	222	1	133	38	13	14	5	0	7	10	0	1	0	0
10:30 AM	251	1	170	41	4	15	5	0	10	4	0	0	0	1
10:45 AM	241	2	144	41	4	27	2	0	13	6	0	1	0	1
11:00 AM	230	2	147	55	3	10	5	0	5	3	0	0	0	0
11:15 AM	292	2	178	65	4	26	2	0	9	6	0	0	0	0
11:30 AM	252	3	158	47	12	15	3	0	8	5	0	1	0	0
11:45 AM	296	1	200	53	4	20	1	0	9	7	0	1	0	0
12:00 PM	270	0	175	51	8	20	2	0	9	3	1	1	0	0
12:15 PM	285	4	162	46	16	38	1	0	9	5	0	4	0	0
12:30 PM	276	1	180	50	7	18	1	0	12	3	1	3	0	0
12:45 PM	268	3	189	45	3	14	4	0	5	3	0	2	0	0
1:00 PM	262	0	176	37	5	24	1	0	8	8	0	3	0	0
1:15 PM	257	3	161	42	5	23	7	0	8	5	0	3	0	0
1:30 PM	258	1	186	36	3	11	4	0	7	8	0	1	0	1
1:45 PM	271	2	182	46	6	12	3	0	7	9	0	3	0	1
2:00 PM	280	2	160	49	17	23	3	0	12	10	0	2	0	2
2:15 PM	267	3	163	41	10	26	6	0	11	3	1	2	0	1
2:30 PM	283	6	172	56	12	20	3	0	11	1	0	1	0	1
2:45 PM	282	5	164	58	14	16	3	0	17	3	0	2	0	0
3:00 PM	314	4	193	54	11	30	3	0	15	2	0	2	0	0
3:15 PM	351	4	199	79	18	30	3	0	9	1	1	5	1	1
3:30 PM	356	3	230	72	8	28	2	0	5	3	1	4	0	0
3:45 PM	359	6	226	77	5	20	2	0	21	2	0	0	0	0
4:00 PM	369	3	260	63	8	21	2	0	5	3	1	2	0	1
4:15 PM	358	4	234	60	16	21	3	0	12	5	0	3	0	0
4:30 PM	409	3	269	73	13	24	1	1	18	2	0	4	0	1
4:45 PM	409	5	262	86	14	22	0	0	16	0	0	3	0	1
5:00 PM	430	4	286	66	15	29	1	0	15	2	0	9	2	1
5:15 PM	405	4	283	70	10	21	0	0	9	1	0	7	0	0
5:30 PM	392	5	282	65	6	18	1	0	10	1	0	4	0	0
5:45 PM	408	3	286	52	17	28	1	0	11	5	0	5	0	0
6:00 PM	385	3	245	79	9	26	2	0	10	8	1	2	0	0
6:15 PM	363	2	254	60	10	23	1	0	10	1	0	1	0	1
6:30 PM	313	2	230	48	5	14	2	0	4	4	0	4	0	0
6:45 PM	253	1	180	36	8	17	1	0	4	4	1	1	0	0
7:00 PM	215	3	144	48	3	8	0	0	5	2	0	2	0	0
7:15 PM	190	1	137	29	3	10	1	0	5	4	0	0	0	0
7:30 PM	212	1	175	21	3	5	0	0	2	5	0	0	0	0
7:45 PM	161	0	112	31	2	9	1	0	1	4	0	1	0	0
8:00 PM	154	1	120	22	1	8	0	0	1	1	0	0	0	0
8:15 PM	158	0	135	15	0	2	0	0	2	2	0	2	0	0
8:30 PM	128	1	98	17	3	4	0	0	3	2	0	0	0	0
8:45 PM	106	0	75	19	1	7	0	0	1	2	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expwy SB Ramps

Site: #4
1/23/2020
Thursday

12 Hour Classification

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	WB 2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	13393	113	8805	2341	390	903	98	1	418	196	9	100	3	16
%		0.8	65.7	17.5	2.9	6.7	0.7	0.0	3.1	1.5	0.1	0.7	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expwy SB Ramps

Site: #4
1/21/2020
Tuesday

24 Hour Volume, per Channel

WB

Interval Start				Interval Start		
9:00 PM	91	334		9:00 AM	294	989
9:15 PM	92			9:15 AM	252	
9:30 PM	75			9:30 AM	230	
9:45 PM	76			9:45 AM	213	
10:00 PM	59	184		10:00 AM	209	925
10:15 PM	47			10:15 AM	204	
10:30 PM	39			10:30 AM	256	
10:45 PM	39			10:45 AM	256	
11:00 PM	48	189		11:00 AM	246	1011
11:15 PM	40			11:15 AM	249	
11:30 PM	58			11:30 AM	248	
11:45 PM	43			11:45 AM	268	
1/22/2020 12:00 AM	35	108		12:00 PM	279	1046
12:15 AM	29			12:15 PM	251	
12:30 AM	28			12:30 PM	270	
12:45 AM	16			12:45 PM	246	
1:00 AM	15	59		1:00 PM	260	1060
1:15 AM	15			1:15 PM	279	
1:30 AM	15			1:30 PM	263	
1:45 AM	14			1:45 PM	258	
2:00 AM	44	110		2:00 PM	276	1103
2:15 AM	20			2:15 PM	271	
2:30 AM	30			2:30 PM	265	
2:45 AM	16			2:45 PM	291	
3:00 AM	18	74		3:00 PM	289	1307
3:15 AM	16			3:15 PM	323	
3:30 AM	18			3:30 PM	301	
3:45 AM	22			3:45 PM	394	
4:00 AM	31	146		4:00 PM	349	1522
4:15 AM	30			4:15 PM	390	
4:30 AM	27			4:30 PM	401	
4:45 AM	58			4:45 PM	382	
5:00 AM	65	313		5:00 PM	402	1611
5:15 AM	63			5:15 PM	410	
5:30 AM	81			5:30 PM	382	
5:45 AM	104			5:45 PM	417	
6:00 AM	115	665		6:00 PM	351	1280
6:15 AM	131			6:15 PM	374	
6:30 AM	193			6:30 PM	294	
6:45 AM	226			6:45 PM	261	
7:00 AM	306	1499		7:00 PM	214	745
7:15 AM	397			7:15 PM	215	
7:30 AM	413			7:30 PM	188	
7:45 AM	383			7:45 PM	128	
8:00 AM	327	1240		8:00 PM	137	541
8:15 AM	331			8:15 PM	136	
8:30 AM	304			8:30 PM	141	
8:45 AM	278			8:45 PM	127	

24 Hour Total 18061

12:00 AM - 12:00 PM	
12 Hour Count	7139
Peak Hour	7:15 AM
Peak Volume	1520
Factor	0.92

12:00 PM - 12:00 AM	
12 Hour Count	10922
Peak Hour	5:00 PM
Peak Volume	1611
Factor	0.97

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expwy SB Ramps

Site: #4
1/22/2020
Wednesday

24 Hour Volume, per Channel

WB

Interval Start				Interval Start		
9:00 PM	101	342		9:00 AM	223	930
9:15 PM	92			9:15 AM	252	
9:30 PM	85			9:30 AM	235	
9:45 PM	64			9:45 AM	220	
10:00 PM	58	209		10:00 AM	222	936
10:15 PM	66			10:15 AM	222	
10:30 PM	44			10:30 AM	251	
10:45 PM	41			10:45 AM	241	
11:00 PM	58	183		11:00 AM	230	1070
11:15 PM	45			11:15 AM	292	
11:30 PM	36			11:30 AM	252	
11:45 PM	44			11:45 AM	296	
1/23/2020 12:00 AM	39	111		12:00 PM	270	1099
12:15 AM	26			12:15 PM	285	
12:30 AM	27			12:30 PM	276	
12:45 AM	19			12:45 PM	268	
1:00 AM	11	52		1:00 PM	262	1048
1:15 AM	14			1:15 PM	257	
1:30 AM	14			1:30 PM	258	
1:45 AM	13			1:45 PM	271	
2:00 AM	48	117		2:00 PM	280	1112
2:15 AM	17			2:15 PM	267	
2:30 AM	36			2:30 PM	283	
2:45 AM	16			2:45 PM	282	
3:00 AM	18	69		3:00 PM	314	1380
3:15 AM	10			3:15 PM	351	
3:30 AM	17			3:30 PM	356	
3:45 AM	24			3:45 PM	359	
4:00 AM	32	158		4:00 PM	369	1545
4:15 AM	27			4:15 PM	358	
4:30 AM	46			4:30 PM	409	
4:45 AM	53			4:45 PM	409	
5:00 AM	59	294		5:00 PM	430	1635
5:15 AM	62			5:15 PM	405	
5:30 AM	68			5:30 PM	392	
5:45 AM	105			5:45 PM	408	
6:00 AM	111	707		6:00 PM	385	1314
6:15 AM	123			6:15 PM	363	
6:30 AM	228			6:30 PM	313	
6:45 AM	245			6:45 PM	253	
7:00 AM	311	1477		7:00 PM	215	778
7:15 AM	375			7:15 PM	190	
7:30 AM	401			7:30 PM	212	
7:45 AM	390			7:45 PM	161	
8:00 AM	334	1272		8:00 PM	154	546
8:15 AM	312			8:15 PM	158	
8:30 AM	335			8:30 PM	128	
8:45 AM	291			8:45 PM	106	

24 Hour Total 18384

12:00 AM - 12:00 PM	
12 Hour Count	7193
Peak Hour	7:15 AM
Peak Volume	1500
Factor	0.94

12:00 PM - 12:00 AM	
12 Hour Count	11191
Peak Hour	4:30 PM
Peak Volume	1653
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
12:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2:45 AM	3	0	1	0	0	2	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
3:30 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
3:45 AM	4	0	3	0	0	1	0	0	0	0	0	0	0	0
4:00 AM	3	0	1	1	0	0	0	0	1	0	0	0	0	0
4:15 AM	4	0	1	1	0	0	0	0	2	0	0	0	0	0
4:30 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
4:45 AM	7	0	5	1	0	1	0	0	0	0	0	0	0	0
5:00 AM	11	0	9	1	0	1	0	0	0	0	0	0	0	0
5:15 AM	8	0	4	2	0	2	0	0	0	0	0	0	0	0
5:30 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
5:45 AM	13	0	5	3	0	4	0	0	0	1	0	0	0	0
6:00 AM	16	0	10	3	1	1	0	0	1	0	0	0	0	0
6:15 AM	17	0	9	4	1	3	0	0	0	0	0	0	0	0
6:30 AM	35	0	22	5	1	7	0	0	0	0	0	0	0	0
6:45 AM	41	0	28	8	1	3	0	0	1	0	0	0	0	0
7:00 AM	39	0	19	8	1	8	0	0	2	1	0	0	0	0
7:15 AM	83	0	45	17	4	17	0	0	0	0	0	0	0	0
7:30 AM	102	0	66	15	2	17	1	0	1	0	0	0	0	0
7:45 AM	95	1	59	20	0	15	0	0	0	0	0	0	0	0
8:00 AM	97	0	55	23	1	15	0	0	1	2	0	0	0	0
8:15 AM	71	0	45	13	0	11	0	0	1	1	0	0	0	0
8:30 AM	90	0	47	25	5	11	1	0	1	0	0	0	0	0
8:45 AM	54	0	36	8	2	7	0	0	1	0	0	0	0	0
9:00 AM	42	0	23	8	1	9	0	0	0	1	0	0	0	0
9:15 AM	47	0	29	10	0	5	0	0	1	2	0	0	0	0
9:30 AM	46	1	30	7	0	6	0	0	1	1	0	0	0	0
9:45 AM	35	0	16	7	1	9	1	0	1	0	0	0	0	0
10:00 AM	34	0	19	10	0	5	0	0	0	0	0	0	0	0
10:15 AM	40	0	17	10	0	10	1	0	1	1	0	0	0	0
10:30 AM	37	0	15	8	0	11	0	0	2	1	0	0	0	0
10:45 AM	33	0	14	5	0	9	0	0	4	1	0	0	0	0
11:00 AM	49	0	23	15	0	9	0	0	1	1	0	0	0	0
11:15 AM	35	0	21	9	1	4	0	0	0	0	0	0	0	0
11:30 AM	60	0	36	10	0	12	0	0	2	0	0	0	0	0
11:45 AM	36	0	17	12	0	6	0	0	0	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1308	2	741	272	22	228	4	0	25	14	0	0	0	0
%		0.2	56.7	20.8	1.7	17.4	0.3	0.0	1.9	1.1	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	43	0	29	8	0	5	0	0	0	1	0	0	0	0
12:15 PM	29	0	14	6	1	7	0	0	0	1	0	0	0	0
12:30 PM	41	1	23	10	0	5	2	0	0	0	0	0	0	0
12:45 PM	38	1	20	8	0	6	1	0	2	0	0	0	0	0
1:00 PM	37	0	22	10	0	3	1	0	0	1	0	0	0	0
1:15 PM	44	0	22	7	1	10	0	0	2	2	0	0	0	0
1:30 PM	30	0	16	7	0	6	1	0	0	0	0	0	0	0
1:45 PM	31	0	16	6	0	5	0	0	3	1	0	0	0	0
2:00 PM	47	1	23	12	1	9	0	0	0	1	0	0	0	0
2:15 PM	36	0	21	4	0	9	0	0	2	0	0	0	0	0
2:30 PM	42	0	22	7	4	7	1	0	1	0	0	0	0	0
2:45 PM	49	0	33	6	0	9	0	0	0	1	0	0	0	0
3:00 PM	55	0	34	14	1	4	0	0	1	1	0	0	0	0
3:15 PM	35	0	23	6	0	4	1	0	1	0	0	0	0	0
3:30 PM	50	1	30	9	0	10	0	0	0	0	0	0	0	0
3:45 PM	55	1	28	9	0	13	0	0	4	0	0	0	0	0
4:00 PM	64	0	41	13	1	9	0	0	0	0	0	0	0	0
4:15 PM	56	0	39	9	1	6	0	0	1	0	0	0	0	0
4:30 PM	61	0	35	11	3	10	0	0	2	0	0	0	0	0
4:45 PM	71	0	50	12	0	8	0	0	1	0	0	0	0	0
5:00 PM	83	0	41	23	0	15	0	0	4	0	0	0	0	0
5:15 PM	75	0	58	11	0	4	2	0	0	0	0	0	0	0
5:30 PM	71	0	39	18	0	14	0	0	0	0	0	0	0	0
5:45 PM	39	0	31	5	0	2	0	0	1	0	0	0	0	0
6:00 PM	51	0	33	12	1	5	0	0	0	0	0	0	0	0
6:15 PM	42	0	30	6	1	3	0	0	1	1	0	0	0	0
6:30 PM	44	0	31	8	1	4	0	0	0	0	0	0	0	0
6:45 PM	39	0	28	8	0	3	0	0	0	0	0	0	0	0
7:00 PM	26	0	17	9	0	0	0	0	0	0	0	0	0	0
7:15 PM	23	0	16	4	0	3	0	0	0	0	0	0	0	0
7:30 PM	21	0	13	4	0	4	0	0	0	0	0	0	0	0
7:45 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	17	0	14	2	0	1	0	0	0	0	0	0	0	0
8:15 PM	39	1	27	8	0	3	0	0	0	0	0	0	0	0
8:30 PM	25	0	20	3	0	2	0	0	0	0	0	0	0	0
8:45 PM	16	0	11	5	0	0	0	0	0	0	0	0	0	0
9:00 PM	9	0	7	1	0	1	0	0	0	0	0	0	0	0
9:15 PM	9	0	7	1	0	1	0	0	0	0	0	0	0	0
9:30 PM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
9:45 PM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
10:15 PM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
10:30 PM	5	0	4	0	0	1	0	0	0	0	0	0	0	0
10:45 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
11:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	5	0	3	1	0	1	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1599	6	1006	314	16	212	9	0	26	10	0	0	0	0
%		0.4	62.9	19.6	1.0	13.3	0.6	0.0	1.6	0.6	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0
3:15 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
3:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4:15 AM	6	0	3	1	0	0	0	0	2	0	0	0	0	0
4:30 AM	5	0	3	0	0	2	0	0	0	0	0	0	0	0
4:45 AM	9	0	5	3	0	1	0	0	0	0	0	0	0	0
5:00 AM	10	0	7	1	0	2	0	0	0	0	0	0	0	0
5:15 AM	9	0	5	2	0	1	1	0	0	0	0	0	0	0
5:30 AM	10	0	6	1	0	3	0	0	0	0	0	0	0	0
5:45 AM	15	0	7	4	0	3	0	0	1	0	0	0	0	0
6:00 AM	26	0	15	5	1	3	0	0	2	0	0	0	0	0
6:15 AM	30	0	22	4	1	3	0	0	0	0	0	0	0	0
6:30 AM	34	0	15	10	2	7	0	0	0	0	0	0	0	0
6:45 AM	47	0	28	10	0	5	0	0	3	1	0	0	0	0
7:00 AM	44	0	17	10	3	12	0	0	1	1	0	0	0	0
7:15 AM	76	1	40	15	4	16	0	0	0	0	0	0	0	0
7:30 AM	110	1	79	13	1	16	0	0	0	0	0	0	0	0
7:45 AM	91	2	59	17	0	13	0	0	0	0	0	0	0	0
8:00 AM	84	1	51	22	1	7	0	0	2	0	0	0	0	0
8:15 AM	87	0	46	22	3	13	1	0	2	0	0	0	0	0
8:30 AM	73	0	46	18	4	4	0	0	0	1	0	0	0	0
8:45 AM	60	0	37	13	1	8	0	0	0	1	0	0	0	0
9:00 AM	37	0	18	10	2	4	2	0	0	1	0	0	0	0
9:15 AM	32	0	15	7	1	9	0	0	0	0	0	0	0	0
9:30 AM	36	0	16	7	0	13	0	0	0	0	0	0	0	0
9:45 AM	33	0	18	8	0	6	0	0	1	0	0	0	0	0
10:00 AM	47	0	27	10	0	8	0	0	1	1	0	0	0	0
10:15 AM	38	0	16	9	1	8	2	0	0	2	0	0	0	0
10:30 AM	34	0	13	16	1	3	1	0	0	0	0	0	0	0
10:45 AM	42	0	25	8	2	5	0	0	2	0	0	0	0	0
11:00 AM	39	0	21	9	0	7	0	0	1	1	0	0	0	0
11:15 AM	58	0	34	8	2	11	2	0	1	0	0	0	0	0
11:30 AM	65	0	41	10	1	10	0	0	3	0	0	0	0	0
11:45 AM	46	0	25	10	2	8	0	0	1	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1351	5	771	287	33	214	9	0	23	9	0	0	0	0
%		0.4	57.1	21.2	2.4	15.8	0.7	0.0	1.7	0.7	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	51	0	27	8	3	11	2	0	0	0	0	0	0	0
12:15 PM	41	0	17	10	0	11	0	0	3	0	0	0	0	0
12:30 PM	36	0	20	8	2	6	0	0	0	0	0	0	0	0
12:45 PM	38	0	21	5	0	8	3	0	0	1	0	0	0	0
1:00 PM	48	0	29	7	1	10	1	0	0	0	0	0	0	0
1:15 PM	33	0	20	5	0	8	0	0	0	0	0	0	0	0
1:30 PM	48	0	22	11	2	10	1	0	0	2	0	0	0	0
1:45 PM	39	0	23	9	0	6	0	0	0	1	0	0	0	0
2:00 PM	56	0	25	14	1	14	1	0	0	1	0	0	0	0
2:15 PM	50	1	24	12	0	8	0	0	4	1	0	0	0	0
2:30 PM	64	1	33	18	3	8	1	0	0	0	0	0	0	0
2:45 PM	49	0	32	8	0	6	1	0	2	0	0	0	0	0
3:00 PM	42	0	23	11	1	6	1	0	0	0	0	0	0	0
3:15 PM	56	0	30	15	1	8	1	0	1	0	0	0	0	0
3:30 PM	45	0	29	2	2	9	1	0	2	0	0	0	0	0
3:45 PM	64	2	36	14	2	9	0	0	0	1	0	0	0	0
4:00 PM	71	0	41	20	3	7	0	0	0	0	0	0	0	0
4:15 PM	60	0	32	9	2	13	0	0	4	0	0	0	0	0
4:30 PM	57	0	37	12	1	7	0	0	0	0	0	0	0	0
4:45 PM	53	0	40	9	0	4	0	0	0	0	0	0	0	0
5:00 PM	89	0	59	18	1	11	0	0	0	0	0	0	0	0
5:15 PM	70	1	43	13	0	11	1	0	1	0	0	0	0	0
5:30 PM	72	0	49	12	1	10	0	0	0	0	0	0	0	0
5:45 PM	44	1	24	9	1	9	0	0	0	0	0	0	0	0
6:00 PM	47	0	27	15	0	4	0	0	0	1	0	0	0	0
6:15 PM	35	0	23	12	0	0	0	0	0	0	0	0	0	0
6:30 PM	34	0	22	8	1	3	0	0	0	0	0	0	0	0
6:45 PM	29	0	20	5	0	4	0	0	0	0	0	0	0	0
7:00 PM	19	0	12	3	0	4	0	0	0	0	0	0	0	0
7:15 PM	12	0	9	2	0	1	0	0	0	0	0	0	0	0
7:30 PM	20	0	15	2	0	3	0	0	0	0	0	0	0	0
7:45 PM	15	0	10	3	0	2	0	0	0	0	0	0	0	0
8:00 PM	18	0	12	4	0	2	0	0	0	0	0	0	0	0
8:15 PM	16	0	9	5	0	2	0	0	0	0	0	0	0	0
8:30 PM	11	0	9	1	0	1	0	0	0	0	0	0	0	0
8:45 PM	9	0	2	5	0	2	0	0	0	0	0	0	0	0
9:00 PM	12	0	10	2	0	0	0	0	0	0	0	0	0	0
9:15 PM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
9:30 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
9:45 PM	7	0	5	1	0	1	0	0	0	0	0	0	0	0
10:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
10:30 PM	7	0	6	0	0	1	0	0	0	0	0	0	0	0
10:45 PM	8	0	5	1	0	2	0	0	0	0	0	0	0	0
11:00 PM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
11:15 PM	7	0	4	2	0	1	0	0	0	0	0	0	0	0
11:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1611	6	957	336	28	245	14	0	17	8	0	0	0	0
%		0.4	59.4	20.9	1.7	15.2	0.9	0.0	1.1	0.5	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/22/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	1	6	12:00 PM	43	151
12:15 AM	3		12:15 PM	29	
12:30 AM	1		12:30 PM	41	
12:45 AM	1		12:45 PM	38	
1:00 AM	1	2	1:00 PM	37	142
1:15 AM	1		1:15 PM	44	
1:30 AM	0		1:30 PM	30	
1:45 AM	0		1:45 PM	31	
2:00 AM	0	6	2:00 PM	47	174
2:15 AM	2		2:15 PM	36	
2:30 AM	1		2:30 PM	42	
2:45 AM	3		2:45 PM	49	
3:00 AM	0	8	3:00 PM	55	195
3:15 AM	1		3:15 PM	35	
3:30 AM	3		3:30 PM	50	
3:45 AM	4		3:45 PM	55	
4:00 AM	3	16	4:00 PM	64	252
4:15 AM	4		4:15 PM	56	
4:30 AM	2		4:30 PM	61	
4:45 AM	7		4:45 PM	71	
5:00 AM	11	36	5:00 PM	83	268
5:15 AM	8		5:15 PM	75	
5:30 AM	4		5:30 PM	71	
5:45 AM	13		5:45 PM	39	
6:00 AM	16	109	6:00 PM	51	176
6:15 AM	17		6:15 PM	42	
6:30 AM	35		6:30 PM	44	
6:45 AM	41		6:45 PM	39	
7:00 AM	39	319	7:00 PM	26	74
7:15 AM	83		7:15 PM	23	
7:30 AM	102		7:30 PM	21	
7:45 AM	95		7:45 PM	4	
8:00 AM	97	312	8:00 PM	17	97
8:15 AM	71		8:15 PM	39	
8:30 AM	90		8:30 PM	25	
8:45 AM	54		8:45 PM	16	
9:00 AM	42	170	9:00 PM	9	31
9:15 AM	47		9:15 PM	9	
9:30 AM	46		9:30 PM	7	
9:45 AM	35		9:45 PM	6	
10:00 AM	34	144	10:00 PM	9	25
10:15 AM	40		10:15 PM	7	
10:30 AM	37		10:30 PM	5	
10:45 AM	33		10:45 PM	4	
11:00 AM	49	180	11:00 PM	5	14
11:15 AM	35		11:15 PM	2	
11:30 AM	60		11:30 PM	2	
11:45 AM	36		11:45 PM	5	

24 Hour Total 2907

12:00 AM - 12:00 PM

12 Hour Count	1308
Peak Hour	7:15 AM
Peak Volume	377
Factor	0.92

12:00 PM - 12:00 AM

12 Hour Count	1599
Peak Hour	4:45 PM
Peak Volume	300
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/23/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	1	2	12:00 PM	51	166
12:15 AM	1		12:15 PM	41	
12:30 AM	0		12:30 PM	36	
12:45 AM	0		12:45 PM	38	
1:00 AM	2	7	1:00 PM	48	168
1:15 AM	2		1:15 PM	33	
1:30 AM	2		1:30 PM	48	
1:45 AM	1		1:45 PM	39	
2:00 AM	0	1	2:00 PM	56	219
2:15 AM	0		2:15 PM	50	
2:30 AM	1		2:30 PM	64	
2:45 AM	0		2:45 PM	49	
3:00 AM	2	6	3:00 PM	42	207
3:15 AM	2		3:15 PM	56	
3:30 AM	2		3:30 PM	45	
3:45 AM	0		3:45 PM	64	
4:00 AM	2	22	4:00 PM	71	241
4:15 AM	6		4:15 PM	60	
4:30 AM	5		4:30 PM	57	
4:45 AM	9		4:45 PM	53	
5:00 AM	10	44	5:00 PM	89	275
5:15 AM	9		5:15 PM	70	
5:30 AM	10		5:30 PM	72	
5:45 AM	15		5:45 PM	44	
6:00 AM	26	137	6:00 PM	47	145
6:15 AM	30		6:15 PM	35	
6:30 AM	34		6:30 PM	34	
6:45 AM	47		6:45 PM	29	
7:00 AM	44	321	7:00 PM	19	66
7:15 AM	76		7:15 PM	12	
7:30 AM	110		7:30 PM	20	
7:45 AM	91		7:45 PM	15	
8:00 AM	84	304	8:00 PM	18	54
8:15 AM	87		8:15 PM	16	
8:30 AM	73		8:30 PM	11	
8:45 AM	60		8:45 PM	9	
9:00 AM	37	138	9:00 PM	12	31
9:15 AM	32		9:15 PM	8	
9:30 AM	36		9:30 PM	4	
9:45 AM	33		9:45 PM	7	
10:00 AM	47	161	10:00 PM	3	25
10:15 AM	38		10:15 PM	7	
10:30 AM	34		10:30 PM	7	
10:45 AM	42		10:45 PM	8	
11:00 AM	39	208	11:00 PM	3	14
11:15 AM	58		11:15 PM	7	
11:30 AM	65		11:30 PM	3	
11:45 AM	46		11:45 PM	1	

24 Hour Total 2962

12:00 AM - 12:00 PM

12 Hour Count	1351
Peak Hour	7:30 AM
Peak Volume	372
Factor	0.85

12:00 PM - 12:00 AM

12 Hour Count	1611
Peak Hour	4:45 PM
Peak Volume	284
Factor	0.80

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/22/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	30	0	22	2	0	2	0	0	0	4	0	0	0	0
12:15 AM	29	0	20	3	0	0	0	0	0	4	0	2	0	0
12:30 AM	25	0	18	3	0	1	1	0	0	2	0	0	0	0
12:45 AM	17	0	11	1	0	0	0	0	0	5	0	0	0	0
1:00 AM	10	0	5	0	1	1	0	0	2	1	0	0	0	0
1:15 AM	16	0	11	1	0	0	0	0	2	2	0	0	0	0
1:30 AM	13	0	6	2	0	0	1	0	0	4	0	0	0	0
1:45 AM	15	0	9	0	0	1	0	0	0	4	1	0	0	0
2:00 AM	41	0	30	5	0	1	1	0	1	3	0	0	0	0
2:15 AM	20	0	12	4	0	1	0	0	0	2	1	0	0	0
2:30 AM	25	0	19	3	0	0	0	0	1	1	0	1	0	0
2:45 AM	16	0	5	2	0	0	0	0	1	8	0	0	0	0
3:00 AM	16	0	7	5	0	0	0	0	0	4	0	0	0	0
3:15 AM	16	0	9	1	0	0	0	0	2	4	0	0	0	0
3:30 AM	15	0	9	2	0	1	0	0	0	3	0	0	0	0
3:45 AM	22	1	11	4	0	1	0	0	0	5	0	0	0	0
4:00 AM	27	0	16	5	0	0	0	0	0	6	0	0	0	0
4:15 AM	27	0	11	8	0	1	0	0	4	3	0	0	0	0
4:30 AM	29	0	21	4	0	1	0	0	0	3	0	0	0	0
4:45 AM	52	0	30	11	0	2	0	0	1	7	0	1	0	0
5:00 AM	45	0	24	5	1	2	1	0	1	11	0	0	0	0
5:15 AM	56	0	36	11	0	2	0	0	3	4	0	0	0	0
5:30 AM	71	0	42	14	0	6	0	0	1	7	0	0	1	0
5:45 AM	84	0	54	14	2	5	0	0	2	7	0	0	0	0
6:00 AM	110	1	64	22	4	6	0	0	2	10	1	0	0	0
6:15 AM	137	1	83	27	5	8	0	0	8	4	1	0	0	0
6:30 AM	165	0	111	33	1	8	1	0	4	6	0	0	0	1
6:45 AM	212	1	138	51	1	13	0	0	5	3	0	0	0	0
7:00 AM	260	0	176	51	4	12	1	0	7	9	0	0	0	0
7:15 AM	353	1	219	90	7	14	2	0	6	10	1	2	0	1
7:30 AM	416	3	295	74	12	15	0	0	6	4	0	6	1	0
7:45 AM	415	1	282	69	18	16	3	0	12	11	0	3	0	0
8:00 AM	341	1	237	63	9	14	1	0	3	10	0	3	0	0
8:15 AM	305	2	183	72	9	22	1	0	6	10	0	0	0	0
8:30 AM	321	3	209	48	12	28	2	0	9	9	0	1	0	0
8:45 AM	265	0	173	39	9	23	2	0	11	8	0	0	0	0
9:00 AM	257	0	136	58	7	32	6	0	6	11	0	1	0	0
9:15 AM	251	2	148	52	3	27	3	0	7	7	0	2	0	0
9:30 AM	225	0	123	61	2	26	0	0	8	2	0	3	0	0
9:45 AM	203	1	125	42	4	16	4	0	5	5	0	0	1	0
10:00 AM	197	0	129	41	1	11	3	0	3	9	0	0	0	0
10:15 AM	194	0	122	37	1	16	0	0	7	11	0	0	0	0
10:30 AM	239	1	155	49	6	9	1	0	7	10	0	0	0	1
10:45 AM	229	1	140	50	2	14	1	0	9	12	0	0	0	0
11:00 AM	227	1	131	46	4	18	4	0	11	11	1	0	0	0
11:15 AM	215	0	131	45	4	13	4	1	5	8	2	2	0	0
11:30 AM	228	0	132	58	5	14	3	1	7	7	0	0	0	1
11:45 AM	242	0	159	51	8	11	1	0	3	9	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/22/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6724	21	4239	1339	142	414	47	2	178	300	8	27	3	4
%		0.3	63.0	19.9	2.1	6.2	0.7	0.0	2.6	4.5	0.1	0.4	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/22/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	233	1	153	42	7	13	2	0	5	10	0	0	0	0
12:15 PM	225	0	132	53	6	13	1	0	7	13	0	0	0	0
12:30 PM	221	3	133	49	6	10	0	0	6	11	2	1	0	0
12:45 PM	242	0	155	50	5	15	2	0	6	8	0	1	0	0
1:00 PM	220	0	132	55	3	12	1	0	5	11	0	1	0	0
1:15 PM	248	1	149	59	7	15	0	0	7	8	1	1	0	0
1:30 PM	233	0	144	55	2	12	4	0	6	8	1	1	0	0
1:45 PM	237	2	143	47	4	22	0	0	8	10	0	1	0	0
2:00 PM	242	0	137	64	8	9	4	0	8	7	0	2	0	3
2:15 PM	254	0	148	68	3	16	2	0	6	7	0	3	0	1
2:30 PM	236	0	151	54	5	12	1	0	7	5	0	1	0	0
2:45 PM	268	2	166	52	6	15	4	0	8	13	1	1	0	0
3:00 PM	288	4	193	51	6	11	3	0	10	10	0	0	0	0
3:15 PM	305	1	196	66	7	14	6	0	5	8	0	2	0	0
3:30 PM	284	0	190	74	1	6	0	0	3	7	0	3	0	0
3:45 PM	355	4	222	82	6	17	3	0	12	9	0	0	0	0
4:00 PM	311	2	201	65	7	17	0	0	11	7	0	1	0	0
4:15 PM	383	2	241	82	15	18	2	0	14	7	0	2	0	0
4:30 PM	385	2	271	67	6	17	3	0	7	9	0	3	0	0
4:45 PM	404	1	275	83	11	18	1	0	6	7	0	2	0	0
5:00 PM	439	1	286	106	4	21	2	0	12	5	0	2	0	0
5:15 PM	422	0	283	85	13	20	2	0	11	6	0	2	0	0
5:30 PM	376	1	262	64	8	21	1	0	15	1	0	2	0	1
5:45 PM	387	4	295	67	3	8	0	0	7	1	0	2	0	0
6:00 PM	323	5	217	64	2	19	0	0	13	2	0	1	0	0
6:15 PM	366	2	249	82	5	16	1	0	6	4	0	1	0	0
6:30 PM	270	0	191	50	3	12	1	0	5	6	0	2	0	0
6:45 PM	249	1	178	41	3	10	1	0	11	4	0	0	0	0
7:00 PM	207	0	144	47	1	10	0	0	3	2	0	0	0	0
7:15 PM	192	2	128	34	3	13	0	0	6	4	1	1	0	0
7:30 PM	175	4	127	26	0	10	0	0	5	1	0	2	0	0
7:45 PM	133	1	85	34	0	8	0	0	3	2	0	0	0	0
8:00 PM	128	0	98	18	1	4	0	0	5	0	0	2	0	0
8:15 PM	154	0	120	25	2	2	0	0	1	4	0	0	0	0
8:30 PM	127	0	108	13	0	4	0	0	1	1	0	0	0	0
8:45 PM	111	0	76	16	2	3	2	0	8	2	1	1	0	0
9:00 PM	80	0	61	11	1	2	0	0	3	1	0	1	0	0
9:15 PM	88	1	69	10	1	1	1	0	3	2	0	0	0	0
9:30 PM	73	0	51	8	2	4	1	0	5	2	0	0	0	0
9:45 PM	57	0	43	9	0	1	0	0	3	0	0	1	0	0
10:00 PM	55	0	35	10	0	6	0	0	1	3	0	0	0	0
10:15 PM	59	0	42	6	0	2	0	0	3	5	0	1	0	0
10:30 PM	40	0	30	4	0	1	1	0	3	1	0	0	0	0
10:45 PM	36	0	29	1	1	0	0	0	4	1	0	0	0	0
11:00 PM	53	0	40	9	0	2	0	0	1	1	0	0	0	0
11:15 PM	40	0	24	7	1	2	0	0	1	4	0	1	0	0
11:30 PM	32	0	26	5	0	0	0	0	0	1	0	0	0	0
11:45 PM	38	0	31	4	0	1	0	0	2	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/22/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10284	47	6860	2074	177	485	52	0	288	241	7	48	0	5
%		0.5	66.7	20.2	1.7	4.7	0.5	0.0	2.8	2.3	0.1	0.5	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/23/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	38	0	31	2	0	1	0	0	1	3	0	0	0	0
12:15 AM	26	0	19	3	0	0	0	0	2	2	0	0	0	0
12:30 AM	21	0	7	3	2	2	0	0	3	2	0	2	0	0
12:45 AM	22	0	14	3	0	2	1	0	2	0	0	0	0	0
1:00 AM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
1:15 AM	13	0	6	2	0	1	0	0	1	3	0	0	0	0
1:30 AM	11	0	7	1	0	0	0	0	0	3	0	0	0	0
1:45 AM	13	0	8	3	0	0	0	0	2	0	0	0	0	0
2:00 AM	38	0	30	7	0	1	0	0	0	0	0	0	0	0
2:15 AM	24	0	20	2	0	1	0	0	0	1	0	0	0	0
2:30 AM	29	0	16	4	2	1	1	0	3	2	0	0	0	0
2:45 AM	14	0	5	3	0	2	0	0	1	3	0	0	0	0
3:00 AM	16	0	9	3	0	1	0	0	2	1	0	0	0	0
3:15 AM	14	0	8	4	0	0	0	0	2	0	0	0	0	0
3:30 AM	13	0	6	2	2	2	0	0	0	1	0	0	0	0
3:45 AM	20	0	10	1	0	0	0	0	3	6	0	0	0	0
4:00 AM	27	0	16	5	0	0	0	0	5	1	0	0	0	0
4:15 AM	25	0	15	2	0	4	0	0	2	2	0	0	0	0
4:30 AM	36	0	23	7	0	2	0	0	3	1	0	0	0	0
4:45 AM	47	0	31	4	1	4	0	0	4	3	0	0	0	0
5:00 AM	38	0	22	6	2	0	0	0	2	5	0	0	1	0
5:15 AM	57	0	29	7	0	8	0	0	9	4	0	0	0	0
5:30 AM	63	1	36	14	2	2	0	0	5	2	0	1	0	0
5:45 AM	96	0	67	15	0	8	0	0	2	4	0	0	0	0
6:00 AM	99	0	58	13	3	10	1	0	10	4	0	0	0	0
6:15 AM	136	1	87	20	6	10	0	0	10	2	0	0	0	0
6:30 AM	184	0	113	40	5	9	0	0	9	6	0	1	0	1
6:45 AM	203	0	131	39	6	13	1	0	11	1	0	1	0	0
7:00 AM	257	0	181	50	3	7	3	0	8	3	0	2	0	0
7:15 AM	390	2	243	89	13	23	0	0	16	3	0	1	0	0
7:30 AM	447	3	293	92	16	22	0	0	13	2	0	6	0	0
7:45 AM	430	1	294	75	13	25	1	0	12	5	0	4	0	0
8:00 AM	320	0	203	50	7	34	3	0	14	5	0	4	0	0
8:15 AM	307	0	185	68	11	19	2	0	15	4	1	2	0	0
8:30 AM	307	1	190	66	10	25	0	0	7	3	0	5	0	0
8:45 AM	279	1	162	64	10	25	2	0	11	3	0	1	0	0
9:00 AM	213	0	117	53	7	16	3	0	9	3	0	5	0	0
9:15 AM	220	0	129	35	9	25	5	0	8	8	0	1	0	0
9:30 AM	222	0	143	53	2	10	2	0	5	6	0	1	0	0
9:45 AM	219	2	136	42	5	9	2	0	14	8	0	1	0	0
10:00 AM	195	0	118	52	4	12	2	0	2	4	0	1	0	0
10:15 AM	206	0	125	40	4	13	5	0	9	10	0	0	0	0
10:30 AM	225	0	136	52	6	10	7	0	6	7	0	1	0	0
10:45 AM	245	2	143	53	8	24	2	0	6	6	1	0	0	0
11:00 AM	191	0	119	44	4	10	2	0	4	7	0	1	0	0
11:15 AM	241	0	141	63	4	13	1	0	10	8	0	1	0	0
11:30 AM	234	4	141	52	6	12	2	0	9	6	0	1	0	1
11:45 AM	252	1	167	51	2	13	4	0	7	7	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/23/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6731	19	4195	1362	175	431	52	0	279	170	2	43	1	2
%		0.3	62.3	20.2	2.6	6.4	0.8	0.0	4.1	2.5	0.0	0.6	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/23/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	230	3	143	50	4	12	4	0	6	7	0	1	0	0
12:15 PM	248	0	146	54	6	21	4	0	8	9	0	0	0	0
12:30 PM	240	0	166	40	3	15	0	0	8	5	1	2	0	0
12:45 PM	240	1	168	44	2	10	7	0	2	6	0	0	0	0
1:00 PM	237	3	134	52	5	18	5	0	9	7	1	3	0	0
1:15 PM	228	1	135	52	1	19	4	0	7	8	0	1	0	0
1:30 PM	225	2	152	37	2	12	3	0	8	8	0	1	0	0
1:45 PM	253	1	172	46	7	6	1	0	5	12	0	1	0	2
2:00 PM	260	1	153	50	12	12	2	0	9	17	0	3	0	1
2:15 PM	272	4	158	61	5	22	3	0	12	6	0	0	1	0
2:30 PM	246	3	153	51	6	16	4	0	8	3	0	1	0	1
2:45 PM	270	0	154	69	5	15	2	0	11	12	0	2	0	0
3:00 PM	302	1	200	60	9	18	0	0	7	5	0	2	0	0
3:15 PM	310	5	182	74	11	14	7	0	6	6	2	3	0	0
3:30 PM	338	2	201	91	5	21	2	0	10	2	1	3	0	0
3:45 PM	345	1	230	78	5	15	0	0	12	2	0	1	0	1
4:00 PM	326	1	221	70	5	18	0	0	7	4	0	0	0	0
4:15 PM	342	1	228	68	8	20	1	0	12	2	0	2	0	0
4:30 PM	366	1	238	76	17	17	1	0	9	4	0	2	0	1
4:45 PM	400	1	272	89	6	18	0	0	9	1	0	3	0	1
5:00 PM	460	2	328	88	10	19	0	0	11	1	0	1	0	0
5:15 PM	397	0	278	81	4	17	1	0	8	1	0	7	0	0
5:30 PM	362	0	252	71	6	17	0	1	9	0	0	6	0	0
5:45 PM	404	0	291	68	9	16	3	0	8	6	0	3	0	0
6:00 PM	345	2	218	78	8	17	4	1	10	4	0	2	1	0
6:15 PM	325	2	227	62	5	17	0	0	11	0	0	1	0	0
6:30 PM	280	0	199	49	10	12	1	0	4	1	0	4	0	0
6:45 PM	230	0	158	48	3	13	1	0	5	2	0	0	0	0
7:00 PM	184	0	120	49	2	6	1	0	4	1	0	1	0	0
7:15 PM	171	0	125	31	0	6	2	0	6	0	1	0	0	0
7:30 PM	191	1	145	30	3	6	0	0	5	0	0	1	0	0
7:45 PM	155	0	98	44	0	8	0	0	4	1	0	0	0	0
8:00 PM	143	1	107	27	0	5	0	0	3	0	0	0	0	0
8:15 PM	150	0	129	18	0	0	0	0	2	1	0	0	0	0
8:30 PM	116	0	90	19	1	3	0	0	1	2	0	0	0	0
8:45 PM	94	0	72	13	0	6	0	0	2	1	0	0	0	0
9:00 PM	89	0	63	15	1	5	1	0	3	0	0	1	0	0
9:15 PM	96	0	66	20	0	3	0	0	5	1	0	1	0	0
9:30 PM	61	0	49	11	0	1	0	0	0	0	0	0	0	0
9:45 PM	55	0	37	12	0	3	0	0	2	0	0	1	0	0
10:00 PM	68	0	46	14	1	2	0	0	3	2	0	0	0	0
10:15 PM	60	0	43	11	2	2	0	0	1	1	0	0	0	0
10:30 PM	45	0	33	4	0	2	0	0	3	3	0	0	0	0
10:45 PM	37	0	21	10	2	0	0	0	4	0	0	0	0	0
11:00 PM	48	1	37	5	0	2	0	0	2	1	0	0	0	0
11:15 PM	53	0	47	3	0	0	1	0	0	2	0	0	0	0
11:30 PM	36	0	27	2	0	2	0	0	2	3	0	0	0	0
11:45 PM	39	0	30	4	0	1	0	0	3	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/23/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10372	41	6942	2099	191	510	65	2	286	161	6	60	2	7
%		0.4	66.9	20.2	1.8	4.9	0.6	0.0	2.8	1.6	0.1	0.6	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/22/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	30	101	12:00 PM	233	921
12:15 AM	29		12:15 PM	225	
12:30 AM	25		12:30 PM	221	
12:45 AM	17		12:45 PM	242	
1:00 AM	10	54	1:00 PM	220	938
1:15 AM	16		1:15 PM	248	
1:30 AM	13		1:30 PM	233	
1:45 AM	15		1:45 PM	237	
2:00 AM	41	102	2:00 PM	242	1000
2:15 AM	20		2:15 PM	254	
2:30 AM	25		2:30 PM	236	
2:45 AM	16		2:45 PM	268	
3:00 AM	16	69	3:00 PM	288	1232
3:15 AM	16		3:15 PM	305	
3:30 AM	15		3:30 PM	284	
3:45 AM	22		3:45 PM	355	
4:00 AM	27	135	4:00 PM	311	1483
4:15 AM	27		4:15 PM	383	
4:30 AM	29		4:30 PM	385	
4:45 AM	52		4:45 PM	404	
5:00 AM	45	256	5:00 PM	439	1624
5:15 AM	56		5:15 PM	422	
5:30 AM	71		5:30 PM	376	
5:45 AM	84		5:45 PM	387	
6:00 AM	110	624	6:00 PM	323	1208
6:15 AM	137		6:15 PM	366	
6:30 AM	165		6:30 PM	270	
6:45 AM	212		6:45 PM	249	
7:00 AM	260	1444	7:00 PM	207	707
7:15 AM	353		7:15 PM	192	
7:30 AM	416		7:30 PM	175	
7:45 AM	415		7:45 PM	133	
8:00 AM	341	1232	8:00 PM	128	520
8:15 AM	305		8:15 PM	154	
8:30 AM	321		8:30 PM	127	
8:45 AM	265		8:45 PM	111	
9:00 AM	257	936	9:00 PM	80	298
9:15 AM	251		9:15 PM	88	
9:30 AM	225		9:30 PM	73	
9:45 AM	203		9:45 PM	57	
10:00 AM	197	859	10:00 PM	55	190
10:15 AM	194		10:15 PM	59	
10:30 AM	239		10:30 PM	40	
10:45 AM	229		10:45 PM	36	
11:00 AM	227	912	11:00 PM	53	163
11:15 AM	215		11:15 PM	40	
11:30 AM	228		11:30 PM	32	
11:45 AM	242		11:45 PM	38	

24 Hour Total 17008

12:00 AM - 12:00 PM

12 Hour Count	6724
Peak Hour	7:15 AM
Peak Volume	1525
Factor	0.92

12:00 PM - 12:00 AM

12 Hour Count	10284
Peak Hour	4:30 PM
Peak Volume	1650
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/23/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	38	107	12:00 PM	230	958
12:15 AM	26		12:15 PM	248	
12:30 AM	21		12:30 PM	240	
12:45 AM	22		12:45 PM	240	
1:00 AM	8	45	1:00 PM	237	943
1:15 AM	13		1:15 PM	228	
1:30 AM	11		1:30 PM	225	
1:45 AM	13		1:45 PM	253	
2:00 AM	38	105	2:00 PM	260	1048
2:15 AM	24		2:15 PM	272	
2:30 AM	29		2:30 PM	246	
2:45 AM	14		2:45 PM	270	
3:00 AM	16	63	3:00 PM	302	1295
3:15 AM	14		3:15 PM	310	
3:30 AM	13		3:30 PM	338	
3:45 AM	20		3:45 PM	345	
4:00 AM	27	135	4:00 PM	326	1434
4:15 AM	25		4:15 PM	342	
4:30 AM	36		4:30 PM	366	
4:45 AM	47		4:45 PM	400	
5:00 AM	38	254	5:00 PM	460	1623
5:15 AM	57		5:15 PM	397	
5:30 AM	63		5:30 PM	362	
5:45 AM	96		5:45 PM	404	
6:00 AM	99	622	6:00 PM	345	1180
6:15 AM	136		6:15 PM	325	
6:30 AM	184		6:30 PM	280	
6:45 AM	203		6:45 PM	230	
7:00 AM	257	1524	7:00 PM	184	701
7:15 AM	390		7:15 PM	171	
7:30 AM	447		7:30 PM	191	
7:45 AM	430		7:45 PM	155	
8:00 AM	320	1213	8:00 PM	143	503
8:15 AM	307		8:15 PM	150	
8:30 AM	307		8:30 PM	116	
8:45 AM	279		8:45 PM	94	
9:00 AM	213	874	9:00 PM	89	301
9:15 AM	220		9:15 PM	96	
9:30 AM	222		9:30 PM	61	
9:45 AM	219		9:45 PM	55	
10:00 AM	195	871	10:00 PM	68	210
10:15 AM	206		10:15 PM	60	
10:30 AM	225		10:30 PM	45	
10:45 AM	245		10:45 PM	37	
11:00 AM	191	918	11:00 PM	48	176
11:15 AM	241		11:15 PM	53	
11:30 AM	234		11:30 PM	36	
11:45 AM	252		11:45 PM	39	

24 Hour Total 17103

12:00 AM - 12:00 PM	
12 Hour Count	6731
Peak Hour	7:15 AM
Peak Volume	1587
Factor	0.89

12:00 PM - 12:00 AM	
12 Hour Count	10372
Peak Hour	4:30 PM
Peak Volume	1623
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/22/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	28	0	18	2	1	1	0	0	2	4	0	0	0	0
12:15 AM	22	0	14	5	0	2	0	0	0	1	0	0	0	0
12:30 AM	17	0	15	1	0	1	0	0	0	0	0	0	0	0
12:45 AM	19	0	13	2	0	0	1	0	0	3	0	0	0	0
1:00 AM	15	0	10	2	0	0	0	0	1	2	0	0	0	0
1:15 AM	17	0	10	3	0	1	0	0	2	0	0	1	0	0
1:30 AM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
1:45 AM	18	0	14	1	0	0	0	0	1	1	0	1	0	0
2:00 AM	18	0	12	3	0	0	1	0	0	2	0	0	0	0
2:15 AM	10	0	2	0	1	1	0	0	0	6	0	0	0	0
2:30 AM	18	0	13	1	0	0	0	0	2	2	0	0	0	0
2:45 AM	18	0	10	4	0	0	1	0	1	2	0	0	0	0
3:00 AM	12	0	6	2	0	2	0	0	0	2	0	0	0	0
3:15 AM	17	0	10	3	0	1	0	0	0	3	0	0	0	0
3:30 AM	21	0	13	5	0	0	0	0	0	3	0	0	0	0
3:45 AM	15	0	9	0	0	2	0	0	1	2	0	1	0	0
4:00 AM	23	1	6	9	1	2	0	0	0	4	0	0	0	0
4:15 AM	28	0	16	6	0	3	0	0	0	3	0	0	0	0
4:30 AM	47	0	21	10	0	7	1	0	1	6	0	1	0	0
4:45 AM	59	1	33	13	1	5	0	0	3	3	0	0	0	0
5:00 AM	103	0	61	26	0	8	0	0	4	4	0	0	0	0
5:15 AM	98	1	51	25	1	12	1	0	2	5	0	0	0	0
5:30 AM	126	0	72	33	1	7	1	0	2	8	0	2	0	0
5:45 AM	142	1	75	38	1	17	2	0	1	6	0	1	0	0
6:00 AM	137	1	79	29	5	16	1	0	4	1	0	1	0	0
6:15 AM	210	0	98	64	7	29	2	0	5	4	0	1	0	0
6:30 AM	294	1	162	90	4	24	1	0	6	4	0	0	2	0
6:45 AM	266	0	153	71	9	20	1	0	7	4	0	1	0	0
7:00 AM	282	1	170	65	3	27	1	0	8	5	0	2	0	0
7:15 AM	366	2	231	70	9	21	8	0	13	7	0	4	0	1
7:30 AM	383	1	270	70	10	19	1	0	5	6	0	1	0	0
7:45 AM	407	3	263	81	12	22	1	0	17	4	0	4	0	0
8:00 AM	381	4	263	73	8	18	1	0	8	5	0	1	0	0
8:15 AM	331	2	226	59	0	22	2	0	9	10	0	1	0	0
8:30 AM	302	0	184	58	8	24	1	0	16	9	0	2	0	0
8:45 AM	288	1	184	64	1	18	1	0	8	10	0	1	0	0
9:00 AM	222	0	143	37	5	18	0	0	6	9	0	3	0	1
9:15 AM	224	0	142	48	0	20	1	0	2	9	0	2	0	0
9:30 AM	237	1	139	53	4	21	2	0	4	13	0	0	0	0
9:45 AM	200	0	114	44	4	19	1	0	2	15	0	1	0	0
10:00 AM	177	0	93	42	0	19	6	0	6	10	0	1	0	0
10:15 AM	200	2	88	55	9	18	1	0	7	17	1	2	0	0
10:30 AM	169	0	96	28	4	17	6	0	7	9	1	0	1	0
10:45 AM	185	3	96	41	4	20	2	0	6	11	0	2	0	0
11:00 AM	201	1	114	45	1	16	2	0	4	18	0	0	0	0
11:15 AM	196	0	124	37	5	13	1	0	6	8	1	1	0	0
11:30 AM	198	1	111	54	4	13	4	0	3	7	0	1	0	0
11:45 AM	208	0	115	52	3	14	3	0	9	10	0	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/22/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6962	28	4166	1527	126	540	58	0	191	277	3	41	3	2
%		0.4	59.8	21.9	1.8	7.8	0.8	0.0	2.7	4.0	0.0	0.6	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/22/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	253	1	165	52	4	17	1	0	5	7	0	1	0	0
12:15 PM	217	0	108	55	4	30	2	0	7	9	0	2	0	0
12:30 PM	271	4	159	57	3	23	3	0	6	14	0	2	0	0
12:45 PM	262	2	158	62	3	19	1	0	8	8	0	1	0	0
1:00 PM	246	2	151	53	2	18	2	0	8	10	0	0	0	0
1:15 PM	247	1	151	45	7	21	6	0	7	9	0	0	0	0
1:30 PM	248	0	149	54	11	15	2	0	10	6	1	0	0	0
1:45 PM	252	3	159	54	3	11	4	0	5	12	1	0	0	0
2:00 PM	259	3	158	66	4	16	0	0	5	7	0	0	0	0
2:15 PM	245	1	144	63	2	19	1	0	7	7	0	1	0	0
2:30 PM	275	1	171	64	5	13	0	0	7	13	0	1	0	0
2:45 PM	274	0	161	58	4	29	2	0	5	13	0	2	0	0
3:00 PM	276	0	160	65	4	23	2	0	8	13	0	1	0	0
3:15 PM	294	3	181	59	9	19	0	0	10	11	0	2	0	0
3:30 PM	335	3	209	70	9	19	4	0	9	11	0	1	0	0
3:45 PM	332	2	220	70	3	18	4	0	4	8	1	2	0	0
4:00 PM	314	1	198	67	3	19	0	0	9	14	0	3	0	0
4:15 PM	321	3	196	70	5	25	3	0	10	7	0	2	0	0
4:30 PM	352	0	223	80	3	25	2	0	12	5	0	2	0	0
4:45 PM	331	2	207	73	8	16	1	0	9	10	1	4	0	0
5:00 PM	349	3	236	60	9	25	0	0	5	7	1	3	0	0
5:15 PM	389	0	251	78	7	32	1	0	10	8	0	2	0	0
5:30 PM	370	3	260	62	7	17	4	0	6	5	0	6	0	0
5:45 PM	364	0	244	74	8	21	3	0	7	6	0	1	0	0
6:00 PM	346	2	216	83	6	18	0	0	8	9	0	4	0	0
6:15 PM	327	1	213	79	6	16	1	0	6	2	1	2	0	0
6:30 PM	309	1	202	61	6	18	1	0	10	6	0	3	0	1
6:45 PM	258	0	177	55	1	13	1	0	1	7	1	2	0	0
7:00 PM	220	0	162	39	1	13	1	0	1	2	0	1	0	0
7:15 PM	224	0	158	34	1	19	1	0	2	7	0	1	1	0
7:30 PM	208	1	119	56	2	18	2	0	6	2	0	2	0	0
7:45 PM	212	0	152	37	0	10	1	0	2	7	0	2	1	0
8:00 PM	218	1	146	50	3	10	1	1	2	3	0	1	0	0
8:15 PM	205	1	154	31	3	11	1	0	2	2	0	0	0	0
8:30 PM	159	0	120	31	0	4	0	0	2	1	0	0	0	1
8:45 PM	189	0	128	42	0	14	0	0	1	4	0	0	0	0
9:00 PM	135	0	86	30	2	12	0	0	3	2	0	0	0	0
9:15 PM	144	1	104	20	0	11	1	0	4	2	0	1	0	0
9:30 PM	126	0	81	28	0	8	0	0	6	2	0	1	0	0
9:45 PM	96	0	67	17	1	4	1	0	3	3	0	0	0	0
10:00 PM	88	1	66	15	0	3	0	0	1	2	0	0	0	0
10:15 PM	78	0	56	13	1	2	0	0	1	5	0	0	0	0
10:30 PM	95	0	73	16	0	3	0	0	3	0	0	0	0	0
10:45 PM	59	0	40	13	1	1	0	0	3	1	0	0	0	0
11:00 PM	49	0	33	10	0	2	0	0	3	1	0	0	0	0
11:15 PM	58	1	46	5	1	1	1	0	1	2	0	0	0	0
11:30 PM	35	0	26	3	0	3	1	0	0	2	0	0	0	0
11:45 PM	28	0	19	4	0	0	2	0	1	1	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/22/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10942	48	7063	2283	162	704	64	1	251	295	7	60	2	2
%		0.4	64.5	20.9	1.5	6.4	0.6	0.0	2.3	2.7	0.1	0.5	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/23/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	25	0	18	6	0	1	0	0	0	0	0	0	0	0
12:15 AM	21	0	16	2	0	0	0	0	1	2	0	0	0	0
12:30 AM	27	0	20	3	0	0	1	0	0	3	0	0	0	0
12:45 AM	22	0	13	5	1	2	0	0	0	1	0	0	0	0
1:00 AM	17	0	11	4	0	1	1	0	0	0	0	0	0	0
1:15 AM	13	0	13	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	19	0	10	5	0	1	0	0	2	0	0	1	0	0
1:45 AM	14	0	11	1	0	1	0	0	1	0	0	0	0	0
2:00 AM	21	0	10	5	0	0	0	0	3	3	0	0	0	0
2:15 AM	16	0	5	2	0	1	0	0	1	7	0	0	0	0
2:30 AM	12	0	5	3	0	0	0	0	2	2	0	0	0	0
2:45 AM	15	0	7	3	0	0	0	0	2	3	0	0	0	0
3:00 AM	12	0	9	2	0	1	0	0	0	0	0	0	0	0
3:15 AM	20	0	9	6	0	2	0	0	2	1	0	0	0	0
3:30 AM	23	0	13	6	0	0	0	0	0	4	0	0	0	0
3:45 AM	20	0	12	4	0	1	1	0	2	0	0	0	0	0
4:00 AM	26	0	13	6	0	4	0	0	0	3	0	0	0	0
4:15 AM	30	0	10	8	1	4	0	0	0	6	0	0	1	0
4:30 AM	34	0	12	15	0	1	0	0	2	3	0	1	0	0
4:45 AM	58	0	37	11	0	3	4	0	1	2	0	0	0	0
5:00 AM	94	0	52	27	0	7	0	0	4	3	0	1	0	0
5:15 AM	123	3	68	33	2	10	0	0	1	3	0	3	0	0
5:30 AM	128	1	78	34	1	2	2	0	3	4	0	3	0	0
5:45 AM	138	0	81	29	3	12	2	0	7	3	0	1	0	0
6:00 AM	149	0	77	31	6	21	2	0	4	6	1	1	0	0
6:15 AM	184	2	90	57	5	18	1	0	7	3	0	1	0	0
6:30 AM	262	1	153	69	6	22	0	0	8	3	0	0	0	0
6:45 AM	280	1	168	69	3	25	1	0	7	4	0	2	0	0
7:00 AM	276	3	171	59	4	21	2	0	9	2	0	5	0	0
7:15 AM	354	1	229	79	9	23	0	0	6	4	0	3	0	0
7:30 AM	419	3	254	78	18	28	5	0	16	7	0	10	0	0
7:45 AM	326	4	181	56	29	20	5	0	18	3	0	8	0	2
8:00 AM	372	0	239	78	16	21	1	0	10	1	0	6	0	0
8:15 AM	322	0	219	64	1	24	1	0	8	3	1	1	0	0
8:30 AM	281	0	187	51	3	23	5	0	9	1	0	2	0	0
8:45 AM	278	1	175	56	7	19	6	0	8	5	1	0	0	0
9:00 AM	244	2	146	52	7	19	4	0	6	6	0	2	0	0
9:15 AM	242	0	149	58	3	17	4	0	5	5	1	0	0	0
9:30 AM	229	0	132	56	4	21	3	0	5	6	0	2	0	0
9:45 AM	238	0	145	36	7	21	7	0	8	13	0	1	0	0
10:00 AM	196	0	106	47	3	16	2	0	6	16	0	0	0	0
10:15 AM	191	0	113	48	3	17	3	0	5	1	1	0	0	0
10:30 AM	192	0	99	46	7	14	4	0	7	15	0	0	0	0
10:45 AM	207	0	108	42	6	21	4	0	10	14	0	1	0	1
11:00 AM	237	0	137	56	1	20	3	0	8	12	0	0	0	0
11:15 AM	237	0	133	58	6	14	2	0	5	18	1	0	0	0
11:30 AM	199	0	126	45	5	9	3	0	7	4	0	0	0	0
11:45 AM	214	0	111	64	3	17	0	0	4	13	0	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/23/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	7057	22	4181	1575	170	525	79	0	220	218	6	57	1	3
%		0.3	59.2	22.3	2.4	7.4	1.1	0.0	3.1	3.1	0.1	0.8	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/23/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	225	4	137	39	2	21	2	0	4	15	0	1	0	0
12:15 PM	240	1	144	54	0	25	1	0	5	9	0	1	0	0
12:30 PM	247	1	142	62	4	19	2	0	9	7	0	1	0	0
12:45 PM	240	2	141	63	4	15	2	0	7	6	0	0	0	0
1:00 PM	287	1	171	63	6	21	1	0	7	14	0	3	0	0
1:15 PM	255	0	160	56	7	11	1	0	7	13	0	0	0	0
1:30 PM	248	3	138	58	5	21	3	0	8	9	0	2	1	0
1:45 PM	248	1	144	56	9	15	3	0	6	13	0	1	0	0
2:00 PM	274	2	153	69	6	18	4	1	10	10	0	1	0	0
2:15 PM	296	0	162	88	6	19	2	0	10	8	0	1	0	0
2:30 PM	268	0	175	50	5	22	0	0	4	9	1	2	0	0
2:45 PM	304	1	185	76	5	19	2	1	3	10	0	1	0	1
3:00 PM	270	1	168	54	6	26	4	0	5	5	1	0	0	0
3:15 PM	303	3	175	70	8	26	0	0	8	11	2	0	0	0
3:30 PM	327	2	209	73	8	16	1	0	10	6	0	2	0	0
3:45 PM	297	0	176	71	6	18	3	0	13	9	0	1	0	0
4:00 PM	314	4	197	62	6	21	3	1	7	11	1	1	0	0
4:15 PM	310	0	200	58	8	26	1	0	11	5	0	1	0	0
4:30 PM	307	1	211	67	1	13	2	1	3	4	0	4	0	0
4:45 PM	342	2	222	77	3	24	2	0	5	6	0	1	0	0
5:00 PM	364	2	245	74	2	18	2	0	14	4	0	3	0	0
5:15 PM	405	0	264	93	5	26	1	0	7	7	1	1	0	0
5:30 PM	402	2	261	91	3	17	1	0	14	6	1	5	0	1
5:45 PM	338	1	232	68	5	14	1	0	8	4	0	5	0	0
6:00 PM	348	3	242	69	2	25	0	0	4	3	0	0	0	0
6:15 PM	336	1	214	84	2	21	1	0	6	5	0	2	0	0
6:30 PM	294	2	209	54	4	10	2	0	7	4	0	2	0	0
6:45 PM	264	1	179	50	4	18	3	0	6	2	0	1	0	0
7:00 PM	253	0	164	64	0	13	0	0	5	6	0	0	1	0
7:15 PM	228	0	153	46	2	14	1	0	7	4	0	1	0	0
7:30 PM	254	2	165	58	2	20	0	0	2	2	0	3	0	0
7:45 PM	201	1	136	46	3	4	0	0	7	3	0	1	0	0
8:00 PM	186	1	131	32	1	13	1	0	5	1	0	1	0	0
8:15 PM	170	1	113	34	4	5	1	0	6	5	0	1	0	0
8:30 PM	181	1	124	41	1	7	2	0	2	3	0	0	0	0
8:45 PM	145	0	106	22	2	11	0	0	0	3	0	1	0	0
9:00 PM	177	0	126	35	0	7	0	0	4	4	0	1	0	0
9:15 PM	148	0	109	26	0	9	0	1	2	1	0	0	0	0
9:30 PM	120	0	84	28	0	5	0	0	3	0	0	0	0	0
9:45 PM	84	0	51	27	0	4	0	0	1	0	1	0	0	0
10:00 PM	102	1	72	14	1	11	0	0	2	1	0	0	0	0
10:15 PM	95	0	68	19	0	5	1	0	0	1	0	1	0	0
10:30 PM	81	1	53	17	2	5	1	0	2	0	0	0	0	0
10:45 PM	70	0	51	11	0	3	1	0	3	1	0	0	0	0
11:00 PM	57	0	45	9	0	0	0	0	2	1	0	0	0	0
11:15 PM	65	0	43	8	1	4	0	0	7	2	0	0	0	0
11:30 PM	53	0	45	2	0	3	0	0	3	0	0	0	0	0
11:45 PM	35	0	26	4	0	2	1	0	2	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/23/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	11058	49	7121	2392	151	690	59	5	273	253	8	53	2	2
%		0.4	64.4	21.6	1.4	6.2	0.5	0.0	2.5	2.3	0.1	0.5	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/22/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	28	86	12:00 PM	253	1003
12:15 AM	22		12:15 PM	217	
12:30 AM	17		12:30 PM	271	
12:45 AM	19		12:45 PM	262	
1:00 AM	15	57	1:00 PM	246	993
1:15 AM	17		1:15 PM	247	
1:30 AM	7		1:30 PM	248	
1:45 AM	18		1:45 PM	252	
2:00 AM	18	64	2:00 PM	259	1053
2:15 AM	10		2:15 PM	245	
2:30 AM	18		2:30 PM	275	
2:45 AM	18		2:45 PM	274	
3:00 AM	12	65	3:00 PM	276	1237
3:15 AM	17		3:15 PM	294	
3:30 AM	21		3:30 PM	335	
3:45 AM	15		3:45 PM	332	
4:00 AM	23	157	4:00 PM	314	1318
4:15 AM	28		4:15 PM	321	
4:30 AM	47		4:30 PM	352	
4:45 AM	59		4:45 PM	331	
5:00 AM	103	469	5:00 PM	349	1472
5:15 AM	98		5:15 PM	389	
5:30 AM	126		5:30 PM	370	
5:45 AM	142		5:45 PM	364	
6:00 AM	137	907	6:00 PM	346	1240
6:15 AM	210		6:15 PM	327	
6:30 AM	294		6:30 PM	309	
6:45 AM	266		6:45 PM	258	
7:00 AM	282	1438	7:00 PM	220	864
7:15 AM	366		7:15 PM	224	
7:30 AM	383		7:30 PM	208	
7:45 AM	407		7:45 PM	212	
8:00 AM	381	1302	8:00 PM	218	771
8:15 AM	331		8:15 PM	205	
8:30 AM	302		8:30 PM	159	
8:45 AM	288		8:45 PM	189	
9:00 AM	222	883	9:00 PM	135	501
9:15 AM	224		9:15 PM	144	
9:30 AM	237		9:30 PM	126	
9:45 AM	200		9:45 PM	96	
10:00 AM	177	731	10:00 PM	88	320
10:15 AM	200		10:15 PM	78	
10:30 AM	169		10:30 PM	95	
10:45 AM	185		10:45 PM	59	
11:00 AM	201	803	11:00 PM	49	170
11:15 AM	196		11:15 PM	58	
11:30 AM	198		11:30 PM	35	
11:45 AM	208		11:45 PM	28	

24 Hour Total 17904

12:00 AM - 12:00 PM	
12 Hour Count	6962
Peak Hour	7:15 AM
Peak Volume	1537
Factor	0.94

12:00 PM - 12:00 AM	
12 Hour Count	10942
Peak Hour	5:00 PM
Peak Volume	1472
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/23/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	25	95	12:00 PM	225	952
12:15 AM	21		12:15 PM	240	
12:30 AM	27		12:30 PM	247	
12:45 AM	22		12:45 PM	240	
1:00 AM	17	63	1:00 PM	287	1038
1:15 AM	13		1:15 PM	255	
1:30 AM	19		1:30 PM	248	
1:45 AM	14		1:45 PM	248	
2:00 AM	21	64	2:00 PM	274	1142
2:15 AM	16		2:15 PM	296	
2:30 AM	12		2:30 PM	268	
2:45 AM	15		2:45 PM	304	
3:00 AM	12	75	3:00 PM	270	1197
3:15 AM	20		3:15 PM	303	
3:30 AM	23		3:30 PM	327	
3:45 AM	20		3:45 PM	297	
4:00 AM	26	148	4:00 PM	314	1273
4:15 AM	30		4:15 PM	310	
4:30 AM	34		4:30 PM	307	
4:45 AM	58		4:45 PM	342	
5:00 AM	94	483	5:00 PM	364	1509
5:15 AM	123		5:15 PM	405	
5:30 AM	128		5:30 PM	402	
5:45 AM	138		5:45 PM	338	
6:00 AM	149	875	6:00 PM	348	1242
6:15 AM	184		6:15 PM	336	
6:30 AM	262		6:30 PM	294	
6:45 AM	280		6:45 PM	264	
7:00 AM	276	1375	7:00 PM	253	936
7:15 AM	354		7:15 PM	228	
7:30 AM	419		7:30 PM	254	
7:45 AM	326		7:45 PM	201	
8:00 AM	372	1253	8:00 PM	186	682
8:15 AM	322		8:15 PM	170	
8:30 AM	281		8:30 PM	181	
8:45 AM	278		8:45 PM	145	
9:00 AM	244	953	9:00 PM	177	529
9:15 AM	242		9:15 PM	148	
9:30 AM	229		9:30 PM	120	
9:45 AM	238		9:45 PM	84	
10:00 AM	196	786	10:00 PM	102	348
10:15 AM	191		10:15 PM	95	
10:30 AM	192		10:30 PM	81	
10:45 AM	207		10:45 PM	70	
11:00 AM	237	887	11:00 PM	57	210
11:15 AM	237		11:15 PM	65	
11:30 AM	199		11:30 PM	53	
11:45 AM	214		11:45 PM	35	

24 Hour Total 18115

12:00 AM - 12:00 PM

12 Hour Count	7057
Peak Hour	7:15 AM
Peak Volume	1471
Factor	0.88

12:00 PM - 12:00 AM

12 Hour Count	11058
Peak Hour	4:45 PM
Peak Volume	1513
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
12:30 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
12:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
4:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	7	0	6	0	0	1	0	0	0	0	0	0	0	0
4:45 AM	12	0	10	2	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	3	0	1	1	0	0	0	0	0	1	0	0	0	0
5:45 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	15	1	11	3	0	0	0	0	0	0	0	0	0	0
6:15 AM	18	0	12	5	0	1	0	0	0	0	0	0	0	0
6:30 AM	37	0	19	15	1	2	0	0	0	0	0	0	0	0
6:45 AM	51	0	31	14	0	5	0	0	0	1	0	0	0	0
7:00 AM	50	0	41	7	1	1	0	0	0	0	0	0	0	0
7:15 AM	42	1	33	5	2	1	0	0	0	0	0	0	0	0
7:30 AM	52	0	41	10	0	0	0	0	0	1	0	0	0	0
7:45 AM	75	0	60	10	2	1	0	0	1	1	0	0	0	0
8:00 AM	59	1	46	9	0	3	0	0	0	0	0	0	0	0
8:15 AM	45	0	29	14	2	0	0	0	0	0	0	0	0	0
8:30 AM	47	0	29	12	1	3	0	0	2	0	0	0	0	0
8:45 AM	40	1	29	9	0	0	1	0	0	0	0	0	0	0
9:00 AM	34	0	17	13	0	1	0	0	2	1	0	0	0	0
9:15 AM	33	0	19	5	0	6	0	0	1	2	0	0	0	0
9:30 AM	36	0	20	13	0	3	0	0	0	0	0	0	0	0
9:45 AM	38	0	21	8	2	5	1	0	0	1	0	0	0	0
10:00 AM	28	0	15	11	1	0	1	0	0	0	0	0	0	0
10:15 AM	36	0	24	7	0	2	0	0	2	1	0	0	0	0
10:30 AM	36	0	20	10	0	4	0	0	1	1	0	0	0	0
10:45 AM	26	0	14	7	0	5	0	0	0	0	0	0	0	0
11:00 AM	39	0	28	7	0	2	1	0	0	1	0	0	0	0
11:15 AM	34	1	21	9	1	1	0	0	1	0	0	0	0	0
11:30 AM	40	0	30	7	0	2	0	0	1	0	0	0	0	0
11:45 AM	29	0	22	6	0	0	0	0	0	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1014	5	692	227	13	50	4	0	11	12	0	0	0	0
%		0.5	68.2	22.4	1.3	4.9	0.4	0.0	1.1	1.2	0.0	0.0	0.0	0.0

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12:00 PM	34	0	19	14	0	0	0	0	0	1	0	0	0	0
12:15 PM	40	0	21	14	0	3	0	0	1	1	0	0	0	0
12:30 PM	52	0	33	13	0	5	0	0	1	0	0	0	0	0
12:45 PM	50	1	36	9	0	1	3	0	0	0	0	0	0	0
1:00 PM	59	0	40	12	2	2	0	0	1	2	0	0	0	0
1:15 PM	50	1	34	10	0	4	0	0	0	1	0	0	0	0
1:30 PM	44	0	30	12	0	0	0	0	1	1	0	0	0	0
1:45 PM	45	0	29	11	3	0	2	0	0	0	0	0	0	0
2:00 PM	42	0	29	10	2	0	1	0	0	0	0	0	0	0
2:15 PM	41	0	32	6	0	3	0	0	0	0	0	0	0	0
2:30 PM	50	0	32	16	0	2	0	0	0	0	0	0	0	0
2:45 PM	42	0	29	7	0	2	1	0	1	2	0	0	0	0
3:00 PM	42	0	24	14	0	2	0	0	2	0	0	0	0	0
3:15 PM	46	0	30	9	1	4	0	0	1	1	0	0	0	0
3:30 PM	51	0	36	8	1	5	0	0	1	0	0	0	0	0
3:45 PM	69	0	53	6	0	5	0	0	3	2	0	0	0	0
4:00 PM	66	3	48	8	2	1	1	0	3	0	0	0	0	0
4:15 PM	68	0	55	9	1	2	0	0	1	0	0	0	0	0
4:30 PM	70	0	53	14	0	1	0	0	2	0	0	0	0	0
4:45 PM	70	0	51	15	0	3	0	0	1	0	0	0	0	0
5:00 PM	70	0	56	13	0	1	0	0	0	0	0	0	0	0
5:15 PM	83	2	63	15	1	2	0	0	0	0	0	0	0	0
5:30 PM	94	0	80	11	0	2	0	0	1	0	0	0	0	0
5:45 PM	89	1	76	12	0	0	0	0	0	0	0	0	0	0
6:00 PM	67	0	57	9	0	1	0	0	0	0	0	0	0	0
6:15 PM	68	0	51	11	0	5	1	0	0	0	0	0	0	0
6:30 PM	46	0	33	13	0	0	0	0	0	0	0	0	0	0
6:45 PM	55	0	46	8	0	1	0	0	0	0	0	0	0	0
7:00 PM	42	0	36	6	0	0	0	0	0	0	0	0	0	0
7:15 PM	29	0	23	4	0	2	0	0	0	0	0	0	0	0
7:30 PM	34	0	25	7	0	1	0	0	0	1	0	0	0	0
7:45 PM	42	0	36	6	0	0	0	0	0	0	0	0	0	0
8:00 PM	23	0	20	3	0	0	0	0	0	0	0	0	0	0
8:15 PM	33	1	28	4	0	0	0	0	0	0	0	0	0	0
8:30 PM	21	0	17	4	0	0	0	0	0	0	0	0	0	0
8:45 PM	22	0	19	3	0	0	0	0	0	0	0	0	0	0
9:00 PM	22	0	18	4	0	0	0	0	0	0	0	0	0	0
9:15 PM	15	0	14	1	0	0	0	0	0	0	0	0	0	0
9:30 PM	17	0	13	2	0	1	1	0	0	0	0	0	0	0
9:45 PM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
10:30 PM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	7	0	5	1	0	0	0	0	0	1	0	0	0	0
11:15 PM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1968	9	1482	360	13	61	10	0	20	13	0	0	0	0
%		0.5	75.3	18.3	0.7	3.1	0.5	0.0	1.0	0.7	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
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Flat Rock Rd North of
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Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
3:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4:15 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
4:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	15	0	12	2	0	1	0	0	0	0	0	0	0	0
5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	13	0	8	4	0	1	0	0	0	0	0	0	0	0
6:00 AM	9	1	6	1	0	1	0	0	0	0	0	0	0	0
6:15 AM	21	0	17	4	0	0	0	0	0	0	0	0	0	0
6:30 AM	28	0	11	16	0	1	0	0	0	0	0	0	0	0
6:45 AM	52	0	32	14	2	3	0	0	1	0	0	0	0	0
7:00 AM	41	0	29	9	1	2	0	0	0	0	0	0	0	0
7:15 AM	42	1	30	7	2	1	0	0	1	0	0	0	0	0
7:30 AM	45	1	37	5	1	0	1	0	0	0	0	0	0	0
7:45 AM	74	0	62	9	1	2	0	0	0	0	0	0	0	0
8:00 AM	63	0	47	12	1	3	0	0	0	0	0	0	0	0
8:15 AM	62	0	48	7	2	3	0	0	2	0	0	0	0	0
8:30 AM	51	1	25	20	2	3	0	0	0	0	0	0	0	0
8:45 AM	42	0	30	8	1	2	0	0	0	1	0	0	0	0
9:00 AM	42	0	27	9	0	3	2	0	0	1	0	0	0	0
9:15 AM	25	0	13	9	0	2	1	0	0	0	0	0	0	0
9:30 AM	46	0	30	11	1	1	1	0	1	1	0	0	0	0
9:45 AM	45	0	35	7	0	2	0	0	0	1	0	0	0	0
10:00 AM	29	0	19	7	0	3	0	0	0	0	0	0	0	0
10:15 AM	32	0	18	11	0	3	0	0	0	0	0	0	0	0
10:30 AM	41	0	27	9	1	2	1	0	1	0	0	0	0	0
10:45 AM	49	0	31	15	0	1	0	0	1	1	0	0	0	0
11:00 AM	29	0	16	7	1	3	2	0	0	0	0	0	0	0
11:15 AM	33	0	20	5	2	5	0	0	1	0	0	0	0	0
11:30 AM	42	0	24	13	1	2	1	1	0	0	0	0	0	0
11:45 AM	45	0	30	10	1	2	0	0	1	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
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1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1056	4	720	234	20	53	9	1	9	6	0	0	0	0
%		0.4	68.2	22.2	1.9	5.0	0.9	0.1	0.9	0.6	0.0	0.0	0.0	0.0

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Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	45	0	29	11	1	3	1	0	0	0	0	0	0	0
12:15 PM	62	0	44	11	0	4	1	0	1	1	0	0	0	0
12:30 PM	53	0	35	13	0	3	1	0	0	1	0	0	0	0
12:45 PM	52	0	38	13	0	0	0	0	1	0	0	0	0	0
1:00 PM	51	0	40	9	0	0	2	0	0	0	0	0	0	0
1:15 PM	65	0	48	7	3	3	1	0	2	1	0	0	0	0
1:30 PM	53	0	33	10	2	6	0	0	1	1	0	0	0	0
1:45 PM	47	0	30	9	2	4	0	0	0	2	0	0	0	0
2:00 PM	54	0	34	12	3	2	1	0	2	0	0	0	0	0
2:15 PM	49	0	32	13	1	3	0	0	0	0	0	0	0	0
2:30 PM	50	1	43	5	0	0	0	0	1	0	0	0	0	0
2:45 PM	49	1	37	8	1	2	0	0	0	0	0	0	0	0
3:00 PM	48	0	36	8	0	3	1	0	0	0	0	0	0	0
3:15 PM	60	0	36	13	0	6	2	0	2	0	0	1	0	0
3:30 PM	55	0	34	14	1	5	0	0	0	1	0	0	0	0
3:45 PM	62	0	44	14	1	1	0	0	2	0	0	0	0	0
4:00 PM	65	0	45	14	2	0	1	0	2	1	0	0	0	0
4:15 PM	63	0	50	9	1	2	0	0	1	0	0	0	0	0
4:30 PM	58	0	45	10	1	0	0	0	2	0	0	0	0	0
4:45 PM	68	0	55	11	0	1	1	0	0	0	0	0	0	0
5:00 PM	85	0	62	18	0	3	1	0	1	0	0	0	0	0
5:15 PM	69	0	54	13	0	2	0	0	0	0	0	0	0	0
5:30 PM	86	1	67	14	1	3	0	0	0	0	0	0	0	0
5:45 PM	74	0	57	12	1	2	1	0	1	0	0	0	0	0
6:00 PM	66	0	50	15	0	1	0	0	0	0	0	0	0	0
6:15 PM	63	0	53	9	0	1	0	0	0	0	0	0	0	0
6:30 PM	47	1	39	6	0	0	0	0	1	0	0	0	0	0
6:45 PM	48	0	39	8	0	1	0	0	0	0	0	0	0	0
7:00 PM	33	0	22	10	1	0	0	0	0	0	0	0	0	0
7:15 PM	35	0	26	7	0	2	0	0	0	0	0	0	0	0
7:30 PM	27	0	22	4	0	1	0	0	0	0	0	0	0	0
7:45 PM	29	0	23	5	0	1	0	0	0	0	0	0	0	0
8:00 PM	24	0	19	5	0	0	0	0	0	0	0	0	0	0
8:15 PM	29	0	24	5	0	0	0	0	0	0	0	0	0	0
8:30 PM	25	0	22	2	0	1	0	0	0	0	0	0	0	0
8:45 PM	25	0	22	3	0	0	0	0	0	0	0	0	0	0
9:00 PM	22	0	19	3	0	0	0	0	0	0	0	0	0	0
9:15 PM	19	0	19	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
9:45 PM	15	0	13	2	0	0	0	0	0	0	0	0	0	0
10:00 PM	12	0	11	1	0	0	0	0	0	0	0	0	0	0
10:15 PM	9	0	5	4	0	0	0	0	0	0	0	0	0	0
10:30 PM	9	0	7	1	0	0	0	0	0	1	0	0	0	0
10:45 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
11:15 PM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
11:30 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1991	4	1489	366	22	66	14	0	20	9	0	1	0	0
%		0.2	74.8	18.4	1.1	3.3	0.7	0.0	1.0	0.5	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/22/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	7	15	12:00 PM	34	176
12:15 AM	2		12:15 PM	40	
12:30 AM	5		12:30 PM	52	
12:45 AM	1		12:45 PM	50	
1:00 AM	1	5	1:00 PM	59	198
1:15 AM	1		1:15 PM	50	
1:30 AM	0		1:30 PM	44	
1:45 AM	3		1:45 PM	45	
2:00 AM	3	6	2:00 PM	42	175
2:15 AM	0		2:15 PM	41	
2:30 AM	3		2:30 PM	50	
2:45 AM	0		2:45 PM	42	
3:00 AM	2	8	3:00 PM	42	208
3:15 AM	1		3:15 PM	46	
3:30 AM	2		3:30 PM	51	
3:45 AM	3		3:45 PM	69	
4:00 AM	5	26	4:00 PM	66	274
4:15 AM	2		4:15 PM	68	
4:30 AM	7		4:30 PM	70	
4:45 AM	12		4:45 PM	70	
5:00 AM	1	14	5:00 PM	70	336
5:15 AM	2		5:15 PM	83	
5:30 AM	3		5:30 PM	94	
5:45 AM	8		5:45 PM	89	
6:00 AM	15	121	6:00 PM	67	236
6:15 AM	18		6:15 PM	68	
6:30 AM	37		6:30 PM	46	
6:45 AM	51		6:45 PM	55	
7:00 AM	50	219	7:00 PM	42	147
7:15 AM	42		7:15 PM	29	
7:30 AM	52		7:30 PM	34	
7:45 AM	75		7:45 PM	42	
8:00 AM	59	191	8:00 PM	23	99
8:15 AM	45		8:15 PM	33	
8:30 AM	47		8:30 PM	21	
8:45 AM	40		8:45 PM	22	
9:00 AM	34	141	9:00 PM	22	65
9:15 AM	33		9:15 PM	15	
9:30 AM	36		9:30 PM	17	
9:45 AM	38		9:45 PM	11	
10:00 AM	28	126	10:00 PM	8	34
10:15 AM	36		10:15 PM	12	
10:30 AM	36		10:30 PM	5	
10:45 AM	26		10:45 PM	9	
11:00 AM	39	142	11:00 PM	7	20
11:15 AM	34		11:15 PM	5	
11:30 AM	40		11:30 PM	4	
11:45 AM	29		11:45 PM	4	

24 Hour Total 2982

12:00 AM - 12:00 PM	
12 Hour Count	1014
Peak Hour	7:30 AM
Peak Volume	231
Factor	0.77

12:00 PM - 12:00 AM	
12 Hour Count	1968
Peak Hour	5:00 PM
Peak Volume	336
Factor	0.89

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/23/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	6	13	12:00 PM	45	212
12:15 AM	4		12:15 PM	62	
12:30 AM	2		12:30 PM	53	
12:45 AM	1		12:45 PM	52	
1:00 AM	0	2	1:00 PM	51	216
1:15 AM	0		1:15 PM	65	
1:30 AM	0		1:30 PM	53	
1:45 AM	2		1:45 PM	47	
2:00 AM	2	4	2:00 PM	54	202
2:15 AM	0		2:15 PM	49	
2:30 AM	2		2:30 PM	50	
2:45 AM	0		2:45 PM	49	
3:00 AM	0	6	3:00 PM	48	225
3:15 AM	2		3:15 PM	60	
3:30 AM	2		3:30 PM	55	
3:45 AM	2		3:45 PM	62	
4:00 AM	2	25	4:00 PM	65	254
4:15 AM	4		4:15 PM	63	
4:30 AM	4		4:30 PM	58	
4:45 AM	15		4:45 PM	68	
5:00 AM	1	18	5:00 PM	85	314
5:15 AM	1		5:15 PM	69	
5:30 AM	3		5:30 PM	86	
5:45 AM	13		5:45 PM	74	
6:00 AM	9	110	6:00 PM	66	224
6:15 AM	21		6:15 PM	63	
6:30 AM	28		6:30 PM	47	
6:45 AM	52		6:45 PM	48	
7:00 AM	41	202	7:00 PM	33	124
7:15 AM	42		7:15 PM	35	
7:30 AM	45		7:30 PM	27	
7:45 AM	74		7:45 PM	29	
8:00 AM	63	218	8:00 PM	24	103
8:15 AM	62		8:15 PM	29	
8:30 AM	51		8:30 PM	25	
8:45 AM	42		8:45 PM	25	
9:00 AM	42	158	9:00 PM	22	61
9:15 AM	25		9:15 PM	19	
9:30 AM	46		9:30 PM	5	
9:45 AM	45		9:45 PM	15	
10:00 AM	29	151	10:00 PM	12	35
10:15 AM	32		10:15 PM	9	
10:30 AM	41		10:30 PM	9	
10:45 AM	49		10:45 PM	5	
11:00 AM	29	149	11:00 PM	6	21
11:15 AM	33		11:15 PM	8	
11:30 AM	42		11:30 PM	4	
11:45 AM	45		11:45 PM	3	

24 Hour Total 3047

12:00 AM - 12:00 PM

12 Hour Count	1056
Peak Hour	7:45 AM
Peak Volume	250
Factor	0.84

12:00 PM - 12:00 AM

12 Hour Count	1991
Peak Hour	5:00 PM
Peak Volume	314
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
4:15 AM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
4:30 AM	14	0	7	4	0	2	0	0	0	1	0	0	0	0
4:45 AM	23	0	16	5	0	2	0	0	0	0	0	0	0	0
5:00 AM	18	0	15	3	0	0	0	0	0	0	0	0	0	0
5:15 AM	32	0	25	4	0	3	0	0	0	0	0	0	0	0
5:30 AM	34	0	19	12	1	1	0	0	0	1	0	0	0	0
5:45 AM	44	0	30	11	2	1	0	0	0	0	0	0	0	0
6:00 AM	38	0	27	10	0	1	0	0	0	0	0	0	0	0
6:15 AM	39	0	26	9	1	1	0	0	1	1	0	0	0	0
6:30 AM	54	1	38	11	0	4	0	0	0	0	0	0	0	0
6:45 AM	89	0	59	19	3	7	0	0	0	1	0	0	0	0
7:00 AM	104	1	78	22	0	3	0	0	0	0	0	0	0	0
7:15 AM	151	2	114	27	1	7	0	0	0	0	0	0	0	0
7:30 AM	157	1	108	38	6	4	0	0	0	0	0	0	0	0
7:45 AM	167	2	123	34	5	2	0	0	1	0	0	0	0	0
8:00 AM	140	0	106	23	2	9	0	0	0	0	0	0	0	0
8:15 AM	139	1	94	31	6	5	0	0	1	1	0	0	0	0
8:30 AM	150	1	107	33	7	2	0	0	0	0	0	0	0	0
8:45 AM	144	0	96	35	3	9	0	0	1	0	0	0	0	0
9:00 AM	93	1	66	19	0	6	0	0	0	1	0	0	0	0
9:15 AM	66	0	47	18	0	1	0	0	0	0	0	0	0	0
9:30 AM	63	0	43	14	1	4	0	0	1	0	0	0	0	0
9:45 AM	103	2	70	28	0	3	0	0	0	0	0	0	0	0
10:00 AM	65	0	43	16	0	5	0	0	0	1	0	0	0	0
10:15 AM	66	0	39	19	0	8	0	0	0	0	0	0	0	0
10:30 AM	75	0	53	17	0	1	1	0	3	0	0	0	0	0
10:45 AM	76	2	47	23	0	3	0	0	1	0	0	0	0	0
11:00 AM	86	1	57	21	1	6	0	0	0	0	0	0	0	0
11:15 AM	72	1	46	20	1	4	0	0	0	0	0	0	0	0
11:30 AM	70	1	47	21	0	1	0	0	0	0	0	0	0	0
11:45 AM	83	1	53	27	1	1	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	2498	18	1731	585	41	106	1	0	9	7	0	0	0	0
%		0.7	69.3	23.4	1.6	4.2	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	67	0	50	15	0	2	0	0	0	0	0	0	0	0
12:15 PM	81	0	55	21	1	2	0	0	1	1	0	0	0	0
12:30 PM	81	2	58	18	1	2	0	0	0	0	0	0	0	0
12:45 PM	78	1	50	22	2	2	0	0	0	1	0	0	0	0
1:00 PM	93	0	55	27	2	8	0	0	1	0	0	0	0	0
1:15 PM	94	0	57	27	2	7	0	0	1	0	0	0	0	0
1:30 PM	85	0	60	21	0	4	0	0	0	0	0	0	0	0
1:45 PM	97	0	64	28	1	4	0	0	0	0	0	0	0	0
2:00 PM	84	0	56	24	1	3	0	0	0	0	0	0	0	0
2:15 PM	83	1	48	27	2	5	0	0	0	0	0	0	0	0
2:30 PM	76	1	52	15	2	5	0	0	1	0	0	0	0	0
2:45 PM	105	2	67	29	3	3	0	0	0	1	0	0	0	0
3:00 PM	92	0	57	25	2	7	0	0	1	0	0	0	0	0
3:15 PM	96	0	62	22	2	10	0	0	0	0	0	0	0	0
3:30 PM	93	1	66	21	1	4	0	0	0	0	0	0	0	0
3:45 PM	77	1	43	31	0	2	0	0	0	0	0	0	0	0
4:00 PM	142	2	90	40	5	4	0	0	1	0	0	0	0	0
4:15 PM	139	3	83	42	7	4	0	0	0	0	0	0	0	0
4:30 PM	119	1	79	37	0	2	0	0	0	0	0	0	0	0
4:45 PM	126	2	90	27	2	5	0	0	0	0	0	0	0	0
5:00 PM	106	2	79	21	1	2	0	0	1	0	0	0	0	0
5:15 PM	136	6	86	39	1	4	0	0	0	0	0	0	0	0
5:30 PM	158	2	102	43	5	5	0	0	1	0	0	0	0	0
5:45 PM	147	2	108	33	0	4	0	0	0	0	0	0	0	0
6:00 PM	134	2	106	20	2	4	0	0	0	0	0	0	0	0
6:15 PM	134	4	93	30	5	2	0	0	0	0	0	0	0	0
6:30 PM	114	2	75	33	0	4	0	0	0	0	0	0	0	0
6:45 PM	96	1	70	17	2	5	0	0	1	0	0	0	0	0
7:00 PM	97	0	75	20	1	1	0	0	0	0	0	0	0	0
7:15 PM	81	0	58	20	2	1	0	0	0	0	0	0	0	0
7:30 PM	81	1	59	19	0	2	0	0	0	0	0	0	0	0
7:45 PM	59	1	38	14	0	5	0	0	0	1	0	0	0	0
8:00 PM	70	0	53	15	1	1	0	0	0	0	0	0	0	0
8:15 PM	77	1	61	14	0	1	0	0	0	0	0	0	0	0
8:30 PM	52	0	34	17	0	1	0	0	0	0	0	0	0	0
8:45 PM	54	0	42	8	0	4	0	0	0	0	0	0	0	0
9:00 PM	38	0	24	11	0	3	0	0	0	0	0	0	0	0
9:15 PM	38	1	30	5	0	2	0	0	0	0	0	0	0	0
9:30 PM	26	1	19	6	0	0	0	0	0	0	0	0	0	0
9:45 PM	32	0	23	8	0	1	0	0	0	0	0	0	0	0
10:00 PM	31	0	23	8	0	0	0	0	0	0	0	0	0	0
10:15 PM	20	0	13	7	0	0	0	0	0	0	0	0	0	0
10:30 PM	15	0	12	3	0	0	0	0	0	0	0	0	0	0
10:45 PM	17	0	13	4	0	0	0	0	0	0	0	0	0	0
11:00 PM	11	0	8	2	0	1	0	0	0	0	0	0	0	0
11:15 PM	14	0	9	4	0	1	0	0	0	0	0	0	0	0
11:30 PM	7	0	3	4	0	0	0	0	0	0	0	0	0	0
11:45 PM	7	0	7	0	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	3760	43	2565	944	56	139	0	0	9	4	0	0	0	0
%		1.1	68.2	25.1	1.5	3.7	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

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Site: #7
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
12:15 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
12:30 AM	6	0	5	0	0	1	0	0	0	0	0	0	0	0
12:45 AM	12	0	10	1	0	1	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2:45 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
3:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
3:45 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
4:15 AM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
4:30 AM	20	0	14	5	0	1	0	0	0	0	0	0	0	0
4:45 AM	15	0	11	3	0	1	0	0	0	0	0	0	0	0
5:00 AM	16	0	12	3	0	1	0	0	0	0	0	0	0	0
5:15 AM	29	1	20	6	0	1	0	0	0	1	0	0	0	0
5:30 AM	34	0	24	7	0	3	0	0	0	0	0	0	0	0
5:45 AM	38	0	27	7	3	0	0	0	1	0	0	0	0	0
6:00 AM	33	0	19	9	0	3	0	0	1	1	0	0	0	0
6:15 AM	37	0	26	7	1	2	0	0	1	0	0	0	0	0
6:30 AM	58	1	43	12	0	2	0	0	0	0	0	0	0	0
6:45 AM	88	0	57	25	2	3	0	0	0	1	0	0	0	0
7:00 AM	106	0	80	22	2	1	0	0	0	1	0	0	0	0
7:15 AM	142	1	104	33	1	3	0	0	0	0	0	0	0	0
7:30 AM	160	1	116	31	8	4	0	0	0	0	0	0	0	0
7:45 AM	159	4	120	30	1	4	0	0	0	0	0	0	0	0
8:00 AM	137	1	102	24	3	7	0	0	0	0	0	0	0	0
8:15 AM	138	5	93	30	3	7	0	0	0	0	0	0	0	0
8:30 AM	158	1	100	40	11	6	0	0	0	0	0	0	0	0
8:45 AM	158	1	107	35	4	9	0	0	2	0	0	0	0	0
9:00 AM	71	0	55	13	0	3	0	0	0	0	0	0	0	0
9:15 AM	72	0	52	13	1	6	0	0	0	0	0	0	0	0
9:30 AM	68	0	45	15	0	7	1	0	0	0	0	0	0	0
9:45 AM	80	0	61	14	1	2	0	0	1	1	0	0	0	0
10:00 AM	67	1	47	18	0	1	0	0	0	0	0	0	0	0
10:15 AM	77	0	49	20	1	4	0	0	2	1	0	0	0	0
10:30 AM	56	0	35	14	0	7	0	0	0	0	0	0	0	0
10:45 AM	60	0	46	11	0	3	0	0	0	0	0	0	0	0
11:00 AM	55	0	38	14	1	2	0	0	0	0	0	0	0	0
11:15 AM	62	0	37	19	0	5	0	0	1	0	0	0	0	0
11:30 AM	81	0	48	27	0	6	0	0	0	0	0	0	0	0
11:45 AM	78	1	55	13	0	7	1	0	1	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	2423	18	1697	534	43	113	2	0	10	6	0	0	0	0
%		0.7	70.0	22.0	1.8	4.7	0.1	0.0	0.4	0.2	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	70	0	49	20	1	0	0	0	0	0	0	0	0	0
12:15 PM	67	1	45	20	0	1	0	0	0	0	0	0	0	0
12:30 PM	99	2	55	31	1	10	0	0	0	0	0	0	0	0
12:45 PM	86	0	62	18	0	6	0	0	0	0	0	0	0	0
1:00 PM	79	1	44	24	1	8	0	0	1	0	0	0	0	0
1:15 PM	73	2	49	17	1	4	0	0	0	0	0	0	0	0
1:30 PM	83	0	54	23	2	4	0	0	0	0	0	0	0	0
1:45 PM	99	1	65	26	1	5	0	0	0	1	0	0	0	0
2:00 PM	90	1	60	22	1	5	0	0	1	0	0	0	0	0
2:15 PM	78	4	43	24	0	7	0	0	0	0	0	0	0	0
2:30 PM	97	0	66	25	3	3	0	0	0	0	0	0	0	0
2:45 PM	118	2	70	32	3	9	0	0	1	1	0	0	0	0
3:00 PM	79	0	46	26	4	3	0	0	0	0	0	0	0	0
3:15 PM	79	0	53	22	0	2	0	0	2	0	0	0	0	0
3:30 PM	87	0	66	20	0	0	0	0	1	0	0	0	0	0
3:45 PM	101	0	78	15	3	5	0	0	0	0	0	0	0	0
4:00 PM	163	3	106	41	7	5	0	0	0	1	0	0	0	0
4:15 PM	140	0	96	33	5	5	0	0	1	0	0	0	0	0
4:30 PM	111	1	80	25	2	3	0	0	0	0	0	0	0	0
4:45 PM	138	4	89	33	2	8	0	0	2	0	0	0	0	0
5:00 PM	160	1	106	47	2	3	0	0	0	1	0	0	0	0
5:15 PM	143	2	96	31	3	10	0	0	1	0	0	0	0	0
5:30 PM	134	5	83	33	6	6	0	0	1	0	0	0	0	0
5:45 PM	126	2	79	42	0	2	0	0	1	0	0	0	0	0
6:00 PM	154	2	113	30	3	5	0	0	1	0	0	0	0	0
6:15 PM	135	3	87	35	2	5	0	0	1	1	0	1	0	0
6:30 PM	94	0	67	24	0	3	0	0	0	0	0	0	0	0
6:45 PM	112	0	84	24	0	4	0	0	0	0	0	0	0	0
7:00 PM	82	0	62	15	0	4	0	0	1	0	0	0	0	0
7:15 PM	93	1	69	17	2	4	0	0	0	0	0	0	0	0
7:30 PM	68	2	55	7	1	3	0	0	0	0	0	0	0	0
7:45 PM	70	1	49	20	0	0	0	0	0	0	0	0	0	0
8:00 PM	57	2	42	12	0	0	0	0	1	0	0	0	0	0
8:15 PM	84	0	67	13	0	4	0	0	0	0	0	0	0	0
8:30 PM	64	1	53	8	0	2	0	0	0	0	0	0	0	0
8:45 PM	58	0	44	14	0	0	0	0	0	0	0	0	0	0
9:00 PM	52	0	41	9	0	2	0	0	0	0	0	0	0	0
9:15 PM	43	0	31	11	0	1	0	0	0	0	0	0	0	0
9:30 PM	42	0	31	11	0	0	0	0	0	0	0	0	0	0
9:45 PM	19	0	15	4	0	0	0	0	0	0	0	0	0	0
10:00 PM	25	0	18	4	0	3	0	0	0	0	0	0	0	0
10:15 PM	20	0	15	5	0	0	0	0	0	0	0	0	0	0
10:30 PM	23	0	20	3	0	0	0	0	0	0	0	0	0	0
10:45 PM	17	0	13	2	0	2	0	0	0	0	0	0	0	0
11:00 PM	19	0	18	0	0	1	0	0	0	0	0	0	0	0
11:15 PM	13	0	10	3	0	0	0	0	0	0	0	0	0	0
11:30 PM	13	0	11	2	0	0	0	0	0	0	0	0	0	0
11:45 PM	7	0	6	1	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	3864	44	2661	924	56	157	0	0	16	5	0	1	0	0
%		1.1	68.9	23.9	1.4	4.1	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/22/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	5	13	12:00 PM	67	307
12:15 AM	0		12:15 PM	81	
12:30 AM	3		12:30 PM	81	
12:45 AM	5		12:45 PM	78	
1:00 AM	2	4	1:00 PM	93	369
1:15 AM	1		1:15 PM	94	
1:30 AM	0		1:30 PM	85	
1:45 AM	1		1:45 PM	97	
2:00 AM	0	5	2:00 PM	84	348
2:15 AM	2		2:15 PM	83	
2:30 AM	2		2:30 PM	76	
2:45 AM	1		2:45 PM	105	
3:00 AM	1	8	3:00 PM	92	358
3:15 AM	2		3:15 PM	96	
3:30 AM	0		3:30 PM	93	
3:45 AM	5		3:45 PM	77	
4:00 AM	4	50	4:00 PM	142	526
4:15 AM	9		4:15 PM	139	
4:30 AM	14		4:30 PM	119	
4:45 AM	23		4:45 PM	126	
5:00 AM	18	128	5:00 PM	106	547
5:15 AM	32		5:15 PM	136	
5:30 AM	34		5:30 PM	158	
5:45 AM	44		5:45 PM	147	
6:00 AM	38	220	6:00 PM	134	478
6:15 AM	39		6:15 PM	134	
6:30 AM	54		6:30 PM	114	
6:45 AM	89		6:45 PM	96	
7:00 AM	104	579	7:00 PM	97	318
7:15 AM	151		7:15 PM	81	
7:30 AM	157		7:30 PM	81	
7:45 AM	167		7:45 PM	59	
8:00 AM	140	573	8:00 PM	70	253
8:15 AM	139		8:15 PM	77	
8:30 AM	150		8:30 PM	52	
8:45 AM	144		8:45 PM	54	
9:00 AM	93	325	9:00 PM	38	134
9:15 AM	66		9:15 PM	38	
9:30 AM	63		9:30 PM	26	
9:45 AM	103		9:45 PM	32	
10:00 AM	65	282	10:00 PM	31	83
10:15 AM	66		10:15 PM	20	
10:30 AM	75		10:30 PM	15	
10:45 AM	76		10:45 PM	17	
11:00 AM	86	311	11:00 PM	11	39
11:15 AM	72		11:15 PM	14	
11:30 AM	70		11:30 PM	7	
11:45 AM	83		11:45 PM	7	

24 Hour Total 6258

12:00 AM - 12:00 PM	
12 Hour Count	2498
Peak Hour	7:15 AM
Peak Volume	615
Factor	0.92

12:00 PM - 12:00 AM	
12 Hour Count	3760
Peak Hour	5:15 PM
Peak Volume	575
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/23/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	6	28	12:00 PM	70	322
12:15 AM	4		12:15 PM	67	
12:30 AM	6		12:30 PM	99	
12:45 AM	12		12:45 PM	86	
1:00 AM	0	7	1:00 PM	79	334
1:15 AM	1		1:15 PM	73	
1:30 AM	3		1:30 PM	83	
1:45 AM	3		1:45 PM	99	
2:00 AM	3	12	2:00 PM	90	383
2:15 AM	2		2:15 PM	78	
2:30 AM	2		2:30 PM	97	
2:45 AM	5		2:45 PM	118	
3:00 AM	1	8	3:00 PM	79	346
3:15 AM	1		3:15 PM	79	
3:30 AM	2		3:30 PM	87	
3:45 AM	4		3:45 PM	101	
4:00 AM	5	50	4:00 PM	163	552
4:15 AM	10		4:15 PM	140	
4:30 AM	20		4:30 PM	111	
4:45 AM	15		4:45 PM	138	
5:00 AM	16	117	5:00 PM	160	563
5:15 AM	29		5:15 PM	143	
5:30 AM	34		5:30 PM	134	
5:45 AM	38		5:45 PM	126	
6:00 AM	33	216	6:00 PM	154	495
6:15 AM	37		6:15 PM	135	
6:30 AM	58		6:30 PM	94	
6:45 AM	88		6:45 PM	112	
7:00 AM	106	567	7:00 PM	82	313
7:15 AM	142		7:15 PM	93	
7:30 AM	160		7:30 PM	68	
7:45 AM	159		7:45 PM	70	
8:00 AM	137	591	8:00 PM	57	263
8:15 AM	138		8:15 PM	84	
8:30 AM	158		8:30 PM	64	
8:45 AM	158		8:45 PM	58	
9:00 AM	71	291	9:00 PM	52	156
9:15 AM	72		9:15 PM	43	
9:30 AM	68		9:30 PM	42	
9:45 AM	80		9:45 PM	19	
10:00 AM	67	260	10:00 PM	25	85
10:15 AM	77		10:15 PM	20	
10:30 AM	56		10:30 PM	23	
10:45 AM	60		10:45 PM	17	
11:00 AM	55	276	11:00 PM	19	52
11:15 AM	62		11:15 PM	13	
11:30 AM	81		11:30 PM	13	
11:45 AM	78		11:45 PM	7	

24 Hour Total 6287

12:00 AM - 12:00 PM	
12 Hour Count	2423
Peak Hour	7:15 AM
Peak Volume	598
Factor	0.93

12:00 PM - 12:00 AM	
12 Hour Count	3864
Peak Hour	4:45 PM
Peak Volume	575
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	37	0	26	5	0	1	1	0	2	2	0	0	0	0
12:15 AM	25	0	17	5	0	0	0	0	1	2	0	0	0	0
12:30 AM	27	1	22	0	0	1	0	0	0	3	0	0	0	0
12:45 AM	14	0	11	1	0	0	0	0	1	1	0	0	0	0
1:00 AM	13	0	7	1	0	0	0	0	1	3	0	1	0	0
1:15 AM	21	0	15	3	0	0	0	0	1	1	0	1	0	0
1:30 AM	12	0	11	0	0	0	0	0	1	0	0	0	0	0
1:45 AM	6	0	2	2	0	0	0	0	0	2	0	0	0	0
2:00 AM	33	0	21	7	1	0	0	0	1	3	0	0	0	0
2:15 AM	32	0	22	8	0	1	0	0	1	0	0	0	0	0
2:30 AM	17	0	13	1	0	0	0	0	0	3	0	0	0	0
2:45 AM	22	0	12	6	1	0	0	0	0	3	0	0	0	0
3:00 AM	10	0	6	1	0	0	0	0	2	1	0	0	0	0
3:15 AM	15	0	7	3	0	1	0	0	1	3	0	0	0	0
3:30 AM	22	0	13	3	0	1	0	0	1	4	0	0	0	0
3:45 AM	23	0	12	4	0	1	0	0	1	5	0	0	0	0
4:00 AM	24	0	11	3	0	1	0	0	3	6	0	0	0	0
4:15 AM	29	0	16	2	1	1	0	0	5	4	0	0	0	0
4:30 AM	48	0	29	10	0	1	0	0	4	4	0	0	0	0
4:45 AM	67	0	40	14	0	4	0	0	3	6	0	0	0	0
5:00 AM	72	0	51	13	0	3	1	0	2	2	0	0	0	0
5:15 AM	85	0	56	16	0	5	1	0	2	5	0	0	0	0
5:30 AM	127	0	92	22	0	4	1	0	4	4	0	0	0	0
5:45 AM	149	0	112	22	2	3	1	0	1	7	1	0	0	0
6:00 AM	148	0	101	32	2	4	0	0	4	5	0	0	0	0
6:15 AM	192	0	123	40	3	6	0	0	7	11	0	1	0	1
6:30 AM	238	0	174	47	2	5	0	0	4	5	1	0	0	0
6:45 AM	323	0	227	58	3	24	0	0	6	5	0	0	0	0
7:00 AM	422	1	318	70	5	9	0	0	9	8	0	2	0	0
7:15 AM	543	2	387	100	8	25	1	0	16	3	0	0	1	0
7:30 AM	663	3	476	122	21	13	3	0	14	6	1	4	0	0
7:45 AM	633	4	455	103	28	19	0	0	11	7	0	4	0	2
8:00 AM	576	7	403	89	22	22	2	1	15	9	0	5	0	1
8:15 AM	526	2	366	104	8	22	3	0	14	5	0	2	0	0
8:30 AM	480	1	341	83	17	16	2	0	10	7	0	2	0	1
8:45 AM	479	4	321	81	17	25	5	0	12	12	0	2	0	0
9:00 AM	343	3	247	59	5	11	1	0	5	11	0	1	0	0
9:15 AM	321	0	216	62	6	15	2	0	6	13	0	1	0	0
9:30 AM	338	0	229	75	5	17	1	0	5	6	0	0	0	0
9:45 AM	362	0	261	54	5	18	3	0	8	12	0	1	0	0
10:00 AM	286	0	170	77	4	15	3	0	9	7	0	1	0	0
10:15 AM	263	0	182	62	3	7	0	0	5	4	0	0	0	0
10:30 AM	308	0	212	69	1	13	0	0	4	7	0	2	0	0
10:45 AM	309	2	197	68	7	18	2	0	7	6	0	1	0	1
11:00 AM	274	0	179	56	6	19	0	0	4	8	1	0	1	0
11:15 AM	319	0	210	68	7	17	1	0	8	8	0	0	0	0
11:30 AM	291	1	200	55	5	12	3	0	6	7	0	1	0	1
11:45 AM	329	0	221	59	6	15	9	0	8	11	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	9896	31	6840	1845	201	395	46	1	235	257	4	32	2	7
%		0.3	69.1	18.6	2.0	4.0	0.5	0.0	2.4	2.6	0.0	0.3	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	289	1	198	55	5	13	2	0	6	8	0	0	1	0
12:15 PM	334	1	224	67	5	20	2	0	7	8	0	0	0	0
12:30 PM	305	2	207	60	1	16	2	0	9	8	0	0	0	0
12:45 PM	321	1	211	60	9	12	2	0	11	12	0	3	0	0
1:00 PM	327	0	218	70	3	16	2	0	9	8	0	1	0	0
1:15 PM	332	0	240	51	8	14	3	0	5	8	0	2	0	1
1:30 PM	301	0	212	61	0	10	1	0	6	8	1	2	0	0
1:45 PM	363	0	250	69	5	11	3	0	8	16	0	0	1	0
2:00 PM	282	0	191	63	2	11	0	0	6	7	0	2	0	0
2:15 PM	351	2	238	75	5	15	0	0	8	8	0	0	0	0
2:30 PM	367	2	241	88	3	12	5	0	7	8	0	1	0	0
2:45 PM	371	1	260	64	3	17	2	0	11	12	1	0	0	0
3:00 PM	346	1	221	79	5	20	1	0	11	6	0	2	0	0
3:15 PM	381	1	267	77	5	16	0	0	9	5	1	0	0	0
3:30 PM	383	1	253	79	8	22	3	1	7	6	1	1	0	1
3:45 PM	419	3	297	74	9	20	0	0	6	7	0	3	0	0
4:00 PM	401	0	284	78	6	15	2	0	7	7	0	2	0	0
4:15 PM	483	3	341	90	14	16	0	0	11	5	0	2	1	0
4:30 PM	424	1	314	72	6	11	2	0	13	3	0	2	0	0
4:45 PM	519	1	361	104	7	17	2	0	16	7	0	4	0	0
5:00 PM	484	2	326	103	11	27	0	0	8	5	0	2	0	0
5:15 PM	558	2	413	97	16	15	0	0	12	1	0	0	1	1
5:30 PM	535	1	382	110	9	15	1	0	8	8	0	1	0	0
5:45 PM	508	4	377	82	10	13	1	0	11	8	0	2	0	0
6:00 PM	399	2	294	76	3	14	2	0	4	2	0	2	0	0
6:15 PM	439	0	338	74	5	10	0	0	5	6	0	1	0	0
6:30 PM	399	0	303	61	4	11	1	0	8	10	0	1	0	0
6:45 PM	304	0	246	37	0	11	0	0	5	4	0	1	0	0
7:00 PM	229	0	172	38	1	11	1	0	2	4	0	0	0	0
7:15 PM	247	0	195	32	1	6	0	0	5	7	0	0	1	0
7:30 PM	195	0	140	40	2	7	0	0	1	5	0	0	0	0
7:45 PM	161	0	125	25	0	4	0	0	4	2	0	1	0	0
8:00 PM	192	0	152	25	4	4	0	0	5	2	0	0	0	0
8:15 PM	215	2	166	31	1	9	1	0	1	4	0	0	0	0
8:30 PM	178	1	141	27	1	3	0	0	2	1	0	2	0	0
8:45 PM	134	0	104	22	0	3	1	0	0	4	0	0	0	0
9:00 PM	128	0	103	20	0	3	0	0	1	1	0	0	0	0
9:15 PM	109	0	89	11	0	3	0	0	2	3	1	0	0	0
9:30 PM	77	1	59	16	0	1	0	0	0	0	0	0	0	0
9:45 PM	78	0	58	12	0	3	0	0	1	4	0	0	0	0
10:00 PM	73	0	57	5	0	2	1	0	5	2	1	0	0	0
10:15 PM	70	0	59	8	1	0	0	0	0	1	0	0	1	0
10:30 PM	68	0	52	12	0	1	0	0	1	1	0	1	0	0
10:45 PM	45	0	37	8	0	0	0	0	0	0	0	0	0	0
11:00 PM	60	0	48	6	0	2	0	0	1	3	0	0	0	0
11:15 PM	38	0	28	7	0	1	0	0	2	0	0	0	0	0
11:30 PM	49	0	34	7	1	3	0	0	0	4	0	0	0	0
11:45 PM	58	0	46	7	0	2	0	0	2	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	13329	36	9572	2435	179	488	43	1	269	250	6	41	6	3
%		0.3	71.8	18.3	1.3	3.7	0.3	0.0	2.0	1.9	0.0	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	44	0	34	3	0	1	0	0	1	3	0	2	0	0
12:15 AM	30	0	22	4	0	0	0	0	0	4	0	0	0	0
12:30 AM	25	0	19	3	1	0	0	0	1	1	0	0	0	0
12:45 AM	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	16	0	10	4	0	0	0	0	0	2	0	0	0	0
1:15 AM	18	0	14	0	0	0	0	0	1	3	0	0	0	0
1:30 AM	14	0	4	2	0	0	1	0	3	3	0	1	0	0
1:45 AM	17	0	10	3	0	2	0	0	0	2	0	0	0	0
2:00 AM	26	0	21	4	0	0	0	0	1	0	0	0	0	0
2:15 AM	27	0	21	4	0	1	0	0	0	1	0	0	0	0
2:30 AM	21	0	12	4	0	1	0	0	2	2	0	0	0	0
2:45 AM	22	0	9	6	0	0	0	0	2	5	0	0	0	0
3:00 AM	19	0	9	6	0	0	0	0	1	3	0	0	0	0
3:15 AM	23	0	11	5	0	0	0	0	4	3	0	0	0	0
3:30 AM	29	0	15	6	0	1	1	0	1	5	0	0	0	0
3:45 AM	25	0	17	5	0	1	0	0	0	2	0	0	0	0
4:00 AM	21	0	15	2	0	0	0	0	1	3	0	0	0	0
4:15 AM	49	0	31	8	1	0	0	0	3	6	0	0	0	0
4:30 AM	48	0	39	5	0	1	0	0	0	2	0	1	0	0
4:45 AM	70	0	39	13	0	1	0	0	7	10	0	0	0	0
5:00 AM	74	0	41	16	1	4	2	0	2	8	0	0	0	0
5:15 AM	95	0	64	21	1	1	0	0	2	6	0	0	0	0
5:30 AM	121	0	85	22	0	4	0	0	4	6	0	0	0	0
5:45 AM	162	0	120	26	0	4	0	0	3	8	0	1	0	0
6:00 AM	145	0	89	36	3	5	1	0	5	6	0	0	0	0
6:15 AM	172	0	115	37	5	1	0	0	7	7	0	0	0	0
6:30 AM	237	0	177	40	3	6	0	0	3	8	0	0	0	0
6:45 AM	348	1	255	64	1	17	0	0	7	3	0	0	0	0
7:00 AM	407	3	298	73	7	16	0	0	4	5	0	1	0	0
7:15 AM	558	5	409	98	12	20	2	0	8	3	0	1	0	0
7:30 AM	685	8	494	115	20	20	0	0	19	2	0	6	0	1
7:45 AM	698	5	492	119	18	37	1	1	13	7	0	4	0	1
8:00 AM	606	7	432	105	16	21	1	0	9	10	1	3	0	1
8:15 AM	525	3	384	89	10	21	0	0	7	5	0	5	1	0
8:30 AM	454	2	311	84	18	20	0	0	13	4	0	1	0	1
8:45 AM	489	1	338	82	17	23	4	0	12	7	0	5	0	0
9:00 AM	388	1	260	79	8	22	2	0	8	5	0	2	1	0
9:15 AM	347	1	229	72	7	18	1	0	8	8	0	3	0	0
9:30 AM	313	1	218	54	4	18	2	0	5	9	0	2	0	0
9:45 AM	334	0	231	69	6	7	5	0	7	7	1	1	0	0
10:00 AM	299	0	204	56	0	18	1	0	11	8	0	1	0	0
10:15 AM	254	1	163	45	6	13	2	0	10	12	0	1	1	0
10:30 AM	321	0	222	61	1	19	2	0	7	9	0	0	0	0
10:45 AM	350	0	246	63	3	10	5	0	10	11	1	0	0	1
11:00 AM	279	0	194	61	2	9	2	0	6	5	0	0	0	0
11:15 AM	344	1	243	60	10	11	2	0	9	7	0	0	0	1
11:30 AM	335	2	229	65	4	12	2	0	10	9	0	2	0	0
11:45 AM	353	1	241	71	5	20	0	0	8	5	0	1	0	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10252	43	7149	1872	190	406	39	1	245	250	3	44	3	7
%		0.4	69.7	18.3	1.9	4.0	0.4	0.0	2.4	2.4	0.0	0.4	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	330	2	240	57	3	16	2	0	7	3	0	0	0	0
12:15 PM	337	3	232	63	5	9	5	0	11	8	0	1	0	0
12:30 PM	350	1	242	66	6	12	4	0	7	11	1	0	0	0
12:45 PM	346	1	240	67	2	12	2	0	8	12	0	2	0	0
1:00 PM	314	3	211	63	6	10	2	0	6	11	1	0	1	0
1:15 PM	353	0	254	64	5	12	4	0	5	8	1	0	0	0
1:30 PM	343	4	226	62	6	14	2	0	9	13	3	3	0	1
1:45 PM	331	3	223	67	2	15	3	0	10	8	0	0	0	0
2:00 PM	313	1	206	66	7	14	2	0	11	5	0	1	0	0
2:15 PM	399	2	280	76	5	15	2	0	7	11	0	0	1	0
2:30 PM	404	1	281	73	6	18	5	1	11	7	0	1	0	0
2:45 PM	391	3	273	71	8	14	4	0	9	8	0	1	0	0
3:00 PM	356	2	241	76	5	19	3	0	7	3	0	0	0	0
3:15 PM	410	2	283	83	6	15	0	0	13	6	1	1	0	0
3:30 PM	405	1	275	85	13	18	1	0	5	5	0	2	0	0
3:45 PM	496	3	348	91	12	18	3	0	12	6	0	3	0	0
4:00 PM	394	1	288	72	5	16	0	0	6	5	0	1	0	0
4:15 PM	470	3	307	104	12	11	3	0	19	9	0	2	0	0
4:30 PM	439	3	301	82	16	21	0	0	11	2	0	2	0	1
4:45 PM	511	5	352	91	17	18	2	0	17	4	0	5	0	0
5:00 PM	514	1	354	104	10	24	2	0	10	7	1	1	0	0
5:15 PM	579	6	406	111	19	13	1	0	16	3	0	3	0	1
5:30 PM	546	2	388	102	16	14	1	0	13	4	0	6	0	0
5:45 PM	501	2	363	86	13	19	2	0	8	6	0	2	0	0
6:00 PM	426	0	319	72	6	14	2	0	5	5	0	3	0	0
6:15 PM	429	0	332	62	7	13	0	0	6	6	0	2	0	1
6:30 PM	399	3	308	62	6	10	0	0	5	4	0	1	0	0
6:45 PM	320	1	236	58	5	7	1	0	3	8	0	1	0	0
7:00 PM	302	0	230	49	0	15	1	0	3	4	0	0	0	0
7:15 PM	282	0	214	50	0	5	2	0	4	6	0	1	0	0
7:30 PM	244	0	189	39	2	8	0	0	2	2	2	0	0	0
7:45 PM	218	0	166	39	2	5	0	0	0	5	0	1	0	0
8:00 PM	182	0	142	35	0	1	0	0	2	2	0	0	0	0
8:15 PM	221	2	179	22	1	6	1	0	4	5	0	1	0	0
8:30 PM	200	1	142	33	2	11	1	0	4	3	3	0	0	0
8:45 PM	152	0	117	23	1	4	2	0	2	3	0	0	0	0
9:00 PM	143	2	113	16	0	3	2	0	2	5	0	0	0	0
9:15 PM	121	1	90	20	0	2	0	0	3	5	0	0	0	0
9:30 PM	97	0	77	17	0	0	0	0	1	2	0	0	0	0
9:45 PM	73	0	51	12	0	2	1	0	0	6	0	0	0	1
10:00 PM	78	0	53	18	0	4	0	0	1	2	0	0	0	0
10:15 PM	93	0	75	10	1	1	0	0	2	1	0	2	1	0
10:30 PM	75	0	63	9	0	0	0	0	0	3	0	0	0	0
10:45 PM	47	0	34	8	0	1	0	0	0	4	0	0	0	0
11:00 PM	58	0	45	8	0	0	0	0	0	5	0	0	0	0
11:15 PM	59	1	40	13	1	1	0	0	0	2	0	1	0	0
11:30 PM	52	0	38	7	1	2	0	0	1	3	0	0	0	0
11:45 PM	54	0	43	4	1	1	0	0	2	3	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	14157	66	10110	2568	241	483	68	1	290	259	13	50	3	5
%		0.5	71.4	18.1	1.7	3.4	0.5	0.0	2.0	1.8	0.1	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/29/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	37	103	12:00 PM	289	1249
12:15 AM	25		12:15 PM	334	
12:30 AM	27		12:30 PM	305	
12:45 AM	14		12:45 PM	321	
1:00 AM	13	52	1:00 PM	327	1323
1:15 AM	21		1:15 PM	332	
1:30 AM	12		1:30 PM	301	
1:45 AM	6		1:45 PM	363	
2:00 AM	33	104	2:00 PM	282	1371
2:15 AM	32		2:15 PM	351	
2:30 AM	17		2:30 PM	367	
2:45 AM	22		2:45 PM	371	
3:00 AM	10	70	3:00 PM	346	1529
3:15 AM	15		3:15 PM	381	
3:30 AM	22		3:30 PM	383	
3:45 AM	23		3:45 PM	419	
4:00 AM	24	168	4:00 PM	401	1827
4:15 AM	29		4:15 PM	483	
4:30 AM	48		4:30 PM	424	
4:45 AM	67		4:45 PM	519	
5:00 AM	72	433	5:00 PM	484	2085
5:15 AM	85		5:15 PM	558	
5:30 AM	127		5:30 PM	535	
5:45 AM	149		5:45 PM	508	
6:00 AM	148	901	6:00 PM	399	1541
6:15 AM	192		6:15 PM	439	
6:30 AM	238		6:30 PM	399	
6:45 AM	323		6:45 PM	304	
7:00 AM	422	2261	7:00 PM	229	832
7:15 AM	543		7:15 PM	247	
7:30 AM	663		7:30 PM	195	
7:45 AM	633		7:45 PM	161	
8:00 AM	576	2061	8:00 PM	192	719
8:15 AM	526		8:15 PM	215	
8:30 AM	480		8:30 PM	178	
8:45 AM	479		8:45 PM	134	
9:00 AM	343	1364	9:00 PM	128	392
9:15 AM	321		9:15 PM	109	
9:30 AM	338		9:30 PM	77	
9:45 AM	362		9:45 PM	78	
10:00 AM	286	1166	10:00 PM	73	256
10:15 AM	263		10:15 PM	70	
10:30 AM	308		10:30 PM	68	
10:45 AM	309		10:45 PM	45	
11:00 AM	274	1213	11:00 PM	60	205
11:15 AM	319		11:15 PM	38	
11:30 AM	291		11:30 PM	49	
11:45 AM	329		11:45 PM	58	

24 Hour Total 23225

12:00 AM - 12:00 PM

12 Hour Count	9896
Peak Hour	7:15 AM
Peak Volume	2415
Factor	0.91

12:00 PM - 12:00 AM

12 Hour Count	13329
Peak Hour	4:45 PM
Peak Volume	2096
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/30/2020
Thursday

Daily Volume, per Channel

WB					
Interval Start			Interval Start		
12:00 AM	44	114	12:00 PM	330	1363
12:15 AM	30		12:15 PM	337	
12:30 AM	25		12:30 PM	350	
12:45 AM	15		12:45 PM	346	
1:00 AM	16	65	1:00 PM	314	1341
1:15 AM	18		1:15 PM	353	
1:30 AM	14		1:30 PM	343	
1:45 AM	17		1:45 PM	331	
2:00 AM	26	96	2:00 PM	313	1507
2:15 AM	27		2:15 PM	399	
2:30 AM	21		2:30 PM	404	
2:45 AM	22		2:45 PM	391	
3:00 AM	19	96	3:00 PM	356	1667
3:15 AM	23		3:15 PM	410	
3:30 AM	29		3:30 PM	405	
3:45 AM	25		3:45 PM	496	
4:00 AM	21	188	4:00 PM	394	1814
4:15 AM	49		4:15 PM	470	
4:30 AM	48		4:30 PM	439	
4:45 AM	70		4:45 PM	511	
5:00 AM	74	452	5:00 PM	514	2140
5:15 AM	95		5:15 PM	579	
5:30 AM	121		5:30 PM	546	
5:45 AM	162		5:45 PM	501	
6:00 AM	145	902	6:00 PM	426	1574
6:15 AM	172		6:15 PM	429	
6:30 AM	237		6:30 PM	399	
6:45 AM	348		6:45 PM	320	
7:00 AM	407	2348	7:00 PM	302	1046
7:15 AM	558		7:15 PM	282	
7:30 AM	685		7:30 PM	244	
7:45 AM	698		7:45 PM	218	
8:00 AM	606	2074	8:00 PM	182	755
8:15 AM	525		8:15 PM	221	
8:30 AM	454		8:30 PM	200	
8:45 AM	489		8:45 PM	152	
9:00 AM	388	1382	9:00 PM	143	434
9:15 AM	347		9:15 PM	121	
9:30 AM	313		9:30 PM	97	
9:45 AM	334		9:45 PM	73	
10:00 AM	299	1224	10:00 PM	78	293
10:15 AM	254		10:15 PM	93	
10:30 AM	321		10:30 PM	75	
10:45 AM	350		10:45 PM	47	
11:00 AM	279	1311	11:00 PM	58	223
11:15 AM	344		11:15 PM	59	
11:30 AM	335		11:30 PM	52	
11:45 AM	353		11:45 PM	54	

24 Hour Total 24409

12:00 AM - 12:00 PM		**12:00 PM - 12:00 AM**	
12 Hour Count	10252	12 Hour Count	14157
Peak Hour	7:15 AM	Peak Hour	4:45 PM
Peak Volume	2547	Peak Volume	2150
Factor	0.91	Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	39	0	26	6	0	0	0	0	3	2	1	1	0	0
12:15 AM	34	0	24	8	0	0	1	0	0	1	0	0	0	0
12:30 AM	25	0	18	3	0	2	0	0	0	2	0	0	0	0
12:45 AM	22	0	15	2	0	1	1	0	1	1	0	1	0	0
1:00 AM	24	0	19	4	0	1	0	0	0	0	0	0	0	0
1:15 AM	18	0	16	1	0	0	0	0	1	0	0	0	0	0
1:30 AM	12	0	6	3	1	0	0	0	1	1	0	0	0	0
1:45 AM	13	0	8	0	2	0	0	0	3	0	0	0	0	0
2:00 AM	12	0	7	1	1	0	0	0	0	3	0	0	0	0
2:15 AM	14	0	10	2	0	0	1	0	1	0	0	0	0	0
2:30 AM	13	0	9	2	0	0	0	0	2	0	0	0	0	0
2:45 AM	16	0	10	4	0	1	0	0	1	0	0	0	0	0
3:00 AM	9	0	2	1	0	0	1	0	2	2	0	1	0	0
3:15 AM	16	0	8	4	0	0	0	0	2	2	0	0	0	0
3:30 AM	24	0	15	5	0	1	0	0	1	2	0	0	0	0
3:45 AM	22	0	16	2	0	0	1	0	1	2	0	0	0	0
4:00 AM	27	0	13	9	0	1	1	0	3	0	0	0	0	0
4:15 AM	40	0	25	8	0	2	0	0	3	1	1	0	0	0
4:30 AM	52	0	30	12	1	2	1	0	2	4	0	0	0	0
4:45 AM	70	0	37	22	2	3	1	0	3	1	0	1	0	0
5:00 AM	81	0	46	26	0	4	1	0	3	1	0	0	0	0
5:15 AM	100	0	54	26	2	6	0	0	7	4	0	1	0	0
5:30 AM	128	0	77	40	2	4	0	0	1	4	0	0	0	0
5:45 AM	134	1	71	38	4	4	2	0	8	4	0	2	0	0
6:00 AM	156	0	89	40	4	12	0	0	5	6	0	0	0	0
6:15 AM	195	1	102	63	3	11	1	0	4	7	0	3	0	0
6:30 AM	271	0	167	66	6	20	3	0	5	4	0	0	0	0
6:45 AM	335	0	224	78	2	19	2	0	2	7	0	1	0	0
7:00 AM	343	2	245	66	6	12	1	0	2	9	0	0	0	0
7:15 AM	399	0	268	85	10	20	5	0	7	2	0	2	0	0
7:30 AM	464	2	334	78	11	19	2	0	10	4	0	4	0	0
7:45 AM	534	5	380	92	17	19	1	0	12	4	0	3	0	1
8:00 AM	438	1	289	97	10	17	4	0	11	8	0	1	0	0
8:15 AM	358	1	247	63	8	14	4	0	15	4	0	2	0	0
8:30 AM	364	3	236	75	5	31	5	0	2	6	1	0	0	0
8:45 AM	306	1	207	69	6	13	0	0	2	8	0	0	0	0
9:00 AM	273	0	180	51	6	14	5	0	7	8	0	2	0	0
9:15 AM	236	0	141	49	3	25	2	0	7	8	0	0	1	0
9:30 AM	244	0	152	59	2	13	2	0	6	9	0	1	0	0
9:45 AM	226	0	133	53	4	16	1	0	6	9	0	4	0	0
10:00 AM	233	0	152	53	1	9	1	0	6	11	0	0	0	0
10:15 AM	263	0	164	67	4	8	5	0	7	8	0	0	0	0
10:30 AM	258	2	173	48	5	7	5	0	4	13	0	1	0	0
10:45 AM	251	0	176	48	4	13	1	0	7	2	0	0	0	0
11:00 AM	267	1	192	48	2	9	2	0	6	6	1	0	0	0
11:15 AM	308	2	202	66	3	13	5	0	9	8	0	0	0	0
11:30 AM	310	0	209	62	3	20	0	0	4	10	1	1	0	0
11:45 AM	310	0	196	75	6	21	0	0	7	5	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	8287	22	5420	1780	146	407	68	0	202	203	5	32	1	1
%		0.3	65.4	21.5	1.8	4.9	0.8	0.0	2.4	2.4	0.1	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
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Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	331	0	214	87	2	12	1	0	9	6	0	0	0	0
12:15 PM	306	0	199	66	4	14	3	0	4	15	0	1	0	0
12:30 PM	320	0	211	63	5	13	5	0	10	13	0	0	0	0
12:45 PM	314	1	219	67	4	9	1	0	5	5	1	2	0	0
1:00 PM	343	0	244	67	3	11	2	0	7	9	0	0	0	0
1:15 PM	362	1	260	67	7	13	2	0	3	8	0	1	0	0
1:30 PM	364	2	247	80	4	16	2	0	8	5	0	0	0	0
1:45 PM	364	0	255	72	11	13	1	0	5	7	0	0	0	0
2:00 PM	344	0	235	81	2	16	2	0	4	1	0	2	1	0
2:15 PM	371	0	257	81	7	13	1	0	8	4	0	0	0	0
2:30 PM	356	0	251	76	1	12	3	0	6	7	0	0	0	0
2:45 PM	377	0	255	85	6	18	2	0	6	4	0	1	0	0
3:00 PM	372	1	247	72	7	23	2	0	9	8	2	1	0	0
3:15 PM	434	1	321	68	7	22	0	0	5	7	1	1	1	0
3:30 PM	443	1	312	89	4	14	0	0	10	11	0	2	0	0
3:45 PM	440	1	320	85	1	24	0	0	4	3	0	2	0	0
4:00 PM	458	0	334	81	5	19	2	0	6	10	0	1	0	0
4:15 PM	465	0	322	104	4	18	0	0	9	5	0	3	0	0
4:30 PM	490	2	354	95	3	19	3	0	7	6	0	1	0	0
4:45 PM	562	2	411	101	7	20	0	0	11	9	0	1	0	0
5:00 PM	637	5	452	117	16	23	2	0	9	8	0	5	0	0
5:15 PM	629	1	467	102	16	20	2	0	11	8	0	2	0	0
5:30 PM	588	1	422	109	11	24	0	0	12	7	0	2	0	0
5:45 PM	545	3	401	101	7	24	0	0	6	2	0	1	0	0
6:00 PM	494	3	376	91	1	12	1	0	4	4	0	2	0	0
6:15 PM	429	1	321	79	6	7	1	0	3	9	0	1	0	1
6:30 PM	413	0	323	64	1	17	0	0	4	4	0	0	0	0
6:45 PM	365	0	271	75	1	11	0	0	2	5	0	0	0	0
7:00 PM	322	0	244	58	2	14	0	0	2	2	0	0	0	0
7:15 PM	352	2	273	59	1	5	0	0	4	7	1	0	0	0
7:30 PM	358	0	269	60	4	17	0	0	1	6	0	1	0	0
7:45 PM	284	1	215	55	0	9	0	0	0	3	0	1	0	0
8:00 PM	278	0	219	46	1	5	0	0	1	5	0	1	0	0
8:15 PM	299	1	231	49	0	12	0	0	2	3	0	1	0	0
8:30 PM	255	0	200	41	0	6	1	0	2	4	0	1	0	0
8:45 PM	263	0	198	45	1	9	1	0	4	5	0	0	0	0
9:00 PM	229	0	180	34	3	4	0	0	2	4	0	1	0	1
9:15 PM	192	0	151	29	1	3	0	0	3	5	0	0	0	0
9:30 PM	184	1	130	38	1	4	0	0	4	6	0	0	0	0
9:45 PM	116	0	90	18	0	3	0	0	2	3	0	0	0	0
10:00 PM	117	1	83	25	0	1	1	0	3	3	0	0	0	0
10:15 PM	107	1	83	16	0	2	0	0	1	4	0	0	0	0
10:30 PM	84	0	71	11	0	0	0	0	1	1	0	0	0	0
10:45 PM	79	0	63	5	0	3	1	0	2	5	0	0	0	0
11:00 PM	73	0	61	6	0	2	0	0	0	4	0	0	0	0
11:15 PM	65	0	49	9	0	1	0	0	1	5	0	0	0	0
11:30 PM	61	0	52	6	0	1	0	0	0	2	0	0	0	0
11:45 PM	47	0	31	7	2	2	0	0	0	5	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	15681	33	11394	2942	169	560	42	0	222	272	5	38	2	2
%		0.2	72.7	18.8	1.1	3.6	0.3	0.0	1.4	1.7	0.0	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	37	0	25	8	0	3	0	0	0	1	0	0	0	0
12:15 AM	34	0	26	6	1	0	0	0	0	1	0	0	0	0
12:30 AM	28	0	21	2	0	0	0	0	0	4	1	0	0	0
12:45 AM	32	0	25	2	1	0	1	0	2	1	0	0	0	0
1:00 AM	14	0	9	2	0	1	0	0	0	1	0	1	0	0
1:15 AM	22	0	15	4	0	1	0	0	0	2	0	0	0	0
1:30 AM	11	0	7	0	0	0	0	0	1	3	0	0	0	0
1:45 AM	19	0	13	1	0	2	0	0	2	1	0	0	0	0
2:00 AM	10	0	7	0	0	1	0	0	2	0	0	0	0	0
2:15 AM	16	0	10	0	0	1	0	0	1	4	0	0	0	0
2:30 AM	21	0	13	4	0	0	0	0	2	1	0	1	0	0
2:45 AM	16	0	12	1	0	0	0	0	2	1	0	0	0	0
3:00 AM	14	0	8	6	0	0	0	0	0	0	0	0	0	0
3:15 AM	10	0	9	0	0	0	0	0	1	0	0	0	0	0
3:30 AM	16	0	9	3	1	1	0	0	2	0	0	0	0	0
3:45 AM	18	0	9	4	0	1	1	0	2	1	0	0	0	0
4:00 AM	26	0	13	10	0	1	0	0	0	2	0	0	0	0
4:15 AM	39	0	19	10	0	4	0	0	2	3	0	1	0	0
4:30 AM	59	0	38	13	0	0	1	0	2	5	0	0	0	0
4:45 AM	58	0	25	24	0	4	0	0	2	2	0	1	0	0
5:00 AM	89	0	49	28	2	6	0	0	1	3	0	0	0	0
5:15 AM	77	1	43	23	0	6	0	0	2	1	0	1	0	0
5:30 AM	132	1	81	32	4	3	2	0	6	2	0	1	0	0
5:45 AM	114	0	67	29	5	4	0	0	2	7	0	0	0	0
6:00 AM	172	0	100	44	6	9	2	1	5	4	0	1	0	0
6:15 AM	216	0	122	63	4	12	3	0	8	4	0	0	0	0
6:30 AM	259	0	152	69	6	19	2	0	6	4	0	1	0	0
6:45 AM	279	0	188	69	3	11	2	0	5	0	0	1	0	0
7:00 AM	320	1	216	63	6	18	1	0	9	5	0	1	0	0
7:15 AM	366	0	265	66	8	17	0	0	6	3	0	1	0	0
7:30 AM	503	4	355	87	16	24	1	0	11	4	0	1	0	0
7:45 AM	491	3	349	84	8	23	3	0	13	5	1	2	0	0
8:00 AM	429	0	297	74	8	26	1	0	16	5	0	2	0	0
8:15 AM	393	0	278	75	6	19	1	0	7	6	0	1	0	0
8:30 AM	347	3	235	62	5	27	3	0	5	3	2	2	0	0
8:45 AM	317	1	203	67	6	21	1	0	10	7	0	0	1	0
9:00 AM	273	0	178	53	6	13	2	0	11	10	0	0	0	0
9:15 AM	291	2	191	59	4	17	3	0	6	7	0	2	0	0
9:30 AM	301	0	180	68	7	18	2	0	9	16	0	0	1	0
9:45 AM	223	0	137	51	4	15	3	0	8	4	0	1	0	0
10:00 AM	235	0	141	54	3	16	1	0	9	10	0	1	0	0
10:15 AM	221	0	145	53	1	8	0	0	9	5	0	0	0	0
10:30 AM	232	0	147	55	4	9	2	0	8	7	0	0	0	0
10:45 AM	267	2	170	60	5	17	1	0	7	5	0	0	0	0
11:00 AM	271	0	180	51	3	17	2	0	9	8	1	0	0	0
11:15 AM	318	0	201	79	3	12	3	0	8	9	0	3	0	0
11:30 AM	302	0	204	63	3	11	3	0	6	10	0	2	0	0
11:45 AM	286	0	192	51	6	13	4	0	9	11	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	8224	18	5379	1732	145	431	51	1	234	198	5	28	2	0
%		0.2	65.4	21.1	1.8	5.2	0.6	0.0	2.8	2.4	0.1	0.3	0.0	0.0

TRAFFIC DATA SERVICES
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Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	331	0	206	80	2	15	2	0	11	13	0	2	0	0
12:15 PM	354	1	244	74	2	13	1	0	11	7	0	1	0	0
12:30 PM	372	4	251	76	5	13	1	0	9	11	1	1	0	0
12:45 PM	339	2	224	82	1	14	3	0	7	6	0	0	0	0
1:00 PM	395	0	268	84	5	16	3	0	9	10	0	0	0	0
1:15 PM	343	0	241	73	1	13	1	0	6	8	0	0	0	0
1:30 PM	379	1	256	83	5	20	1	0	6	6	0	1	0	0
1:45 PM	362	0	249	73	5	22	0	0	5	5	0	3	0	0
2:00 PM	368	2	242	82	9	13	4	0	9	7	0	0	0	0
2:15 PM	355	1	249	73	9	8	1	0	5	9	0	0	0	0
2:30 PM	358	0	247	77	3	15	1	0	6	8	0	1	0	0
2:45 PM	393	2	255	93	5	22	4	0	6	6	0	0	0	0
3:00 PM	419	0	285	74	11	28	2	0	12	7	0	0	0	0
3:15 PM	472	2	328	93	6	21	7	0	8	5	0	2	0	0
3:30 PM	480	1	347	89	5	18	4	0	8	8	0	0	0	0
3:45 PM	488	3	361	82	9	14	0	0	11	6	1	1	0	0
4:00 PM	501	1	363	97	5	17	3	0	6	8	0	1	0	0
4:15 PM	505	1	351	89	5	32	3	0	19	3	0	2	0	0
4:30 PM	492	3	336	94	9	27	3	0	11	7	1	1	0	0
4:45 PM	602	4	414	126	12	25	3	0	8	5	1	3	0	1
5:00 PM	623	3	466	119	4	16	3	0	9	2	0	1	0	0
5:15 PM	628	6	449	120	16	24	1	0	9	1	0	2	0	0
5:30 PM	613	2	431	133	6	24	0	0	10	3	0	4	0	0
5:45 PM	576	3	416	105	15	21	2	0	6	7	0	0	0	1
6:00 PM	533	0	396	97	8	14	1	0	9	7	0	1	0	0
6:15 PM	472	2	361	81	1	13	0	0	6	7	0	1	0	0
6:30 PM	459	1	348	76	3	14	3	0	8	6	0	0	0	0
6:45 PM	419	0	306	88	1	10	0	0	4	9	0	1	0	0
7:00 PM	422	1	317	75	2	15	0	0	4	5	3	0	0	0
7:15 PM	368	1	267	73	1	15	0	0	7	3	1	0	0	0
7:30 PM	360	1	271	67	1	8	0	0	5	7	0	0	0	0
7:45 PM	327	1	245	63	0	9	0	0	6	2	0	1	0	0
8:00 PM	312	0	239	58	1	7	1	0	1	5	0	0	0	0
8:15 PM	273	0	216	44	0	7	0	0	0	5	0	1	0	0
8:30 PM	253	0	197	39	0	6	0	0	6	5	0	0	0	0
8:45 PM	245	1	182	49	0	9	1	0	2	1	0	0	0	0
9:00 PM	256	0	198	46	1	6	0	0	2	3	0	0	0	0
9:15 PM	213	0	171	28	0	5	1	0	1	6	1	0	0	0
9:30 PM	148	0	117	25	1	0	0	0	1	4	0	0	0	0
9:45 PM	161	1	120	31	1	4	0	0	4	0	0	0	0	0
10:00 PM	139	0	107	28	1	2	1	0	0	0	0	0	0	0
10:15 PM	115	0	92	19	0	2	0	0	1	1	0	0	0	0
10:30 PM	101	0	84	12	0	1	0	0	2	2	0	0	0	0
10:45 PM	71	0	55	11	0	0	0	0	1	4	0	0	0	0
11:00 PM	85	0	63	16	0	0	0	0	1	2	0	3	0	0
11:15 PM	62	0	46	11	1	0	0	0	1	3	0	0	0	0
11:30 PM	63	0	46	9	0	1	1	0	3	3	0	0	0	0
11:45 PM	52	0	39	8	0	1	0	0	1	3	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	16657	51	11962	3225	178	600	62	0	283	251	9	34	0	2
%		0.3	71.8	19.4	1.1	3.6	0.4	0.0	1.7	1.5	0.1	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/29/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	39	120	12:00 PM	331	1271
12:15 AM	34		12:15 PM	306	
12:30 AM	25		12:30 PM	320	
12:45 AM	22		12:45 PM	314	
1:00 AM	24	67	1:00 PM	343	1433
1:15 AM	18		1:15 PM	362	
1:30 AM	12		1:30 PM	364	
1:45 AM	13		1:45 PM	364	
2:00 AM	12	55	2:00 PM	344	1448
2:15 AM	14		2:15 PM	371	
2:30 AM	13		2:30 PM	356	
2:45 AM	16		2:45 PM	377	
3:00 AM	9	71	3:00 PM	372	1689
3:15 AM	16		3:15 PM	434	
3:30 AM	24		3:30 PM	443	
3:45 AM	22		3:45 PM	440	
4:00 AM	27	189	4:00 PM	458	1975
4:15 AM	40		4:15 PM	465	
4:30 AM	52		4:30 PM	490	
4:45 AM	70		4:45 PM	562	
5:00 AM	81	443	5:00 PM	637	2399
5:15 AM	100		5:15 PM	629	
5:30 AM	128		5:30 PM	588	
5:45 AM	134		5:45 PM	545	
6:00 AM	156	957	6:00 PM	494	1701
6:15 AM	195		6:15 PM	429	
6:30 AM	271		6:30 PM	413	
6:45 AM	335		6:45 PM	365	
7:00 AM	343	1740	7:00 PM	322	1316
7:15 AM	399		7:15 PM	352	
7:30 AM	464		7:30 PM	358	
7:45 AM	534		7:45 PM	284	
8:00 AM	438	1466	8:00 PM	278	1095
8:15 AM	358		8:15 PM	299	
8:30 AM	364		8:30 PM	255	
8:45 AM	306		8:45 PM	263	
9:00 AM	273	979	9:00 PM	229	721
9:15 AM	236		9:15 PM	192	
9:30 AM	244		9:30 PM	184	
9:45 AM	226		9:45 PM	116	
10:00 AM	233	1005	10:00 PM	117	387
10:15 AM	263		10:15 PM	107	
10:30 AM	258		10:30 PM	84	
10:45 AM	251		10:45 PM	79	
11:00 AM	267	1195	11:00 PM	73	246
11:15 AM	308		11:15 PM	65	
11:30 AM	310		11:30 PM	61	
11:45 AM	310		11:45 PM	47	

24 Hour Total 23968

12:00 AM - 12:00 PM	
12 Hour Count	8287
Peak Hour	7:15 AM
Peak Volume	1835
Factor	0.86

12:00 PM - 12:00 AM	
12 Hour Count	15681
Peak Hour	4:45 PM
Peak Volume	2416
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/30/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	37	131	12:00 PM	331	1396
12:15 AM	34		12:15 PM	354	
12:30 AM	28		12:30 PM	372	
12:45 AM	32		12:45 PM	339	
1:00 AM	14	66	1:00 PM	395	1479
1:15 AM	22		1:15 PM	343	
1:30 AM	11		1:30 PM	379	
1:45 AM	19		1:45 PM	362	
2:00 AM	10	63	2:00 PM	368	1474
2:15 AM	16		2:15 PM	355	
2:30 AM	21		2:30 PM	358	
2:45 AM	16		2:45 PM	393	
3:00 AM	14	58	3:00 PM	419	1859
3:15 AM	10		3:15 PM	472	
3:30 AM	16		3:30 PM	480	
3:45 AM	18		3:45 PM	488	
4:00 AM	26	182	4:00 PM	501	2100
4:15 AM	39		4:15 PM	505	
4:30 AM	59		4:30 PM	492	
4:45 AM	58		4:45 PM	602	
5:00 AM	89	412	5:00 PM	623	2440
5:15 AM	77		5:15 PM	628	
5:30 AM	132		5:30 PM	613	
5:45 AM	114		5:45 PM	576	
6:00 AM	172	926	6:00 PM	533	1883
6:15 AM	216		6:15 PM	472	
6:30 AM	259		6:30 PM	459	
6:45 AM	279		6:45 PM	419	
7:00 AM	320	1680	7:00 PM	422	1477
7:15 AM	366		7:15 PM	368	
7:30 AM	503		7:30 PM	360	
7:45 AM	491		7:45 PM	327	
8:00 AM	429	1486	8:00 PM	312	1083
8:15 AM	393		8:15 PM	273	
8:30 AM	347		8:30 PM	253	
8:45 AM	317		8:45 PM	245	
9:00 AM	273	1088	9:00 PM	256	778
9:15 AM	291		9:15 PM	213	
9:30 AM	301		9:30 PM	148	
9:45 AM	223		9:45 PM	161	
10:00 AM	235	955	10:00 PM	139	426
10:15 AM	221		10:15 PM	115	
10:30 AM	232		10:30 PM	101	
10:45 AM	267		10:45 PM	71	
11:00 AM	271	1177	11:00 PM	85	262
11:15 AM	318		11:15 PM	62	
11:30 AM	302		11:30 PM	63	
11:45 AM	286		11:45 PM	52	

24 Hour Total 24881

12:00 AM - 12:00 PM	
12 Hour Count	8224
Peak Hour	7:30 AM
Peak Volume	1816
Factor	0.90

12:00 PM - 12:00 AM	
12 Hour Count	16657
Peak Hour	4:45 PM
Peak Volume	2466
Factor	0.98

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
12:15 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
12:30 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
12:45 AM	7	0	5	0	0	2	0	0	0	0	0	0	0	0
1:00 AM	11	0	9	2	0	0	0	0	0	0	0	0	0	0
1:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2:15 AM	3	0	1	1	0	0	1	0	0	0	0	0	0	0
2:30 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	8	0	2	3	0	2	0	0	0	1	0	0	0	0
3:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	5	0	2	2	0	1	0	0	0	0	0	0	0	0
4:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
5:00 AM	12	0	9	2	0	1	0	0	0	0	0	0	0	0
5:15 AM	10	0	6	2	0	1	0	0	0	1	0	0	0	0
5:30 AM	12	0	7	3	0	0	0	0	1	1	0	0	0	0
5:45 AM	13	0	10	2	0	1	0	0	0	0	0	0	0	0
6:00 AM	24	0	11	9	2	1	0	0	1	0	0	0	0	0
6:15 AM	30	0	18	7	2	2	0	0	0	1	0	0	0	0
6:30 AM	19	0	16	3	0	0	0	0	0	0	0	0	0	0
6:45 AM	44	1	28	9	3	2	0	0	1	0	0	0	0	0
7:00 AM	33	0	22	6	2	1	1	0	1	0	0	0	0	0
7:15 AM	61	1	41	16	2	1	0	0	0	0	0	0	0	0
7:30 AM	85	0	54	20	5	4	0	0	2	0	0	0	0	0
7:45 AM	123	1	80	32	4	4	0	0	0	2	0	0	0	0
8:00 AM	110	2	76	25	1	6	0	0	0	0	0	0	0	0
8:15 AM	108	2	71	23	2	6	1	0	1	2	0	0	0	0
8:30 AM	114	0	75	29	4	5	0	0	1	0	0	0	0	0
8:45 AM	73	0	44	18	1	10	0	0	0	0	0	0	0	0
9:00 AM	51	1	32	13	2	1	0	0	2	0	0	0	0	0
9:15 AM	64	0	39	18	2	4	0	0	0	1	0	0	0	0
9:30 AM	65	0	43	15	0	6	1	0	0	0	0	0	0	0
9:45 AM	54	0	38	13	0	3	0	0	0	0	0	0	0	0
10:00 AM	68	1	44	15	2	5	0	0	1	0	0	0	0	0
10:15 AM	52	1	31	16	0	3	0	0	1	0	0	0	0	0
10:30 AM	60	1	37	19	1	1	0	0	1	0	0	0	0	0
10:45 AM	71	0	45	21	0	5	0	0	0	0	0	0	0	0
11:00 AM	59	0	38	18	0	3	0	0	0	0	0	0	0	0
11:15 AM	76	0	48	20	0	8	0	0	0	0	0	0	0	0
11:30 AM	96	3	64	23	0	5	1	0	0	0	0	0	0	0
11:45 AM	80	0	51	26	0	2	0	0	1	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1754	14	1138	443	35	96	5	0	14	9	0	0	0	0
%		0.8	64.9	25.3	2.0	5.5	0.3	0.0	0.8	0.5	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	87	0	54	24	3	4	0	0	1	1	0	0	0	0
12:15 PM	97	0	63	24	0	8	0	0	2	0	0	0	0	0
12:30 PM	65	0	36	24	0	4	0	0	1	0	0	0	0	0
12:45 PM	92	0	64	21	3	3	0	0	0	1	0	0	0	0
1:00 PM	84	1	47	27	0	7	0	0	2	0	0	0	0	0
1:15 PM	91	2	53	31	2	2	0	0	1	0	0	0	0	0
1:30 PM	83	2	48	24	3	6	0	0	0	0	0	0	0	0
1:45 PM	84	1	51	22	2	7	0	0	1	0	0	0	0	0
2:00 PM	73	0	50	19	1	3	0	0	0	0	0	0	0	0
2:15 PM	100	1	66	19	2	9	0	0	1	2	0	0	0	0
2:30 PM	93	2	58	24	2	7	0	0	0	0	0	0	0	0
2:45 PM	89	3	56	22	2	5	1	0	0	0	0	0	0	0
3:00 PM	102	0	66	24	2	9	0	0	1	0	0	0	0	0
3:15 PM	116	1	76	30	2	5	0	0	2	0	0	0	0	0
3:30 PM	142	4	98	27	4	9	0	0	0	0	0	0	0	0
3:45 PM	128	1	87	37	1	2	0	0	0	0	0	0	0	0
4:00 PM	86	0	55	16	2	10	0	0	3	0	0	0	0	0
4:15 PM	138	1	79	51	2	4	0	0	1	0	0	0	0	0
4:30 PM	140	4	100	24	2	10	0	0	0	0	0	0	0	0
4:45 PM	146	7	100	33	2	4	0	0	0	0	0	0	0	0
5:00 PM	156	3	105	34	0	13	0	0	1	0	0	0	0	0
5:15 PM	172	1	124	35	1	10	0	0	1	0	0	0	0	0
5:30 PM	108	1	75	19	6	4	0	0	3	0	0	0	0	0
5:45 PM	150	0	107	29	4	8	0	0	2	0	0	0	0	0
6:00 PM	138	1	105	29	2	1	0	0	0	0	0	0	0	0
6:15 PM	128	1	89	25	2	9	0	0	2	0	0	0	0	0
6:30 PM	123	4	84	29	0	6	0	0	0	0	0	0	0	0
6:45 PM	110	4	79	25	1	1	0	0	0	0	0	0	0	0
7:00 PM	103	2	75	23	1	2	0	0	0	0	0	0	0	0
7:15 PM	102	0	67	27	1	4	0	0	2	1	0	0	0	0
7:30 PM	107	0	83	17	2	4	0	0	1	0	0	0	0	0
7:45 PM	107	1	80	24	0	2	0	0	0	0	0	0	0	0
8:00 PM	103	0	76	25	0	2	0	0	0	0	0	0	0	0
8:15 PM	86	1	59	25	0	1	0	0	0	0	0	0	0	0
8:30 PM	88	0	61	25	0	2	0	0	0	0	0	0	0	0
8:45 PM	64	0	47	16	0	1	0	0	0	0	0	0	0	0
9:00 PM	56	0	46	10	0	0	0	0	0	0	0	0	0	0
9:15 PM	60	1	50	8	0	1	0	0	0	0	0	0	0	0
9:30 PM	63	0	44	16	0	3	0	0	0	0	0	0	0	0
9:45 PM	40	0	33	6	0	1	0	0	0	0	0	0	0	0
10:00 PM	39	1	28	9	0	1	0	0	0	0	0	0	0	0
10:15 PM	42	0	31	11	0	0	0	0	0	0	0	0	0	0
10:30 PM	31	0	23	8	0	0	0	0	0	0	0	0	0	0
10:45 PM	18	1	14	3	0	0	0	0	0	0	0	0	0	0
11:00 PM	20	0	15	4	0	1	0	0	0	0	0	0	0	0
11:15 PM	26	0	18	7	0	0	0	0	1	0	0	0	0	0
11:30 PM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
11:45 PM	11	0	11	0	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4296	52	2942	1015	57	195	1	0	29	5	0	0	0	0
%		1.2	68.5	23.6	1.3	4.5	0.0	0.0	0.7	0.1	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	14	2	9	1	1	1	0	0	0	0	0	0	0	0
12:15 AM	11	0	9	2	0	0	0	0	0	0	0	0	0	0
12:30 AM	11	0	10	0	0	1	0	0	0	0	0	0	0	0
12:45 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
1:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2:30 AM	10	0	8	1	0	1	0	0	0	0	0	0	0	0
2:45 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
3:15 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
3:30 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
3:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
4:30 AM	3	0	2	0	0	0	0	0	0	1	0	0	0	0
4:45 AM	4	0	1	2	0	1	0	0	0	0	0	0	0	0
5:00 AM	14	0	7	4	0	1	1	0	0	1	0	0	0	0
5:15 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	10	0	6	1	0	3	0	0	0	0	0	0	0	0
5:45 AM	19	0	15	3	1	0	0	0	0	0	0	0	0	0
6:00 AM	19	0	12	4	2	1	0	0	0	0	0	0	0	0
6:15 AM	19	0	12	3	2	0	0	0	0	2	0	0	0	0
6:30 AM	27	0	15	9	1	2	0	0	0	0	0	0	0	0
6:45 AM	29	0	20	6	2	1	0	0	0	0	0	0	0	0
7:00 AM	44	0	36	6	1	1	0	0	0	0	0	0	0	0
7:15 AM	52	1	34	13	1	3	0	0	0	0	0	0	0	0
7:30 AM	80	1	58	16	3	2	0	0	0	0	0	0	0	0
7:45 AM	105	1	75	19	3	6	0	0	1	0	0	0	0	0
8:00 AM	113	3	73	27	2	8	0	0	0	0	0	0	0	0
8:15 AM	121	1	76	29	7	8	0	0	0	0	0	0	0	0
8:30 AM	122	2	66	38	3	11	0	0	1	0	1	0	0	0
8:45 AM	59	0	35	18	3	3	0	0	0	0	0	0	0	0
9:00 AM	54	0	38	12	1	2	1	0	0	0	0	0	0	0
9:15 AM	42	0	26	10	1	5	0	0	0	0	0	0	0	0
9:30 AM	46	0	29	11	2	4	0	0	0	0	0	0	0	0
9:45 AM	57	1	38	15	0	3	0	0	0	0	0	0	0	0
10:00 AM	64	0	40	18	0	5	0	0	1	0	0	0	0	0
10:15 AM	64	1	33	22	0	8	0	0	0	0	0	0	0	0
10:30 AM	55	0	36	11	1	7	0	0	0	0	0	0	0	0
10:45 AM	62	0	37	22	0	3	0	0	0	0	0	0	0	0
11:00 AM	57	0	34	16	1	5	0	0	1	0	0	0	0	0
11:15 AM	72	1	42	20	1	8	0	0	0	0	0	0	0	0
11:30 AM	80	2	53	18	2	5	0	0	0	0	0	0	0	0
11:45 AM	62	0	42	17	1	2	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1658	16	1071	406	42	112	2	0	4	4	1	0	0	0
%		1.0	64.6	24.5	2.5	6.8	0.1	0.0	0.2	0.2	0.1	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	106	0	70	29	0	5	0	0	1	0	0	1	0	0
12:15 PM	84	3	50	21	0	10	0	0	0	0	0	0	0	0
12:30 PM	86	1	60	22	0	3	0	0	0	0	0	0	0	0
12:45 PM	84	1	51	23	2	7	0	0	0	0	0	0	0	0
1:00 PM	89	2	57	22	2	6	0	0	0	0	0	0	0	0
1:15 PM	88	1	55	26	0	4	1	0	0	1	0	0	0	0
1:30 PM	86	2	56	19	2	7	0	0	0	0	0	0	0	0
1:45 PM	92	1	68	19	1	3	0	0	0	0	0	0	0	0
2:00 PM	90	1	49	30	1	5	0	0	2	1	0	1	0	0
2:15 PM	110	0	79	27	0	4	0	0	0	0	0	0	0	0
2:30 PM	96	1	65	24	2	4	0	0	0	0	0	0	0	0
2:45 PM	93	2	63	22	2	4	0	0	0	0	0	0	0	0
3:00 PM	110	2	76	25	2	4	0	0	1	0	0	0	0	0
3:15 PM	116	1	81	27	1	6	0	0	0	0	0	0	0	0
3:30 PM	166	3	109	44	3	5	0	0	2	0	0	0	0	0
3:45 PM	117	2	80	22	2	7	0	0	3	1	0	0	0	0
4:00 PM	104	2	67	19	6	7	0	0	2	1	0	0	0	0
4:15 PM	131	3	85	27	3	12	0	0	1	0	0	0	0	0
4:30 PM	145	2	112	22	2	3	0	0	4	0	0	0	0	0
4:45 PM	137	3	90	38	2	4	0	0	0	0	0	0	0	0
5:00 PM	140	1	93	37	1	6	0	0	2	0	0	0	0	0
5:15 PM	170	3	111	38	3	12	0	0	3	0	0	0	0	0
5:30 PM	103	1	69	21	1	10	0	0	1	0	0	0	0	0
5:45 PM	161	3	109	39	2	6	0	0	1	1	0	0	0	0
6:00 PM	145	1	96	40	3	4	0	0	1	0	0	0	0	0
6:15 PM	168	5	109	41	3	8	0	0	2	0	0	0	0	0
6:30 PM	119	1	83	27	0	6	0	0	1	0	0	1	0	0
6:45 PM	119	0	85	31	0	3	0	0	0	0	0	0	0	0
7:00 PM	129	1	97	24	1	6	0	0	0	0	0	0	0	0
7:15 PM	134	4	97	25	2	6	0	0	0	0	0	0	0	0
7:30 PM	114	0	85	26	0	3	0	0	0	0	0	0	0	0
7:45 PM	81	2	61	15	0	3	0	0	0	0	0	0	0	0
8:00 PM	103	3	80	19	1	0	0	0	0	0	0	0	0	0
8:15 PM	101	0	81	19	0	0	0	0	0	0	0	1	0	0
8:30 PM	95	1	72	19	0	3	0	0	0	0	0	0	0	0
8:45 PM	73	0	54	18	0	1	0	0	0	0	0	0	0	0
9:00 PM	61	0	51	9	0	1	0	0	0	0	0	0	0	0
9:15 PM	62	1	48	12	0	1	0	0	0	0	0	0	0	0
9:30 PM	50	1	40	9	0	0	0	0	0	0	0	0	0	0
9:45 PM	43	0	33	8	0	2	0	0	0	0	0	0	0	0
10:00 PM	35	0	30	4	0	1	0	0	0	0	0	0	0	0
10:15 PM	38	0	31	7	0	0	0	0	0	0	0	0	0	0
10:30 PM	29	0	22	7	0	0	0	0	0	0	0	0	0	0
10:45 PM	26	0	21	5	0	0	0	0	0	0	0	0	0	0
11:00 PM	17	0	13	3	0	1	0	0	0	0	0	0	0	0
11:15 PM	15	0	11	3	0	1	0	0	0	0	0	0	0	0
11:30 PM	15	0	10	4	0	1	0	0	0	0	0	0	0	0
11:45 PM	9	0	8	1	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4485	61	3123	1019	50	195	1	0	27	5	0	4	0	0
%		1.4	69.6	22.7	1.1	4.3	0.0	0.0	0.6	0.1	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/22/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	5	28	12:00 PM	87	341
12:15 AM	9		12:15 PM	97	
12:30 AM	7		12:30 PM	65	
12:45 AM	7		12:45 PM	92	
1:00 AM	11	16	1:00 PM	84	342
1:15 AM	2		1:15 PM	91	
1:30 AM	1		1:30 PM	83	
1:45 AM	2		1:45 PM	84	
2:00 AM	4	13	2:00 PM	73	355
2:15 AM	3		2:15 PM	100	
2:30 AM	3		2:30 PM	93	
2:45 AM	3		2:45 PM	89	
3:00 AM	1	18	3:00 PM	102	488
3:15 AM	8		3:15 PM	116	
3:30 AM	4		3:30 PM	142	
3:45 AM	5		3:45 PM	128	
4:00 AM	2	12	4:00 PM	86	510
4:15 AM	1		4:15 PM	138	
4:30 AM	1		4:30 PM	140	
4:45 AM	8		4:45 PM	146	
5:00 AM	12	47	5:00 PM	156	586
5:15 AM	10		5:15 PM	172	
5:30 AM	12		5:30 PM	108	
5:45 AM	13		5:45 PM	150	
6:00 AM	24	117	6:00 PM	138	499
6:15 AM	30		6:15 PM	128	
6:30 AM	19		6:30 PM	123	
6:45 AM	44		6:45 PM	110	
7:00 AM	33	302	7:00 PM	103	419
7:15 AM	61		7:15 PM	102	
7:30 AM	85		7:30 PM	107	
7:45 AM	123		7:45 PM	107	
8:00 AM	110	405	8:00 PM	103	341
8:15 AM	108		8:15 PM	86	
8:30 AM	114		8:30 PM	88	
8:45 AM	73		8:45 PM	64	
9:00 AM	51	234	9:00 PM	56	219
9:15 AM	64		9:15 PM	60	
9:30 AM	65		9:30 PM	63	
9:45 AM	54		9:45 PM	40	
10:00 AM	68	251	10:00 PM	39	130
10:15 AM	52		10:15 PM	42	
10:30 AM	60		10:30 PM	31	
10:45 AM	71		10:45 PM	18	
11:00 AM	59	311	11:00 PM	20	66
11:15 AM	76		11:15 PM	26	
11:30 AM	96		11:30 PM	9	
11:45 AM	80		11:45 PM	11	

24 Hour Total 6050

12:00 AM - 12:00 PM

12 Hour Count	1754
Peak Hour	7:45 AM
Peak Volume	455
Factor	0.92

12:00 PM - 12:00 AM

12 Hour Count	4296
Peak Hour	4:30 PM
Peak Volume	614
Factor	0.89

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/23/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	14	42	12:00 PM	106	360
12:15 AM	11		12:15 PM	84	
12:30 AM	11		12:30 PM	86	
12:45 AM	6		12:45 PM	84	
1:00 AM	2	13	1:00 PM	89	355
1:15 AM	2		1:15 PM	88	
1:30 AM	5		1:30 PM	86	
1:45 AM	4		1:45 PM	92	
2:00 AM	3	21	2:00 PM	90	389
2:15 AM	3		2:15 PM	110	
2:30 AM	10		2:30 PM	96	
2:45 AM	5		2:45 PM	93	
3:00 AM	2	13	3:00 PM	110	509
3:15 AM	4		3:15 PM	116	
3:30 AM	3		3:30 PM	166	
3:45 AM	4		3:45 PM	117	
4:00 AM	4	15	4:00 PM	104	517
4:15 AM	4		4:15 PM	131	
4:30 AM	3		4:30 PM	145	
4:45 AM	4		4:45 PM	137	
5:00 AM	14	49	5:00 PM	140	574
5:15 AM	6		5:15 PM	170	
5:30 AM	10		5:30 PM	103	
5:45 AM	19		5:45 PM	161	
6:00 AM	19	94	6:00 PM	145	551
6:15 AM	19		6:15 PM	168	
6:30 AM	27		6:30 PM	119	
6:45 AM	29		6:45 PM	119	
7:00 AM	44	281	7:00 PM	129	458
7:15 AM	52		7:15 PM	134	
7:30 AM	80		7:30 PM	114	
7:45 AM	105		7:45 PM	81	
8:00 AM	113	415	8:00 PM	103	372
8:15 AM	121		8:15 PM	101	
8:30 AM	122		8:30 PM	95	
8:45 AM	59		8:45 PM	73	
9:00 AM	54	199	9:00 PM	61	216
9:15 AM	42		9:15 PM	62	
9:30 AM	46		9:30 PM	50	
9:45 AM	57		9:45 PM	43	
10:00 AM	64	245	10:00 PM	35	128
10:15 AM	64		10:15 PM	38	
10:30 AM	55		10:30 PM	29	
10:45 AM	62		10:45 PM	26	
11:00 AM	57	271	11:00 PM	17	56
11:15 AM	72		11:15 PM	15	
11:30 AM	80		11:30 PM	15	
11:45 AM	62		11:45 PM	9	

24 Hour Total 6143

12:00 AM - 12:00 PM	
12 Hour Count	1658
Peak Hour	7:45 AM
Peak Volume	461
Factor	0.94

12:00 PM - 12:00 AM	
12 Hour Count	4485
Peak Hour	5:45 PM
Peak Volume	593
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/22/2020
Wednesday

Half Day Classification

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	SB 2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	12	0	10	2	0	0	0	0	0	0	0	0	0	0
12:15 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
12:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
1:30 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	2	0	1	0	0	0	1	0	0	0	0	0	0	0
3:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	6	0	2	2	0	2	0	0	0	0	0	0	0	0
4:15 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
4:30 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
4:45 AM	6	0	3	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	13	0	9	3	0	1	0	0	0	0	0	0	0	0
5:15 AM	18	0	12	5	0	1	0	0	0	0	0	0	0	0
5:30 AM	13	0	11	2	0	0	0	0	0	0	0	0	0	0
5:45 AM	37	0	28	7	0	2	0	0	0	0	0	0	0	0
6:00 AM	19	0	12	7	0	0	0	0	0	0	0	0	0	0
6:15 AM	25	1	18	3	0	3	0	0	0	0	0	0	0	0
6:30 AM	38	0	26	11	0	0	1	0	0	0	0	0	0	0
6:45 AM	51	1	42	8	0	0	0	0	0	0	0	0	0	0
7:00 AM	116	2	88	18	8	0	0	0	0	0	0	0	0	0
7:15 AM	127	1	81	31	7	4	0	0	1	0	0	2	0	0
7:30 AM	172	7	99	33	22	3	0	0	6	0	0	2	0	0
7:45 AM	124	2	76	23	11	5	0	0	6	0	0	0	0	1
8:00 AM	137	1	96	24	7	6	0	0	3	0	0	0	0	0
8:15 AM	105	3	70	25	4	1	0	0	2	0	0	0	0	0
8:30 AM	120	0	89	24	1	5	0	0	1	0	0	0	0	0
8:45 AM	76	0	56	15	2	3	0	0	0	0	0	0	0	0
9:00 AM	76	0	61	11	2	2	0	0	0	0	0	0	0	0
9:15 AM	65	0	49	14	0	1	0	0	0	1	0	0	0	0
9:30 AM	69	0	53	12	1	2	0	0	1	0	0	0	0	0
9:45 AM	67	0	55	7	0	5	0	0	0	0	0	0	0	0
10:00 AM	51	0	36	12	1	1	0	0	1	0	0	0	0	0
10:15 AM	63	0	45	13	1	3	0	0	0	0	0	1	0	0
10:30 AM	83	0	69	12	0	2	0	0	0	0	0	0	0	0
10:45 AM	77	0	58	14	1	3	0	0	1	0	0	0	0	0
11:00 AM	63	0	49	12	1	1	0	0	0	0	0	0	0	0
11:15 AM	74	0	55	10	1	7	0	0	0	0	0	1	0	0
11:30 AM	78	0	56	18	1	3	0	0	0	0	0	0	0	0
11:45 AM	92	1	68	18	0	5	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	2113	19	1510	410	71	71	2	0	22	1	0	6	0	1
%		0.9	71.5	19.4	3.4	3.4	0.1	0.0	1.0	0.0	0.0	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	77	1	41	28	2	4	0	0	1	0	0	0	0	0
12:15 PM	80	0	61	13	1	3	0	0	1	1	0	0	0	0
12:30 PM	84	0	57	20	2	4	0	0	1	0	0	0	0	0
12:45 PM	69	0	54	8	3	4	0	0	0	0	0	0	0	0
1:00 PM	86	1	62	17	1	5	0	0	0	0	0	0	0	0
1:15 PM	78	1	55	15	2	5	0	0	0	0	0	0	0	0
1:30 PM	80	0	54	18	2	4	0	0	2	0	0	0	0	0
1:45 PM	90	0	69	15	1	4	0	0	1	0	0	0	0	0
2:00 PM	80	0	63	10	1	5	0	0	1	0	0	0	0	0
2:15 PM	142	4	102	23	8	2	0	0	3	0	0	0	0	0
2:30 PM	108	1	85	15	4	2	0	0	1	0	0	0	0	0
2:45 PM	69	2	57	6	1	3	0	0	0	0	0	0	0	0
3:00 PM	94	0	66	24	2	1	0	0	1	0	0	0	0	0
3:15 PM	91	2	77	9	1	2	0	0	0	0	0	0	0	0
3:30 PM	167	2	119	22	11	4	0	0	6	0	0	3	0	0
3:45 PM	115	0	84	23	2	4	0	0	2	0	0	0	0	0
4:00 PM	107	1	85	18	0	3	0	0	0	0	0	0	0	0
4:15 PM	97	0	72	18	4	3	0	0	0	0	0	0	0	0
4:30 PM	102	1	77	17	2	3	0	0	2	0	0	0	0	0
4:45 PM	125	2	94	25	0	4	0	0	0	0	0	0	0	0
5:00 PM	108	0	82	22	1	2	0	0	0	0	0	1	0	0
5:15 PM	107	0	73	26	3	4	0	0	1	0	0	0	0	0
5:30 PM	111	2	76	19	6	6	0	0	2	0	0	0	0	0
5:45 PM	121	4	85	19	7	2	1	0	3	0	0	0	0	0
6:00 PM	135	0	95	30	3	6	0	0	1	0	0	0	0	0
6:15 PM	109	0	84	17	4	2	0	0	2	0	0	0	0	0
6:30 PM	86	0	67	17	1	1	0	0	0	0	0	0	0	0
6:45 PM	92	0	73	13	2	4	0	0	0	0	0	0	0	0
7:00 PM	86	0	71	12	1	2	0	0	0	0	0	0	0	0
7:15 PM	63	0	46	13	2	1	0	0	0	0	0	1	0	0
7:30 PM	58	0	44	13	0	1	0	0	0	0	0	0	0	0
7:45 PM	74	1	48	23	0	1	0	0	1	0	0	0	0	0
8:00 PM	58	2	41	9	3	1	0	0	2	0	0	0	0	0
8:15 PM	88	0	60	20	4	2	0	0	1	1	0	0	0	0
8:30 PM	55	0	44	10	0	1	0	0	0	0	0	0	0	0
8:45 PM	37	0	31	5	0	1	0	0	0	0	0	0	0	0
9:00 PM	22	0	15	6	0	0	0	0	1	0	0	0	0	0
9:15 PM	25	0	21	4	0	0	0	0	0	0	0	0	0	0
9:30 PM	25	0	22	3	0	0	0	0	0	0	0	0	0	0
9:45 PM	19	0	15	4	0	0	0	0	0	0	0	0	0	0
10:00 PM	20	0	20	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	14	0	12	2	0	0	0	0	0	0	0	0	0	0
10:30 PM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
10:45 PM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
11:15 PM	11	0	9	2	0	0	0	0	0	0	0	0	0	0
11:30 PM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/22/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	3504	27	2603	637	87	106	1	0	36	2	0	5	0	0
%		0.8	74.3	18.2	2.5	3.0	0.0	0.0	1.0	0.1	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
12:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0
1:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
3:45 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4:15 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
4:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
5:00 AM	18	0	10	8	0	0	0	0	0	0	0	0	0	0
5:15 AM	16	0	14	2	0	0	0	0	0	0	0	0	0	0
5:30 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
5:45 AM	32	0	22	9	0	1	0	0	0	0	0	0	0	0
6:00 AM	22	0	16	5	0	0	0	0	1	0	0	0	0	0
6:15 AM	27	0	16	7	1	3	0	0	0	0	0	0	0	0
6:30 AM	52	1	40	10	1	0	0	0	0	0	0	0	0	0
6:45 AM	58	0	44	12	0	1	0	0	0	1	0	0	0	0
7:00 AM	117	2	81	21	6	4	1	0	2	0	0	0	0	0
7:15 AM	126	3	89	21	8	4	0	0	1	0	0	0	0	0
7:30 AM	172	3	106	33	14	3	0	0	11	0	0	2	0	0
7:45 AM	119	3	69	24	16	4	0	0	3	0	0	0	0	0
8:00 AM	117	3	83	13	12	6	0	0	0	0	0	0	0	0
8:15 AM	114	1	83	20	2	7	0	0	1	0	0	0	0	0
8:30 AM	95	0	68	20	1	5	0	0	1	0	0	0	0	0
8:45 AM	88	1	70	13	1	3	0	0	0	0	0	0	0	0
9:00 AM	86	1	63	18	1	2	1	0	0	0	0	0	0	0
9:15 AM	64	1	51	7	0	3	1	0	1	0	0	0	0	0
9:30 AM	71	2	54	12	1	1	0	0	1	0	0	0	0	0
9:45 AM	76	0	51	21	0	2	1	0	1	0	0	0	0	0
10:00 AM	64	0	47	14	0	3	0	0	0	0	0	0	0	0
10:15 AM	88	0	67	15	0	5	0	0	1	0	0	0	0	0
10:30 AM	56	0	43	8	2	3	0	0	0	0	0	0	0	0
10:45 AM	68	1	47	14	1	3	0	0	1	0	0	1	0	0
11:00 AM	66	0	53	9	0	4	0	0	0	0	0	0	0	0
11:15 AM	80	0	56	22	0	1	1	0	0	0	0	0	0	0
11:30 AM	87	0	75	9	1	2	0	0	0	0	0	0	0	0
11:45 AM	78	1	55	16	1	4	1	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	2110	23	1512	393	69	77	6	0	25	2	0	3	0	0
%		1.1	71.7	18.6	3.3	3.6	0.3	0.0	1.2	0.1	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	94	0	69	21	0	3	0	0	1	0	0	0	0	0
12:15 PM	81	0	59	20	0	0	1	0	1	0	0	0	0	0
12:30 PM	103	0	71	25	2	2	1	0	2	0	0	0	0	0
12:45 PM	99	0	67	23	2	6	0	0	0	1	0	0	0	0
1:00 PM	86	0	74	7	1	3	1	0	0	0	0	0	0	0
1:15 PM	101	0	81	15	0	3	0	0	2	0	0	0	0	0
1:30 PM	90	0	65	19	2	1	1	0	1	1	0	0	0	0
1:45 PM	74	0	53	14	0	6	1	0	0	0	0	0	0	0
2:00 PM	92	2	63	19	2	5	0	0	1	0	0	0	0	0
2:15 PM	146	2	108	27	6	3	0	0	0	0	0	0	0	0
2:30 PM	120	0	92	22	4	1	0	0	1	0	0	0	0	0
2:45 PM	72	0	54	15	0	3	0	0	0	0	0	0	0	0
3:00 PM	81	1	67	10	2	0	0	0	1	0	0	0	0	0
3:15 PM	91	0	65	18	1	5	1	0	1	0	0	0	0	0
3:30 PM	191	7	114	31	23	7	0	0	9	0	0	0	0	0
3:45 PM	110	0	79	23	5	2	0	0	1	0	0	0	0	0
4:00 PM	123	3	89	25	1	3	1	0	1	0	0	0	0	0
4:15 PM	90	1	71	14	1	2	0	0	0	1	0	0	0	0
4:30 PM	106	1	78	21	1	3	0	0	1	0	0	1	0	0
4:45 PM	97	4	66	18	6	1	1	0	1	0	0	0	0	0
5:00 PM	109	0	84	14	2	4	2	0	2	1	0	0	0	0
5:15 PM	103	3	72	18	3	4	0	0	3	0	0	0	0	0
5:30 PM	100	1	75	20	1	3	0	0	0	0	0	0	0	0
5:45 PM	95	0	71	18	1	2	0	0	3	0	0	0	0	0
6:00 PM	106	3	72	25	4	2	0	0	0	0	0	0	0	0
6:15 PM	72	2	54	12	2	2	0	0	0	0	0	0	0	0
6:30 PM	101	1	81	16	1	2	0	0	0	0	0	0	0	0
6:45 PM	71	0	55	14	0	2	0	0	0	0	0	0	0	0
7:00 PM	76	0	55	18	0	3	0	0	0	0	0	0	0	0
7:15 PM	67	0	56	10	0	0	0	0	0	0	0	1	0	0
7:30 PM	80	1	65	12	0	2	0	0	0	0	0	0	0	0
7:45 PM	59	0	47	8	0	4	0	0	0	0	0	0	0	0
8:00 PM	60	0	42	13	2	2	0	0	1	0	0	0	0	0
8:15 PM	40	0	32	7	0	1	0	0	0	0	0	0	0	0
8:30 PM	44	0	38	6	0	0	0	0	0	0	0	0	0	0
8:45 PM	33	0	25	8	0	0	0	0	0	0	0	0	0	0
9:00 PM	31	0	21	8	0	2	0	0	0	0	0	0	0	0
9:15 PM	24	0	17	7	0	0	0	0	0	0	0	0	0	0
9:30 PM	25	0	21	4	0	0	0	0	0	0	0	0	0	0
9:45 PM	17	0	12	4	0	1	0	0	0	0	0	0	0	0
10:00 PM	25	0	24	1	0	0	0	0	0	0	0	0	0	0
10:15 PM	20	0	16	4	0	0	0	0	0	0	0	0	0	0
10:30 PM	11	0	11	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
11:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/23/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	3443	32	2556	636	75	95	10	0	33	4	0	2	0	0
%		0.9	74.2	18.5	2.2	2.8	0.3	0.0	1.0	0.1	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/22/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	12	21	12:00 PM	77	310
12:15 AM	5		12:15 PM	80	
12:30 AM	2		12:30 PM	84	
12:45 AM	2		12:45 PM	69	
1:00 AM	2	10	1:00 PM	86	334
1:15 AM	2		1:15 PM	78	
1:30 AM	5		1:30 PM	80	
1:45 AM	1		1:45 PM	90	
2:00 AM	1	7	2:00 PM	80	399
2:15 AM	1		2:15 PM	142	
2:30 AM	3		2:30 PM	108	
2:45 AM	2		2:45 PM	69	
3:00 AM	5	7	3:00 PM	94	467
3:15 AM	0		3:15 PM	91	
3:30 AM	0		3:30 PM	167	
3:45 AM	2		3:45 PM	115	
4:00 AM	6	19	4:00 PM	107	431
4:15 AM	4		4:15 PM	97	
4:30 AM	3		4:30 PM	102	
4:45 AM	6		4:45 PM	125	
5:00 AM	13	81	5:00 PM	108	447
5:15 AM	18		5:15 PM	107	
5:30 AM	13		5:30 PM	111	
5:45 AM	37		5:45 PM	121	
6:00 AM	19	133	6:00 PM	135	422
6:15 AM	25		6:15 PM	109	
6:30 AM	38		6:30 PM	86	
6:45 AM	51		6:45 PM	92	
7:00 AM	116	539	7:00 PM	86	281
7:15 AM	127		7:15 PM	63	
7:30 AM	172		7:30 PM	58	
7:45 AM	124		7:45 PM	74	
8:00 AM	137	438	8:00 PM	58	238
8:15 AM	105		8:15 PM	88	
8:30 AM	120		8:30 PM	55	
8:45 AM	76		8:45 PM	37	
9:00 AM	76	277	9:00 PM	22	91
9:15 AM	65		9:15 PM	25	
9:30 AM	69		9:30 PM	25	
9:45 AM	67		9:45 PM	19	
10:00 AM	51	274	10:00 PM	20	53
10:15 AM	63		10:15 PM	14	
10:30 AM	83		10:30 PM	11	
10:45 AM	77		10:45 PM	8	
11:00 AM	63	307	11:00 PM	11	31
11:15 AM	74		11:15 PM	11	
11:30 AM	78		11:30 PM	5	
11:45 AM	92		11:45 PM	4	

24 Hour Total 5617

12:00 AM - 12:00 PM

12 Hour Count	2113
Peak Hour	7:15 AM
Peak Volume	560
Factor	0.81

12:00 PM - 12:00 AM

12 Hour Count	3504
Peak Hour	3:30 PM
Peak Volume	486
Factor	0.73

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/23/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	5	14	12:00 PM	94	377
12:15 AM	5		12:15 PM	81	
12:30 AM	3		12:30 PM	103	
12:45 AM	1		12:45 PM	99	
1:00 AM	0	6	1:00 PM	86	351
1:15 AM	1		1:15 PM	101	
1:30 AM	1		1:30 PM	90	
1:45 AM	4		1:45 PM	74	
2:00 AM	2	5	2:00 PM	92	430
2:15 AM	0		2:15 PM	146	
2:30 AM	1		2:30 PM	120	
2:45 AM	2		2:45 PM	72	
3:00 AM	2	9	3:00 PM	81	473
3:15 AM	1		3:15 PM	91	
3:30 AM	2		3:30 PM	191	
3:45 AM	4		3:45 PM	110	
4:00 AM	2	11	4:00 PM	123	416
4:15 AM	4		4:15 PM	90	
4:30 AM	2		4:30 PM	106	
4:45 AM	3		4:45 PM	97	
5:00 AM	18	74	5:00 PM	109	407
5:15 AM	16		5:15 PM	103	
5:30 AM	8		5:30 PM	100	
5:45 AM	32		5:45 PM	95	
6:00 AM	22	159	6:00 PM	106	350
6:15 AM	27		6:15 PM	72	
6:30 AM	52		6:30 PM	101	
6:45 AM	58		6:45 PM	71	
7:00 AM	117	534	7:00 PM	76	282
7:15 AM	126		7:15 PM	67	
7:30 AM	172		7:30 PM	80	
7:45 AM	119		7:45 PM	59	
8:00 AM	117	414	8:00 PM	60	177
8:15 AM	114		8:15 PM	40	
8:30 AM	95		8:30 PM	44	
8:45 AM	88		8:45 PM	33	
9:00 AM	86	297	9:00 PM	31	97
9:15 AM	64		9:15 PM	24	
9:30 AM	71		9:30 PM	25	
9:45 AM	76		9:45 PM	17	
10:00 AM	64	276	10:00 PM	25	67
10:15 AM	88		10:15 PM	20	
10:30 AM	56		10:30 PM	11	
10:45 AM	68		10:45 PM	11	
11:00 AM	66	311	11:00 PM	4	16
11:15 AM	80		11:15 PM	2	
11:30 AM	87		11:30 PM	8	
11:45 AM	78		11:45 PM	2	

24 Hour Total 5553

12:00 AM - 12:00 PM	
12 Hour Count	2110
Peak Hour	7:00 AM
Peak Volume	534
Factor	0.78

12:00 PM - 12:00 AM	
12 Hour Count	3443
Peak Hour	3:15 PM
Peak Volume	515
Factor	0.67

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	30	0	20	4	1	1	1	0	1	2	0	0	0	0
12:15 AM	19	0	14	3	0	0	0	0	1	1	0	0	0	0
12:30 AM	23	1	17	1	0	1	0	0	0	3	0	0	0	0
12:45 AM	13	0	9	0	0	0	0	0	2	2	0	0	0	0
1:00 AM	10	0	5	1	0	0	0	0	0	3	0	1	0	0
1:15 AM	17	0	11	4	0	0	0	0	1	0	0	1	0	0
1:30 AM	9	0	7	1	0	0	0	0	1	0	0	0	0	0
1:45 AM	8	0	4	1	0	0	0	0	0	3	0	0	0	0
2:00 AM	30	0	19	6	0	0	0	0	2	3	0	0	0	0
2:15 AM	27	0	18	8	0	0	0	0	0	1	0	0	0	0
2:30 AM	20	0	13	4	0	0	0	0	0	3	0	0	0	0
2:45 AM	18	0	9	4	1	0	0	0	1	3	0	0	0	0
3:00 AM	9	0	5	1	0	1	0	0	1	1	0	0	0	0
3:15 AM	15	0	6	4	0	0	0	0	0	5	0	0	0	0
3:30 AM	15	0	8	2	0	1	0	0	0	4	0	0	0	0
3:45 AM	23	0	9	5	0	0	0	0	0	9	0	0	0	0
4:00 AM	23	0	8	3	0	2	1	0	0	9	0	0	0	0
4:15 AM	28	0	18	3	1	0	0	0	1	5	0	0	0	0
4:30 AM	50	0	31	10	0	1	0	0	2	6	0	0	0	0
4:45 AM	54	0	30	12	0	3	0	0	5	4	0	0	0	0
5:00 AM	67	0	46	10	3	2	0	0	2	3	0	0	1	0
5:15 AM	83	0	57	16	0	4	1	0	0	5	0	0	0	0
5:30 AM	118	0	77	20	1	7	1	0	4	8	0	0	0	0
5:45 AM	147	0	112	28	1	1	0	0	1	4	0	0	0	0
6:00 AM	134	0	86	30	1	6	0	0	4	7	0	0	0	0
6:15 AM	164	0	104	37	1	5	0	0	2	15	0	0	0	0
6:30 AM	207	0	151	36	3	6	0	0	4	6	0	1	0	0
6:45 AM	316	0	209	66	2	23	0	0	6	8	0	2	0	0
7:00 AM	376	0	277	68	4	11	1	0	7	7	0	1	0	0
7:15 AM	488	1	345	96	5	23	1	0	8	8	0	1	0	0
7:30 AM	569	2	408	107	16	17	1	0	8	4	1	2	1	2
7:45 AM	572	2	422	97	14	18	0	0	6	9	0	4	0	0
8:00 AM	504	3	357	79	12	22	1	0	14	14	0	1	0	1
8:15 AM	436	1	291	103	3	20	1	0	6	8	0	3	0	0
8:30 AM	422	0	284	82	15	22	1	0	7	7	0	4	0	0
8:45 AM	383	0	269	66	7	18	3	0	10	9	0	1	0	0
9:00 AM	279	0	193	54	3	13	0	0	5	10	0	1	0	0
9:15 AM	267	2	168	56	3	15	2	0	4	16	0	1	0	0
9:30 AM	254	0	167	52	5	17	0	0	2	11	0	0	0	0
9:45 AM	283	0	194	50	6	12	0	0	4	15	0	2	0	0
10:00 AM	214	1	117	62	2	15	1	0	8	7	0	1	0	0
10:15 AM	208	0	139	47	3	7	3	0	4	3	1	1	0	0
10:30 AM	250	0	159	56	1	18	1	0	6	8	1	0	0	0
10:45 AM	232	0	140	53	5	15	3	0	5	11	0	0	0	0
11:00 AM	190	0	114	46	3	14	0	0	7	6	0	0	0	0
11:15 AM	223	1	137	52	3	15	2	0	3	10	0	0	0	0
11:30 AM	209	2	130	44	3	11	4	0	6	8	0	1	0	0
11:45 AM	220	2	130	49	1	13	3	0	8	13	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	8256	18	5544	1639	129	380	32	0	169	307	3	30	2	3
%		0.2	67.2	19.9	1.6	4.6	0.4	0.0	2.0	3.7	0.0	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	209	1	138	40	4	9	0	0	7	10	0	0	0	0
12:15 PM	236	1	152	44	7	16	2	0	5	7	0	2	0	0
12:30 PM	222	0	145	40	2	16	2	0	5	11	1	0	0	0
12:45 PM	251	0	153	50	11	8	3	0	10	14	0	2	0	0
1:00 PM	220	0	143	48	3	10	0	0	8	8	0	0	0	0
1:15 PM	242	1	166	40	3	13	1	0	3	13	2	0	0	0
1:30 PM	240	0	156	53	6	9	1	0	8	7	0	0	0	0
1:45 PM	270	1	178	52	5	12	3	0	6	11	1	1	0	0
2:00 PM	235	0	152	59	2	9	0	0	7	6	0	0	0	0
2:15 PM	251	0	164	56	4	12	0	0	5	9	0	1	0	0
2:30 PM	264	1	149	80	5	13	1	0	4	10	1	0	0	0
2:45 PM	291	3	187	58	6	15	1	0	7	11	1	1	1	0
3:00 PM	246	0	149	60	3	15	1	0	9	8	0	1	0	0
3:15 PM	296	0	196	65	5	16	1	0	6	6	1	0	0	0
3:30 PM	311	1	202	59	5	24	2	0	8	9	0	1	0	0
3:45 PM	331	0	215	71	9	18	0	0	9	8	0	0	1	0
4:00 PM	329	1	225	67	3	15	2	0	4	10	0	2	0	0
4:15 PM	355	2	223	87	12	17	0	0	6	8	0	0	0	0
4:30 PM	343	0	246	66	6	13	1	0	7	3	0	1	0	0
4:45 PM	379	1	240	80	8	25	0	0	10	13	0	2	0	0
5:00 PM	417	0	276	99	7	25	0	0	4	5	0	1	0	0
5:15 PM	419	0	303	81	4	20	1	0	5	3	0	2	0	0
5:30 PM	399	2	279	86	2	20	2	0	1	6	0	1	0	0
5:45 PM	405	0	295	75	3	14	1	0	7	10	0	0	0	0
6:00 PM	275	0	194	56	2	16	1	0	4	1	0	1	0	0
6:15 PM	330	0	240	65	1	10	0	0	6	6	0	2	0	0
6:30 PM	271	1	201	40	5	9	0	0	4	10	0	1	0	0
6:45 PM	197	1	149	31	1	10	0	0	1	3	0	1	0	0
7:00 PM	173	1	128	29	1	5	0	0	4	5	0	0	0	0
7:15 PM	179	2	129	34	1	2	0	0	5	6	0	0	0	0
7:30 PM	123	0	81	26	0	8	1	0	2	5	0	0	0	0
7:45 PM	137	0	108	19	0	3	0	0	4	3	0	0	0	0
8:00 PM	130	0	93	25	1	6	0	0	2	3	0	0	0	0
8:15 PM	171	2	130	24	0	7	1	0	3	3	0	1	0	0
8:30 PM	133	0	102	24	0	5	0	0	0	2	0	0	0	0
8:45 PM	89	0	67	15	0	2	0	0	1	2	0	2	0	0
9:00 PM	99	0	75	17	0	2	1	0	2	2	0	0	0	0
9:15 PM	76	0	56	15	0	1	0	0	1	2	1	0	0	0
9:30 PM	58	0	43	11	0	3	0	0	0	1	0	0	0	0
9:45 PM	63	0	45	9	0	1	0	0	0	7	1	0	0	0
10:00 PM	61	0	44	8	0	1	1	0	1	5	0	1	0	0
10:15 PM	53	0	42	8	1	1	0	0	0	0	0	0	1	0
10:30 PM	66	0	50	12	0	1	0	0	0	2	0	1	0	0
10:45 PM	29	0	24	4	0	0	0	0	0	1	0	0	0	0
11:00 PM	47	0	35	7	0	2	1	0	0	2	0	0	0	0
11:15 PM	33	0	23	6	0	1	0	0	1	2	0	0	0	0
11:30 PM	44	0	31	7	0	4	0	0	1	1	0	0	0	0
11:45 PM	45	1	32	8	0	0	0	0	1	3	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10043	23	6854	2016	138	464	31	0	194	283	9	28	3	0
%		0.2	68.2	20.1	1.4	4.6	0.3	0.0	1.9	2.8	0.1	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	32	0	23	4	0	1	0	0	0	2	0	2	0	0
12:15 AM	28	0	22	2	0	0	0	0	1	3	0	0	0	0
12:30 AM	18	0	11	4	0	0	0	0	2	1	0	0	0	0
12:45 AM	14	0	13	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	14	0	8	3	0	1	0	0	0	2	0	0	0	0
1:15 AM	11	0	8	0	0	0	0	0	1	2	0	0	0	0
1:30 AM	14	0	4	3	0	0	1	0	0	5	0	1	0	0
1:45 AM	14	0	8	2	0	2	0	0	0	2	0	0	0	0
2:00 AM	23	0	19	3	0	0	0	0	0	1	0	0	0	0
2:15 AM	25	0	18	4	0	1	0	0	0	2	0	0	0	0
2:30 AM	24	0	14	7	0	0	0	0	0	3	0	0	0	0
2:45 AM	15	0	7	2	0	0	0	0	0	6	0	0	0	0
3:00 AM	18	0	8	5	0	1	0	0	0	4	0	0	0	0
3:15 AM	21	0	8	6	0	0	0	0	2	5	0	0	0	0
3:30 AM	27	0	11	7	0	0	0	0	1	8	0	0	0	0
3:45 AM	20	0	13	5	0	1	0	0	0	1	0	0	0	0
4:00 AM	22	0	14	3	0	0	0	0	3	2	0	0	0	0
4:15 AM	41	0	28	3	1	1	0	0	3	5	0	0	0	0
4:30 AM	46	0	34	7	0	2	0	0	0	3	0	0	0	0
4:45 AM	64	0	33	12	0	4	0	0	5	10	0	0	0	0
5:00 AM	67	0	35	16	3	1	1	0	1	10	0	0	0	0
5:15 AM	90	0	58	22	0	2	0	0	2	6	0	0	0	0
5:30 AM	114	0	79	21	0	6	0	0	3	5	0	0	0	0
5:45 AM	150	0	106	28	0	6	0	0	3	7	0	0	0	0
6:00 AM	124	0	73	31	2	6	1	0	2	9	0	0	0	0
6:15 AM	142	0	95	31	2	4	0	0	3	6	0	1	0	0
6:30 AM	227	0	168	40	1	6	0	0	3	8	0	1	0	0
6:45 AM	317	2	212	71	0	18	0	0	7	6	0	1	0	0
7:00 AM	381	1	272	71	4	22	0	0	4	4	0	3	0	0
7:15 AM	478	0	337	99	4	22	1	0	5	6	0	4	0	0
7:30 AM	599	3	435	107	12	19	0	0	13	6	0	4	0	0
7:45 AM	594	1	420	96	19	37	0	0	9	7	0	4	0	1
8:00 AM	482	4	335	86	10	31	0	0	4	7	0	4	0	1
8:15 AM	447	0	312	92	1	21	0	0	8	10	0	3	0	0
8:30 AM	404	1	263	80	13	21	3	0	15	7	0	1	0	0
8:45 AM	413	2	283	77	14	18	2	0	6	7	0	4	0	0
9:00 AM	300	1	182	81	3	19	2	0	9	3	0	0	0	0
9:15 AM	266	2	166	58	6	19	1	0	6	8	0	0	0	0
9:30 AM	262	0	177	48	4	21	2	0	1	7	0	2	0	0
9:45 AM	263	0	165	62	6	8	4	0	11	5	0	2	0	0
10:00 AM	213	2	130	39	5	14	1	0	7	14	0	1	0	0
10:15 AM	208	0	108	61	4	15	1	0	8	10	1	0	0	0
10:30 AM	233	0	155	34	1	20	2	0	8	13	0	0	0	0
10:45 AM	259	0	176	51	2	9	4	0	9	7	0	1	0	0
11:00 AM	213	1	132	48	3	14	3	0	7	5	0	0	0	0
11:15 AM	243	0	160	57	9	7	1	0	5	4	0	0	0	0
11:30 AM	217	0	130	52	4	14	2	0	6	9	0	0	0	0
11:45 AM	219	0	145	45	3	11	0	0	8	7	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	8416	20	5613	1687	136	425	32	0	191	270	1	39	0	2
%		0.2	66.7	20.0	1.6	5.0	0.4	0.0	2.3	3.2	0.0	0.5	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	210	1	146	42	3	10	1	0	3	4	0	0	0	0
12:15 PM	242	2	143	61	4	10	5	0	11	6	0	0	0	0
12:30 PM	244	1	167	43	2	10	2	0	8	9	1	1	0	0
12:45 PM	231	0	151	44	3	12	1	0	8	10	0	1	1	0
1:00 PM	237	3	153	53	2	6	2	0	5	12	1	0	0	0
1:15 PM	243	1	169	43	5	7	4	0	4	8	1	0	0	1
1:30 PM	282	3	173	65	6	11	2	0	7	12	2	1	0	0
1:45 PM	228	1	149	47	2	12	1	0	10	6	0	0	0	0
2:00 PM	233	1	143	51	4	16	1	0	6	11	0	0	0	0
2:15 PM	305	0	194	74	2	18	1	0	5	9	0	2	0	0
2:30 PM	292	2	200	56	7	14	1	0	4	8	0	0	0	0
2:45 PM	296	0	199	62	1	16	4	0	5	7	0	2	0	0
3:00 PM	261	2	162	70	3	14	1	0	5	4	0	0	0	0
3:15 PM	309	1	194	76	0	16	0	0	7	14	0	0	1	0
3:30 PM	342	1	223	77	8	17	1	0	9	5	0	1	0	0
3:45 PM	387	0	253	92	5	22	2	0	6	7	0	0	0	0
4:00 PM	309	2	202	70	8	11	0	0	9	4	0	3	0	0
4:15 PM	377	2	246	86	7	16	1	0	10	7	0	2	0	0
4:30 PM	351	2	238	72	5	20	1	0	8	2	0	3	0	0
4:45 PM	406	3	278	85	3	14	1	0	12	8	0	2	0	0
5:00 PM	421	1	277	93	10	20	1	0	8	8	1	2	0	0
5:15 PM	434	1	308	85	12	13	0	0	6	6	0	3	0	0
5:30 PM	445	1	307	97	6	19	1	0	7	3	1	3	0	0
5:45 PM	342	1	239	68	2	19	1	0	5	6	0	1	0	0
6:00 PM	328	2	239	61	0	12	1	0	4	8	0	1	0	0
6:15 PM	332	3	243	59	0	16	0	0	6	4	0	1	0	0
6:30 PM	268	1	199	50	1	9	0	0	3	3	0	2	0	0
6:45 PM	221	0	144	51	0	10	3	0	5	7	0	1	0	0
7:00 PM	204	1	142	46	0	8	0	0	1	5	0	1	0	0
7:15 PM	181	3	132	27	3	9	1	0	3	3	0	0	0	0
7:30 PM	188	0	133	39	2	7	0	0	2	4	1	0	0	0
7:45 PM	156	0	112	34	0	3	0	0	2	5	0	0	0	0
8:00 PM	148	0	109	28	0	5	2	0	2	2	0	0	0	0
8:15 PM	164	0	127	15	1	8	1	0	3	6	3	0	0	0
8:30 PM	138	0	86	31	3	10	0	0	3	4	0	1	0	0
8:45 PM	95	0	68	18	0	3	3	0	2	1	0	0	0	0
9:00 PM	119	0	93	17	0	1	1	0	3	4	0	0	0	0
9:15 PM	83	0	57	17	0	3	0	0	3	3	0	0	0	0
9:30 PM	82	0	56	20	1	1	0	0	3	1	0	0	0	0
9:45 PM	53	0	36	10	0	3	0	0	0	4	0	0	0	0
10:00 PM	62	0	43	13	0	3	0	0	1	2	0	0	0	0
10:15 PM	69	0	56	5	1	0	0	0	2	2	0	2	1	0
10:30 PM	55	0	45	7	0	1	0	0	0	2	0	0	0	0
10:45 PM	42	0	30	7	0	1	0	0	1	3	0	0	0	0
11:00 PM	57	0	37	13	1	1	0	0	0	5	0	0	0	0
11:15 PM	45	0	32	9	0	0	0	0	0	2	0	2	0	0
11:30 PM	45	0	36	3	0	3	0	0	1	2	0	0	0	0
11:45 PM	35	0	24	6	0	0	0	0	2	3	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10597	42	7193	2198	123	460	47	0	220	261	11	38	3	1
%		0.4	67.9	20.7	1.2	4.3	0.4	0.0	2.1	2.5	0.1	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/31/2020
Friday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	23	1	18	4	0	0	0	0	0	0	0	0	0	0
12:15 AM	28	0	18	5	0	0	0	0	1	4	0	0	0	0
12:30 AM	20	0	10	4	0	2	0	0	1	2	1	0	0	0
12:45 AM	19	0	14	2	0	0	0	0	0	3	0	0	0	0
1:00 AM	9	0	5	1	0	0	0	0	0	2	0	1	0	0
1:15 AM	17	0	13	2	0	0	0	0	0	2	0	0	0	0
1:30 AM	12	0	8	1	0	0	0	0	0	3	0	0	0	0
1:45 AM	7	0	2	3	0	1	1	0	0	0	0	0	0	0
2:00 AM	34	0	22	8	0	1	1	0	0	2	0	0	0	0
2:15 AM	22	0	16	3	0	0	0	0	0	3	0	0	0	0
2:30 AM	22	0	15	3	0	0	0	0	1	3	0	0	0	0
2:45 AM	26	0	9	4	0	1	0	0	1	10	1	0	0	0
3:00 AM	13	0	4	4	0	0	0	0	0	5	0	0	0	0
3:15 AM	21	0	16	3	0	0	0	0	1	1	0	0	0	0
3:30 AM	21	0	9	4	0	0	0	0	2	6	0	0	0	0
3:45 AM	18	0	10	2	0	0	0	0	2	4	0	0	0	0
4:00 AM	19	0	11	5	0	0	0	0	1	2	0	0	0	0
4:15 AM	32	0	22	5	0	2	0	0	0	3	0	0	0	0
4:30 AM	34	0	24	6	0	0	0	0	0	4	0	0	0	0
4:45 AM	69	0	42	11	1	2	0	0	7	5	0	1	0	0
5:00 AM	69	0	41	19	0	4	0	0	2	3	0	0	0	0
5:15 AM	95	0	61	21	3	2	0	0	5	3	0	0	0	0
5:30 AM	114	0	72	27	3	4	1	0	0	6	1	0	0	0
5:45 AM	128	0	79	32	3	5	1	0	5	3	0	0	0	0
6:00 AM	119	0	78	28	1	6	0	0	2	4	0	0	0	0
6:15 AM	145	0	96	36	2	4	0	0	3	4	0	0	0	0
6:30 AM	218	0	147	47	2	9	0	0	4	8	0	0	1	0
6:45 AM	315	0	217	65	3	16	1	0	6	6	0	1	0	0
7:00 AM	352	1	265	59	2	13	0	0	2	10	0	0	0	0
7:15 AM	450	2	318	89	11	18	1	0	5	4	0	2	0	0
7:30 AM	577	2	417	112	9	23	2	0	9	1	0	2	0	0
7:45 AM	572	2	425	102	5	19	0	0	14	4	0	1	0	0
8:00 AM	461	3	327	79	10	27	0	0	8	5	0	2	0	0
8:15 AM	421	1	292	79	8	24	1	0	8	6	0	1	0	1
8:30 AM	416	0	276	88	11	21	0	1	13	4	0	2	0	0
8:45 AM	394	1	272	78	11	17	1	0	5	6	0	3	0	0
9:00 AM	272	0	166	63	11	26	0	0	2	2	0	2	0	0
9:15 AM	298	0	189	70	6	21	0	0	3	7	0	2	0	0
9:30 AM	246	0	167	52	1	9	0	0	4	12	0	1	0	0
9:45 AM	269	0	158	82	5	9	1	0	4	8	0	1	0	1
10:00 AM	255	0	153	65	4	16	0	0	8	8	0	1	0	0
10:15 AM	250	0	173	53	2	8	0	0	5	8	0	1	0	0
10:30 AM	227	1	150	39	2	15	1	0	9	10	0	0	0	0
10:45 AM	265	1	167	66	5	10	1	0	5	8	0	2	0	0
11:00 AM	238	0	152	52	2	16	3	0	6	6	0	1	0	0
11:15 AM	257	0	171	61	2	11	0	0	8	4	0	0	0	0
11:30 AM	251	3	152	55	1	18	1	0	6	14	0	1	0	0
11:45 AM	252	1	159	57	5	15	0	0	9	5	1	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/31/2020
Friday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	8392	19	5628	1756	131	395	17	1	177	233	4	28	1	2
%		0.2	67.1	20.9	1.6	4.7	0.2	0.0	2.1	2.8	0.0	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/31/2020
Friday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	251	0	161	53	1	19	1	0	5	10	0	0	1	0
12:15 PM	250	2	166	50	2	16	1	0	6	7	0	0	0	0
12:30 PM	234	1	134	67	4	13	2	0	7	5	0	1	0	0
12:45 PM	241	0	155	60	5	10	1	0	6	4	0	0	0	0
1:00 PM	261	2	163	56	5	12	0	0	13	9	0	1	0	0
1:15 PM	266	0	183	52	6	11	0	0	9	4	0	1	0	0
1:30 PM	267	1	182	63	3	8	1	0	2	7	0	0	0	0
1:45 PM	276	4	178	63	4	11	1	0	6	8	0	1	0	0
2:00 PM	287	0	180	68	2	20	0	0	7	10	0	0	0	0
2:15 PM	318	1	203	76	4	15	2	0	12	5	0	0	0	0
2:30 PM	285	0	180	72	2	15	0	1	6	6	0	2	1	0
2:45 PM	309	0	199	77	3	19	1	0	7	3	0	0	0	0
3:00 PM	291	3	193	64	5	18	0	0	7	1	0	0	0	0
3:15 PM	309	2	203	74	6	16	0	0	5	2	0	1	0	0
3:30 PM	336	0	219	69	9	19	1	0	9	8	0	2	0	0
3:45 PM	401	0	270	82	2	26	2	0	8	10	0	0	1	0
4:00 PM	371	0	250	80	4	26	1	0	6	4	0	0	0	0
4:15 PM	396	2	283	81	3	19	0	0	3	2	0	3	0	0
4:30 PM	358	1	244	77	9	12	0	0	9	2	0	4	0	0
4:45 PM	381	2	274	74	7	12	0	0	8	4	0	0	0	0
5:00 PM	395	1	274	79	10	17	0	0	12	1	0	1	0	0
5:15 PM	428	0	312	87	9	12	1	0	3	3	0	1	0	0
5:30 PM	408	0	300	74	3	15	0	0	11	4	0	1	0	0
5:45 PM	367	0	255	78	0	22	0	0	7	3	0	2	0	0
6:00 PM	344	1	233	88	3	13	0	1	3	1	0	1	0	0
6:15 PM	347	1	262	61	3	9	0	0	4	4	0	2	0	1
6:30 PM	300	0	217	65	0	7	0	0	7	3	0	1	0	0
6:45 PM	270	0	204	41	1	13	0	0	5	6	0	0	0	0
7:00 PM	248	1	185	41	5	8	0	0	5	1	0	2	0	0
7:15 PM	226	0	167	43	0	5	0	0	7	2	0	1	0	1
7:30 PM	178	0	136	26	2	6	0	0	2	6	0	0	0	0
7:45 PM	160	1	123	25	0	5	0	0	3	3	0	0	0	0
8:00 PM	157	0	113	32	1	5	0	0	1	4	0	1	0	0
8:15 PM	175	0	138	26	0	4	1	0	2	4	0	0	0	0
8:30 PM	145	0	103	28	1	8	0	0	1	3	0	1	0	0
8:45 PM	133	1	94	26	0	6	0	0	4	2	0	0	0	0
9:00 PM	123	0	92	19	0	7	0	0	0	5	0	0	0	0
9:15 PM	136	1	105	22	0	2	0	0	2	4	0	0	0	0
9:30 PM	102	0	72	22	2	4	0	0	0	2	0	0	0	0
9:45 PM	118	0	92	21	0	3	0	0	2	0	0	0	0	0
10:00 PM	100	0	72	17	1	5	0	0	1	3	1	0	0	0
10:15 PM	79	0	60	15	1	0	0	0	2	0	0	0	1	0
10:30 PM	89	1	68	10	0	3	0	0	0	5	0	2	0	0
10:45 PM	59	0	50	8	0	1	0	0	0	0	0	0	0	0
11:00 PM	71	0	59	10	0	2	0	0	0	0	0	0	0	0
11:15 PM	76	0	57	13	0	5	0	0	1	0	0	0	0	0
11:30 PM	62	0	46	12	0	2	0	0	0	2	0	0	0	0
11:45 PM	50	0	38	10	0	1	0	0	1	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/31/2020
Friday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	11434	29	7947	2357	128	507	16	2	227	182	1	32	4	2
%		0.3	69.5	20.6	1.1	4.4	0.1	0.0	2.0	1.6	0.0	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/29/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	30	85	12:00 PM	209	918
12:15 AM	19		12:15 PM	236	
12:30 AM	23		12:30 PM	222	
12:45 AM	13		12:45 PM	251	
1:00 AM	10	44	1:00 PM	220	972
1:15 AM	17		1:15 PM	242	
1:30 AM	9		1:30 PM	240	
1:45 AM	8		1:45 PM	270	
2:00 AM	30	95	2:00 PM	235	1041
2:15 AM	27		2:15 PM	251	
2:30 AM	20		2:30 PM	264	
2:45 AM	18		2:45 PM	291	
3:00 AM	9	62	3:00 PM	246	1184
3:15 AM	15		3:15 PM	296	
3:30 AM	15		3:30 PM	311	
3:45 AM	23		3:45 PM	331	
4:00 AM	23	155	4:00 PM	329	1406
4:15 AM	28		4:15 PM	355	
4:30 AM	50		4:30 PM	343	
4:45 AM	54		4:45 PM	379	
5:00 AM	67	415	5:00 PM	417	1640
5:15 AM	83		5:15 PM	419	
5:30 AM	118		5:30 PM	399	
5:45 AM	147		5:45 PM	405	
6:00 AM	134	821	6:00 PM	275	1073
6:15 AM	164		6:15 PM	330	
6:30 AM	207		6:30 PM	271	
6:45 AM	316		6:45 PM	197	
7:00 AM	376	2005	7:00 PM	173	612
7:15 AM	488		7:15 PM	179	
7:30 AM	569		7:30 PM	123	
7:45 AM	572		7:45 PM	137	
8:00 AM	504	1745	8:00 PM	130	523
8:15 AM	436		8:15 PM	171	
8:30 AM	422		8:30 PM	133	
8:45 AM	383		8:45 PM	89	
9:00 AM	279	1083	9:00 PM	99	296
9:15 AM	267		9:15 PM	76	
9:30 AM	254		9:30 PM	58	
9:45 AM	283		9:45 PM	63	
10:00 AM	214	904	10:00 PM	61	209
10:15 AM	208		10:15 PM	53	
10:30 AM	250		10:30 PM	66	
10:45 AM	232		10:45 PM	29	
11:00 AM	190	842	11:00 PM	47	169
11:15 AM	223		11:15 PM	33	
11:30 AM	209		11:30 PM	44	
11:45 AM	220		11:45 PM	45	

24 Hour Total 18299

12:00 AM - 12:00 PM	
12 Hour Count	8256
Peak Hour	7:15 AM
Peak Volume	2133
Factor	0.93

12:00 PM - 12:00 AM	
12 Hour Count	10043
Peak Hour	5:00 PM
Peak Volume	1640
Factor	0.98

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/30/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	32	92	12:00 PM	210	927
12:15 AM	28		12:15 PM	242	
12:30 AM	18		12:30 PM	244	
12:45 AM	14		12:45 PM	231	
1:00 AM	14	53	1:00 PM	237	990
1:15 AM	11		1:15 PM	243	
1:30 AM	14		1:30 PM	282	
1:45 AM	14		1:45 PM	228	
2:00 AM	23	87	2:00 PM	233	1126
2:15 AM	25		2:15 PM	305	
2:30 AM	24		2:30 PM	292	
2:45 AM	15		2:45 PM	296	
3:00 AM	18	86	3:00 PM	261	1299
3:15 AM	21		3:15 PM	309	
3:30 AM	27		3:30 PM	342	
3:45 AM	20		3:45 PM	387	
4:00 AM	22	173	4:00 PM	309	1443
4:15 AM	41		4:15 PM	377	
4:30 AM	46		4:30 PM	351	
4:45 AM	64		4:45 PM	406	
5:00 AM	67	421	5:00 PM	421	1642
5:15 AM	90		5:15 PM	434	
5:30 AM	114		5:30 PM	445	
5:45 AM	150		5:45 PM	342	
6:00 AM	124	810	6:00 PM	328	1149
6:15 AM	142		6:15 PM	332	
6:30 AM	227		6:30 PM	268	
6:45 AM	317		6:45 PM	221	
7:00 AM	381	2052	7:00 PM	204	729
7:15 AM	478		7:15 PM	181	
7:30 AM	599		7:30 PM	188	
7:45 AM	594		7:45 PM	156	
8:00 AM	482	1746	8:00 PM	148	545
8:15 AM	447		8:15 PM	164	
8:30 AM	404		8:30 PM	138	
8:45 AM	413		8:45 PM	95	
9:00 AM	300	1091	9:00 PM	119	337
9:15 AM	266		9:15 PM	83	
9:30 AM	262		9:30 PM	82	
9:45 AM	263		9:45 PM	53	
10:00 AM	213	913	10:00 PM	62	228
10:15 AM	208		10:15 PM	69	
10:30 AM	233		10:30 PM	55	
10:45 AM	259		10:45 PM	42	
11:00 AM	213	892	11:00 PM	57	182
11:15 AM	243		11:15 PM	45	
11:30 AM	217		11:30 PM	45	
11:45 AM	219		11:45 PM	35	

24 Hour Total 19013

12:00 AM - 12:00 PM	
12 Hour Count	8416
Peak Hour	7:15 AM
Peak Volume	2153
Factor	0.90

12:00 PM - 12:00 AM	
12 Hour Count	10597
Peak Hour	4:45 PM
Peak Volume	1706
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	29	0	19	3	0	0	0	0	4	2	1	0	0	0
12:15 AM	27	0	20	6	0	0	0	0	0	1	0	0	0	0
12:30 AM	18	0	10	5	0	0	2	0	0	1	0	0	0	0
12:45 AM	27	0	18	2	0	2	1	0	1	3	0	0	0	0
1:00 AM	17	0	12	4	0	1	0	0	0	0	0	0	0	0
1:15 AM	20	0	17	1	0	1	0	0	0	1	0	0	0	0
1:30 AM	12	0	7	3	1	0	0	0	0	1	0	0	0	0
1:45 AM	14	0	8	1	0	0	0	0	2	3	0	0	0	0
2:00 AM	9	0	5	0	1	0	0	0	0	3	0	0	0	0
2:15 AM	14	0	11	1	0	0	1	0	1	0	0	0	0	0
2:30 AM	10	0	7	2	0	0	0	0	0	1	0	0	0	0
2:45 AM	15	0	10	2	0	1	0	0	0	2	0	0	0	0
3:00 AM	8	0	3	2	0	0	0	0	2	0	0	1	0	0
3:15 AM	16	0	8	3	0	0	0	0	1	4	0	0	0	0
3:30 AM	20	0	11	4	0	1	1	0	0	3	0	0	0	0
3:45 AM	16	0	11	1	1	0	0	0	2	1	0	0	0	0
4:00 AM	22	0	12	7	0	1	1	0	0	0	0	1	0	0
4:15 AM	36	0	23	6	0	1	0	0	2	3	0	0	0	1
4:30 AM	48	0	25	13	1	2	1	0	3	3	0	0	0	0
4:45 AM	65	0	32	23	0	3	0	1	1	4	0	1	0	0
5:00 AM	67	0	34	25	0	4	0	0	1	3	0	0	0	0
5:15 AM	94	2	49	26	0	7	0	0	3	7	0	0	0	0
5:30 AM	115	0	74	29	2	3	0	0	3	4	0	0	0	0
5:45 AM	124	1	67	35	2	7	1	0	7	3	0	1	0	0
6:00 AM	128	0	77	27	4	9	0	0	5	6	0	0	0	0
6:15 AM	168	0	86	57	4	7	1	0	5	7	0	1	0	0
6:30 AM	251	0	154	68	5	12	1	0	2	6	0	2	1	0
6:45 AM	291	1	190	69	3	16	1	0	6	5	0	0	0	0
7:00 AM	282	0	203	56	3	7	3	0	1	9	0	0	0	0
7:15 AM	335	0	234	67	1	18	2	0	7	4	0	2	0	0
7:30 AM	404	3	298	69	6	17	2	0	4	5	0	0	0	0
7:45 AM	424	0	301	74	10	21	3	0	9	3	0	2	0	1
8:00 AM	351	0	253	57	6	17	0	0	7	8	1	2	0	0
8:15 AM	311	0	215	58	4	13	2	0	9	10	0	0	0	0
8:30 AM	301	1	210	55	2	16	3	0	6	8	0	0	0	0
8:45 AM	261	0	180	56	4	10	0	0	5	5	0	1	0	0
9:00 AM	225	0	143	44	7	12	3	0	7	9	0	0	0	0
9:15 AM	202	0	125	38	3	18	3	0	4	10	0	0	1	0
9:30 AM	199	0	129	43	2	12	0	0	4	8	0	1	0	0
9:45 AM	193	0	120	46	3	13	1	0	5	5	0	0	0	0
10:00 AM	177	0	113	36	1	8	1	1	11	6	0	0	0	0
10:15 AM	196	0	126	45	2	4	3	0	7	7	0	1	1	0
10:30 AM	191	0	121	42	5	8	3	0	4	6	1	0	0	1
10:45 AM	197	0	132	34	7	12	1	0	4	7	0	0	0	0
11:00 AM	185	0	130	30	1	8	0	0	8	7	1	0	0	0
11:15 AM	228	1	143	51	3	8	4	0	10	7	0	1	0	0
11:30 AM	223	0	150	42	1	15	1	0	7	7	0	0	0	0
11:45 AM	244	0	146	61	3	20	0	0	4	9	1	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6810	9	4472	1429	98	335	46	2	174	217	5	17	3	3
%		0.1	65.7	21.0	1.4	4.9	0.7	0.0	2.6	3.2	0.1	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	226	0	148	55	1	11	1	0	5	5	0	0	0	0
12:15 PM	237	1	149	54	1	9	2	0	7	14	0	0	0	0
12:30 PM	215	0	138	43	2	10	3	0	7	12	0	0	0	0
12:45 PM	227	1	156	47	3	8	2	0	6	3	1	0	0	0
1:00 PM	242	1	171	44	1	7	2	0	10	6	0	0	0	0
1:15 PM	265	1	194	47	4	9	1	0	3	6	0	0	0	0
1:30 PM	266	0	184	54	2	9	2	0	8	7	0	0	0	0
1:45 PM	273	1	184	53	11	11	2	0	3	8	0	0	0	0
2:00 PM	232	1	152	62	2	12	0	0	0	3	0	0	0	0
2:15 PM	277	1	192	61	3	5	0	0	10	5	0	0	0	0
2:30 PM	265	2	182	57	3	9	3	0	6	3	0	0	0	0
2:45 PM	265	3	185	52	2	13	0	0	6	4	0	0	0	0
3:00 PM	277	1	185	55	6	17	1	0	5	6	1	0	0	0
3:15 PM	319	0	233	55	1	14	0	0	10	4	1	1	0	0
3:30 PM	330	1	228	66	4	10	0	0	14	7	0	0	0	0
3:45 PM	315	1	230	61	2	11	0	0	8	2	0	0	0	0
4:00 PM	359	3	254	59	4	22	0	0	9	8	0	0	0	0
4:15 PM	375	2	256	85	3	19	0	0	4	4	0	2	0	0
4:30 PM	363	2	262	71	1	15	2	0	6	4	0	0	0	0
4:45 PM	442	1	312	90	7	14	0	0	8	10	0	0	0	0
5:00 PM	507	4	363	88	13	17	1	0	12	5	0	4	0	0
5:15 PM	507	1	388	82	7	14	1	0	8	4	0	2	0	0
5:30 PM	481	2	346	89	5	22	0	0	11	4	0	1	1	0
5:45 PM	426	5	325	73	2	9	0	0	4	5	1	1	0	1
6:00 PM	375	2	286	66	2	9	1	0	5	2	2	0	0	0
6:15 PM	325	1	243	58	2	4	0	0	5	11	0	1	0	0
6:30 PM	293	0	227	48	0	11	0	0	5	2	0	0	0	0
6:45 PM	293	1	212	62	1	8	0	0	2	7	0	0	0	0
7:00 PM	226	0	166	45	1	9	0	0	1	4	0	0	0	0
7:15 PM	248	0	186	45	1	5	0	0	7	4	0	0	0	0
7:30 PM	243	0	186	45	2	5	0	0	4	1	0	0	0	0
7:45 PM	203	0	166	27	1	4	0	0	0	5	0	0	0	0
8:00 PM	193	1	145	37	0	5	0	0	0	5	0	0	0	0
8:15 PM	208	0	162	34	0	6	0	0	2	4	0	0	0	0
8:30 PM	150	0	120	21	0	5	0	0	3	1	0	0	0	0
8:45 PM	196	0	144	34	0	8	0	0	5	5	0	0	0	0
9:00 PM	150	0	120	18	2	3	0	0	3	3	0	0	0	1
9:15 PM	150	0	119	22	1	4	0	0	1	3	0	0	0	0
9:30 PM	125	0	84	28	0	1	1	0	3	8	0	0	0	0
9:45 PM	90	0	68	15	0	1	0	0	4	2	0	0	0	0
10:00 PM	86	1	59	19	0	1	1	0	2	3	0	0	0	0
10:15 PM	84	0	64	13	0	2	0	0	3	2	0	0	0	0
10:30 PM	63	0	55	7	0	0	0	0	1	0	0	0	0	0
10:45 PM	70	0	55	6	0	3	1	0	1	4	0	0	0	0
11:00 PM	56	0	46	4	0	0	0	0	3	3	0	0	0	0
11:15 PM	55	0	40	8	0	1	0	0	2	4	0	0	0	0
11:30 PM	51	0	43	4	0	1	1	0	1	1	0	0	0	0
11:45 PM	36	1	22	6	0	2	0	0	0	5	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	11660	42	8435	2175	103	395	28	0	233	228	6	12	1	2
%		0.4	72.3	18.7	0.9	3.4	0.2	0.0	2.0	2.0	0.1	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	36	0	24	6	0	3	0	0	0	3	0	0	0	0
12:15 AM	31	0	26	4	0	0	0	0	0	1	0	0	0	0
12:30 AM	23	0	18	1	0	0	0	0	0	3	1	0	0	0
12:45 AM	28	0	22	0	1	0	0	0	2	3	0	0	0	0
1:00 AM	11	0	7	1	0	1	0	0	1	0	0	1	0	0
1:15 AM	22	0	17	2	0	1	0	0	0	2	0	0	0	0
1:30 AM	9	0	6	1	0	0	0	0	0	2	0	0	0	0
1:45 AM	14	0	8	0	0	1	1	0	0	4	0	0	0	0
2:00 AM	11	0	6	1	0	1	0	0	3	0	0	0	0	0
2:15 AM	16	0	9	2	0	0	0	0	1	4	0	0	0	0
2:30 AM	17	0	11	2	0	0	0	0	2	1	0	1	0	0
2:45 AM	15	0	10	3	0	0	0	0	1	1	0	0	0	0
3:00 AM	13	0	7	4	0	1	0	0	0	1	0	0	0	0
3:15 AM	9	0	8	0	0	0	0	0	0	1	0	0	0	0
3:30 AM	15	0	10	2	0	1	0	0	2	0	0	0	0	0
3:45 AM	21	0	11	4	1	1	1	0	2	1	0	0	0	0
4:00 AM	25	0	14	8	0	1	0	0	0	2	0	0	0	0
4:15 AM	33	0	19	6	0	3	0	0	1	3	0	1	0	0
4:30 AM	62	0	41	14	1	0	1	0	2	3	0	0	0	0
4:45 AM	63	0	27	26	0	4	0	0	1	4	0	1	0	0
5:00 AM	82	0	46	26	2	5	0	0	0	3	0	0	0	0
5:15 AM	80	1	45	26	0	5	0	0	1	1	0	1	0	0
5:30 AM	118	0	75	29	3	1	1	0	2	6	0	1	0	0
5:45 AM	112	0	70	26	4	3	0	0	5	4	0	0	0	0
6:00 AM	136	0	80	34	4	7	2	0	3	5	0	1	0	0
6:15 AM	204	0	119	64	4	7	0	0	3	7	0	0	0	0
6:30 AM	241	1	142	59	10	18	0	0	5	5	0	0	1	0
6:45 AM	258	0	174	59	4	9	2	0	4	4	0	2	0	0
7:00 AM	259	0	172	54	4	14	0	0	8	4	0	3	0	0
7:15 AM	327	1	243	52	1	17	1	1	3	6	0	2	0	0
7:30 AM	454	0	356	63	6	14	1	0	8	5	0	1	0	0
7:45 AM	420	2	305	84	3	11	3	0	6	4	0	2	0	0
8:00 AM	367	1	259	59	6	18	0	0	13	11	0	0	0	0
8:15 AM	345	0	245	67	1	18	0	0	3	10	0	1	0	0
8:30 AM	283	2	187	56	0	18	1	0	9	7	2	1	0	0
8:45 AM	267	0	172	55	6	17	1	0	9	7	0	0	0	0
9:00 AM	219	0	141	45	6	13	2	0	3	9	0	0	0	0
9:15 AM	230	0	156	34	4	15	3	0	11	7	0	0	0	0
9:30 AM	239	1	141	61	5	7	1	0	11	10	1	1	0	0
9:45 AM	169	1	96	37	3	15	2	0	9	6	0	0	0	0
10:00 AM	172	0	99	42	3	9	1	0	7	10	0	1	0	0
10:15 AM	189	1	121	47	1	5	0	0	12	1	0	1	0	0
10:30 AM	171	0	109	37	2	9	2	0	3	9	0	0	0	0
10:45 AM	204	0	127	51	1	9	1	0	7	7	0	1	0	0
11:00 AM	187	0	125	30	5	13	1	0	6	7	0	0	0	0
11:15 AM	212	1	139	41	5	11	1	0	3	8	0	3	0	0
11:30 AM	216	1	140	46	2	11	2	0	7	6	0	1	0	0
11:45 AM	214	0	136	42	1	15	2	0	9	9	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6849	13	4521	1413	99	332	33	1	188	217	4	27	1	0
%		0.2	66.0	20.6	1.4	4.8	0.5	0.0	2.7	3.2	0.1	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	234	0	158	49	1	11	0	0	8	6	1	0	0	0
12:15 PM	259	0	166	60	0	17	1	0	8	6	0	1	0	0
12:30 PM	261	1	167	58	2	10	1	0	10	12	0	0	0	0
12:45 PM	244	0	176	47	2	7	3	0	5	4	0	0	0	0
1:00 PM	267	0	179	51	5	17	0	0	6	8	0	1	0	0
1:15 PM	252	0	176	54	1	9	0	0	7	5	0	0	0	0
1:30 PM	261	0	179	56	4	16	2	0	3	1	0	0	0	0
1:45 PM	249	1	161	61	5	12	0	0	2	6	0	0	1	0
2:00 PM	263	2	178	53	3	11	1	0	10	4	1	0	0	0
2:15 PM	262	1	183	49	9	7	0	0	6	5	0	2	0	0
2:30 PM	262	0	182	50	4	9	1	0	10	5	0	1	0	0
2:45 PM	281	1	186	66	3	13	1	0	8	3	0	0	0	0
3:00 PM	285	0	184	59	5	21	0	0	6	10	0	0	0	0
3:15 PM	371	0	265	67	2	17	2	0	12	3	0	3	0	0
3:30 PM	369	0	274	65	4	10	2	0	7	7	0	0	0	0
3:45 PM	354	1	257	62	9	10	1	0	6	6	1	1	0	0
4:00 PM	382	0	261	81	8	12	3	0	11	6	0	0	0	0
4:15 PM	388	0	269	72	4	20	3	0	10	6	0	3	1	0
4:30 PM	412	1	280	86	6	23	2	0	6	7	0	1	0	0
4:45 PM	466	4	334	88	4	18	0	0	10	7	0	1	0	0
5:00 PM	458	4	340	87	2	17	1	0	4	1	0	1	0	1
5:15 PM	514	2	395	88	2	21	0	0	3	1	0	2	0	0
5:30 PM	475	4	351	87	3	15	0	0	11	3	0	1	0	0
5:45 PM	454	0	331	91	4	16	0	0	7	4	0	1	0	0
6:00 PM	397	1	300	65	2	12	2	0	8	5	0	2	0	0
6:15 PM	367	2	282	61	0	10	0	0	6	4	0	1	1	0
6:30 PM	331	1	238	65	3	9	1	0	8	6	0	0	0	0
6:45 PM	299	3	216	58	3	9	2	0	4	4	0	0	0	0
7:00 PM	306	0	227	52	3	12	0	0	4	4	2	2	0	0
7:15 PM	252	1	189	46	0	6	0	0	6	4	0	0	0	0
7:30 PM	240	1	190	36	0	2	0	0	8	2	0	1	0	0
7:45 PM	246	0	190	43	0	6	0	0	3	4	0	0	0	0
8:00 PM	204	0	160	32	1	3	0	0	3	4	0	1	0	0
8:15 PM	185	0	145	32	0	4	1	0	1	2	0	0	0	0
8:30 PM	174	0	139	21	0	3	0	0	5	6	0	0	0	0
8:45 PM	154	0	113	32	0	4	0	0	3	2	0	0	0	0
9:00 PM	166	0	127	32	1	3	0	0	2	1	0	0	0	0
9:15 PM	152	1	119	22	0	2	1	0	2	5	0	0	0	0
9:30 PM	115	2	90	16	2	0	0	0	2	3	0	0	0	0
9:45 PM	116	0	91	20	1	1	0	0	1	2	0	0	0	0
10:00 PM	95	0	73	18	0	3	1	0	0	0	0	0	0	0
10:15 PM	83	0	66	13	0	2	0	0	0	2	0	0	0	0
10:30 PM	80	0	67	8	0	1	0	0	2	2	0	0	0	0
10:45 PM	59	0	47	9	0	0	1	0	0	2	0	0	0	0
11:00 PM	68	0	49	13	0	1	0	0	1	3	0	1	0	0
11:15 PM	52	0	37	11	0	0	0	0	1	3	0	0	0	0
11:30 PM	44	1	31	5	0	3	1	0	1	2	0	0	0	0
11:45 PM	43	0	32	6	0	2	0	0	1	2	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	12251	35	8850	2303	108	437	34	0	248	200	5	27	3	1
%		0.3	72.2	18.8	0.9	3.6	0.3	0.0	2.0	1.6	0.0	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/29/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	29	101	12:00 PM	226	905
12:15 AM	27		12:15 PM	237	
12:30 AM	18		12:30 PM	215	
12:45 AM	27		12:45 PM	227	
1:00 AM	17	63	1:00 PM	242	1046
1:15 AM	20		1:15 PM	265	
1:30 AM	12		1:30 PM	266	
1:45 AM	14		1:45 PM	273	
2:00 AM	9	48	2:00 PM	232	1039
2:15 AM	14		2:15 PM	277	
2:30 AM	10		2:30 PM	265	
2:45 AM	15		2:45 PM	265	
3:00 AM	8	60	3:00 PM	277	1241
3:15 AM	16		3:15 PM	319	
3:30 AM	20		3:30 PM	330	
3:45 AM	16		3:45 PM	315	
4:00 AM	22	171	4:00 PM	359	1539
4:15 AM	36		4:15 PM	375	
4:30 AM	48		4:30 PM	363	
4:45 AM	65		4:45 PM	442	
5:00 AM	67	400	5:00 PM	507	1921
5:15 AM	94		5:15 PM	507	
5:30 AM	115		5:30 PM	481	
5:45 AM	124		5:45 PM	426	
6:00 AM	128	838	6:00 PM	375	1286
6:15 AM	168		6:15 PM	325	
6:30 AM	251		6:30 PM	293	
6:45 AM	291		6:45 PM	293	
7:00 AM	282	1445	7:00 PM	226	920
7:15 AM	335		7:15 PM	248	
7:30 AM	404		7:30 PM	243	
7:45 AM	424		7:45 PM	203	
8:00 AM	351	1224	8:00 PM	193	747
8:15 AM	311		8:15 PM	208	
8:30 AM	301		8:30 PM	150	
8:45 AM	261		8:45 PM	196	
9:00 AM	225	819	9:00 PM	150	515
9:15 AM	202		9:15 PM	150	
9:30 AM	199		9:30 PM	125	
9:45 AM	193		9:45 PM	90	
10:00 AM	177	761	10:00 PM	86	303
10:15 AM	196		10:15 PM	84	
10:30 AM	191		10:30 PM	63	
10:45 AM	197		10:45 PM	70	
11:00 AM	185	880	11:00 PM	56	198
11:15 AM	228		11:15 PM	55	
11:30 AM	223		11:30 PM	51	
11:45 AM	244		11:45 PM	36	

24 Hour Total 18470

12:00 AM - 12:00 PM	
12 Hour Count	6810
Peak Hour	7:15 AM
Peak Volume	1514
Factor	0.89

12:00 PM - 12:00 AM	
12 Hour Count	11660
Peak Hour	4:45 PM
Peak Volume	1937
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/30/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	36	118	12:00 PM	234	998
12:15 AM	31		12:15 PM	259	
12:30 AM	23		12:30 PM	261	
12:45 AM	28		12:45 PM	244	
1:00 AM	11	56	1:00 PM	267	1029
1:15 AM	22		1:15 PM	252	
1:30 AM	9		1:30 PM	261	
1:45 AM	14		1:45 PM	249	
2:00 AM	11	59	2:00 PM	263	1068
2:15 AM	16		2:15 PM	262	
2:30 AM	17		2:30 PM	262	
2:45 AM	15		2:45 PM	281	
3:00 AM	13	58	3:00 PM	285	1379
3:15 AM	9		3:15 PM	371	
3:30 AM	15		3:30 PM	369	
3:45 AM	21		3:45 PM	354	
4:00 AM	25	183	4:00 PM	382	1648
4:15 AM	33		4:15 PM	388	
4:30 AM	62		4:30 PM	412	
4:45 AM	63		4:45 PM	466	
5:00 AM	82	392	5:00 PM	458	1901
5:15 AM	80		5:15 PM	514	
5:30 AM	118		5:30 PM	475	
5:45 AM	112		5:45 PM	454	
6:00 AM	136	839	6:00 PM	397	1394
6:15 AM	204		6:15 PM	367	
6:30 AM	241		6:30 PM	331	
6:45 AM	258		6:45 PM	299	
7:00 AM	259	1460	7:00 PM	306	1044
7:15 AM	327		7:15 PM	252	
7:30 AM	454		7:30 PM	240	
7:45 AM	420		7:45 PM	246	
8:00 AM	367	1262	8:00 PM	204	717
8:15 AM	345		8:15 PM	185	
8:30 AM	283		8:30 PM	174	
8:45 AM	267		8:45 PM	154	
9:00 AM	219	857	9:00 PM	166	549
9:15 AM	230		9:15 PM	152	
9:30 AM	239		9:30 PM	115	
9:45 AM	169		9:45 PM	116	
10:00 AM	172	736	10:00 PM	95	317
10:15 AM	189		10:15 PM	83	
10:30 AM	171		10:30 PM	80	
10:45 AM	204		10:45 PM	59	
11:00 AM	187	829	11:00 PM	68	207
11:15 AM	212		11:15 PM	52	
11:30 AM	216		11:30 PM	44	
11:45 AM	214		11:45 PM	43	

24 Hour Total 19100

12:00 AM - 12:00 PM	
12 Hour Count	6849
Peak Hour	7:30 AM
Peak Volume	1586
Factor	0.87

12:00 PM - 12:00 AM	
12 Hour Count	12251
Peak Hour	4:45 PM
Peak Volume	1913
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
12:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	2	0	1	0	0	0	1	0	0	0	0	0	0	0
2:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
3:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
3:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
4:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 AM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	7	0	1	4	0	2	0	0	0	0	0	0	0	0
5:45 AM	9	0	8	0	0	1	0	0	0	0	0	0	0	0
6:00 AM	20	0	13	4	0	3	0	0	0	0	0	0	0	0
6:15 AM	15	0	7	6	0	1	1	0	0	0	0	0	0	0
6:30 AM	15	0	12	1	0	1	0	0	1	0	0	0	0	0
6:45 AM	49	2	35	6	3	3	0	0	0	0	0	0	0	0
7:00 AM	131	1	103	18	3	4	0	0	2	0	0	0	0	0
7:15 AM	197	2	143	29	11	7	0	0	2	0	0	3	0	0
7:30 AM	158	3	100	25	16	6	0	0	7	0	0	1	0	0
7:45 AM	178	2	122	27	15	7	1	0	4	0	0	0	0	0
8:00 AM	136	1	101	21	6	7	0	0	0	0	0	0	0	0
8:15 AM	74	2	52	15	1	3	0	0	1	0	0	0	0	0
8:30 AM	49	2	34	9	0	4	0	0	0	0	0	0	0	0
8:45 AM	81	2	59	16	0	2	0	0	2	0	0	0	0	0
9:00 AM	64	1	41	17	1	4	0	0	0	0	0	0	0	0
9:15 AM	47	0	30	12	1	2	0	0	1	0	0	1	0	0
9:30 AM	48	0	36	4	0	5	1	0	2	0	0	0	0	0
9:45 AM	52	1	36	13	0	1	0	0	1	0	0	0	0	0
10:00 AM	50	0	34	14	0	2	0	0	0	0	0	0	0	0
10:15 AM	56	0	43	10	0	2	0	0	1	0	0	0	0	0
10:30 AM	76	0	52	18	0	2	0	0	4	0	0	0	0	0
10:45 AM	63	0	46	14	0	2	0	0	1	0	0	0	0	0
11:00 AM	97	1	66	20	1	7	0	0	2	0	0	0	0	0
11:15 AM	81	1	57	14	1	7	0	0	1	0	0	0	0	0
11:30 AM	72	2	50	14	0	1	2	0	3	0	0	0	0	0
11:45 AM	78	0	55	19	1	2	0	0	0	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1961	23	1385	357	60	89	6	0	35	1	0	5	0	0
%		1.2	70.6	18.2	3.1	4.5	0.3	0.0	1.8	0.1	0.0	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	88	0	52	27	1	7	0	0	1	0	0	0	0	0
12:15 PM	79	1	54	14	2	5	1	0	2	0	0	0	0	0
12:30 PM	84	1	51	22	0	6	0	0	4	0	0	0	0	0
12:45 PM	94	0	62	19	2	9	0	0	2	0	0	0	0	0
1:00 PM	85	0	61	20	1	2	0	0	1	0	0	0	0	0
1:15 PM	94	0	71	13	2	5	0	0	3	0	0	0	0	0
1:30 PM	98	1	73	15	2	6	0	0	1	0	0	0	0	0
1:45 PM	91	0	53	26	6	3	0	0	2	1	0	0	0	0
2:00 PM	109	0	81	15	5	5	0	0	3	0	0	0	0	0
2:15 PM	83	0	56	20	2	3	0	0	1	0	0	0	1	0
2:30 PM	90	0	68	12	6	3	0	0	1	0	0	0	0	0
2:45 PM	130	0	94	20	6	5	1	0	4	0	0	0	0	0
3:00 PM	128	1	89	17	12	3	0	0	5	0	0	1	0	0
3:15 PM	161	1	120	22	7	8	0	0	2	1	0	0	0	0
3:30 PM	127	5	96	8	7	5	0	0	5	0	0	1	0	0
3:45 PM	118	0	83	17	5	9	0	0	3	0	0	1	0	0
4:00 PM	145	2	112	22	4	2	0	0	3	0	0	0	0	0
4:15 PM	142	1	105	26	3	5	0	0	1	0	0	1	0	0
4:30 PM	128	2	90	25	4	4	0	0	2	0	0	1	0	0
4:45 PM	133	1	89	31	0	9	0	0	3	0	0	0	0	0
5:00 PM	134	1	83	30	5	11	0	0	4	0	0	0	0	0
5:15 PM	148	4	101	30	3	6	0	0	4	0	0	0	0	0
5:30 PM	172	4	122	30	4	6	1	0	5	0	0	0	0	0
5:45 PM	161	1	104	32	12	6	1	0	5	0	0	0	0	0
6:00 PM	143	1	107	24	0	2	0	0	8	0	0	1	0	0
6:15 PM	156	2	119	19	2	9	0	0	4	1	0	0	0	0
6:30 PM	125	1	100	16	1	5	0	0	2	0	0	0	0	0
6:45 PM	103	1	84	8	0	9	0	0	1	0	0	0	0	0
7:00 PM	92	2	66	16	1	6	0	0	1	0	0	0	0	0
7:15 PM	75	0	62	8	2	3	0	0	0	0	0	0	0	0
7:30 PM	70	0	54	14	0	0	0	0	2	0	0	0	0	0
7:45 PM	81	1	59	16	2	3	0	0	0	0	0	0	0	0
8:00 PM	83	2	60	15	3	3	0	0	0	0	0	0	0	0
8:15 PM	78	0	57	14	4	2	0	0	0	0	0	1	0	0
8:30 PM	62	0	45	11	1	4	0	0	1	0	0	0	0	0
8:45 PM	50	0	39	11	0	0	0	0	0	0	0	0	0	0
9:00 PM	42	1	32	7	0	2	0	0	0	0	0	0	0	0
9:15 PM	38	0	28	7	0	3	0	0	0	0	0	0	0	0
9:30 PM	26	0	20	5	0	1	0	0	0	0	0	0	0	0
9:45 PM	25	0	21	4	0	0	0	0	0	0	0	0	0	0
10:00 PM	16	0	13	3	0	0	0	0	0	0	0	0	0	0
10:15 PM	16	0	13	3	0	0	0	0	0	0	0	0	0	0
10:30 PM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
10:45 PM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
11:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/22/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4133	37	2975	718	117	185	4	0	86	3	0	7	1	0
%		0.9	72.0	17.4	2.8	4.5	0.1	0.0	2.1	0.1	0.0	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	6	0	5	0	0	0	0	0	0	1	0	0	0	0
12:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
3:30 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
3:45 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	2	0	1	0	0	0	0	0	1	0	0	0	0	0
4:45 AM	6	0	5	0	0	0	1	0	0	0	0	0	0	0
5:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
5:30 AM	6	0	2	3	0	1	0	0	0	0	0	0	0	0
5:45 AM	11	0	7	3	0	1	0	0	0	0	0	0	0	0
6:00 AM	16	0	13	1	0	1	0	0	1	0	0	0	0	0
6:15 AM	21	0	11	4	1	4	0	0	0	1	0	0	0	0
6:30 AM	17	0	13	1	1	1	0	0	1	0	0	0	0	0
6:45 AM	40	0	22	7	3	5	1	0	1	0	0	1	0	0
7:00 AM	129	1	95	21	7	5	0	0	0	0	0	0	0	0
7:15 AM	192	3	132	27	12	9	2	1	5	1	0	0	0	0
7:30 AM	149	1	99	25	12	5	0	0	7	0	0	0	0	0
7:45 AM	170	5	105	34	9	5	0	0	11	0	0	1	0	0
8:00 AM	139	1	103	23	6	5	0	0	1	0	0	0	0	0
8:15 AM	69	1	46	14	0	7	0	0	1	0	0	0	0	0
8:30 AM	69	0	47	17	2	1	0	0	2	0	0	0	0	0
8:45 AM	53	0	34	9	4	3	0	0	3	0	0	0	0	0
9:00 AM	65	1	37	18	2	4	0	0	3	0	0	0	0	0
9:15 AM	58	0	40	12	1	2	1	0	1	0	0	1	0	0
9:30 AM	54	0	38	14	1	0	0	0	1	0	0	0	0	0
9:45 AM	53	1	35	14	0	2	0	0	1	0	0	0	0	0
10:00 AM	57	1	41	12	1	2	0	0	0	0	0	0	0	0
10:15 AM	50	0	39	8	0	2	0	0	1	0	0	0	0	0
10:30 AM	64	0	37	23	0	4	0	0	0	0	0	0	0	0
10:45 AM	70	0	54	11	0	3	1	0	1	0	0	0	0	0
11:00 AM	78	0	52	20	0	4	1	0	1	0	0	0	0	0
11:15 AM	63	0	50	9	0	3	0	0	1	0	0	0	0	0
11:30 AM	70	1	49	14	2	3	0	0	1	0	0	0	0	0
11:45 AM	84	0	58	23	0	2	0	0	1	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1905	16	1305	375	64	85	7	1	46	3	0	3	0	0
%		0.8	68.5	19.7	3.4	4.5	0.4	0.1	2.4	0.2	0.0	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

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Site: #10
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Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	99	0	66	22	3	4	1	0	3	0	0	0	0	0
12:15 PM	106	0	79	21	1	5	0	0	0	0	0	0	0	0
12:30 PM	80	1	59	13	1	3	0	0	3	0	0	0	0	0
12:45 PM	93	2	65	15	0	7	1	0	3	0	0	0	0	0
1:00 PM	99	1	69	18	2	6	1	0	2	0	0	0	0	0
1:15 PM	102	0	69	25	0	3	2	0	3	0	0	0	0	0
1:30 PM	97	1	72	12	2	9	0	0	1	0	0	0	0	0
1:45 PM	118	2	79	23	5	4	0	0	5	0	0	0	0	0
2:00 PM	121	1	86	24	3	5	0	0	2	0	0	0	0	0
2:15 PM	109	3	78	20	2	3	1	0	2	0	0	0	0	0
2:30 PM	84	1	64	13	3	1	0	0	2	0	0	0	0	0
2:45 PM	116	0	82	20	4	5	0	0	4	0	0	1	0	0
3:00 PM	133	1	90	23	9	4	0	0	6	0	0	0	0	0
3:15 PM	151	2	101	34	3	7	1	0	2	0	0	1	0	0
3:30 PM	123	2	85	20	5	8	0	0	3	0	0	0	0	0
3:45 PM	130	0	90	31	1	5	0	0	2	0	0	1	0	0
4:00 PM	121	1	97	15	2	3	0	0	3	0	0	0	0	0
4:15 PM	136	1	97	16	8	6	1	0	7	0	0	0	0	0
4:30 PM	126	2	87	23	3	6	0	0	4	1	0	0	0	0
4:45 PM	125	1	89	22	5	7	1	0	0	0	0	0	0	0
5:00 PM	134	4	99	15	5	7	0	0	3	0	0	1	0	0
5:15 PM	145	4	94	33	3	7	0	0	4	0	0	0	0	0
5:30 PM	148	2	97	37	2	9	0	0	1	0	0	0	0	0
5:45 PM	144	5	103	28	2	3	0	0	3	0	0	0	0	0
6:00 PM	134	1	93	30	5	4	0	0	1	0	0	0	0	0
6:15 PM	114	0	81	16	2	12	1	0	2	0	0	0	0	0
6:30 PM	98	3	74	17	2	2	0	0	0	0	0	0	0	0
6:45 PM	119	0	88	18	2	9	0	0	2	0	0	0	0	0
7:00 PM	85	0	65	16	0	3	0	0	1	0	0	0	0	0
7:15 PM	79	0	64	13	0	0	0	0	2	0	0	0	0	0
7:30 PM	69	0	49	12	2	3	0	0	3	0	0	0	0	0
7:45 PM	69	0	55	8	0	4	0	0	1	1	0	0	0	0
8:00 PM	55	1	40	11	0	3	0	0	0	0	0	0	0	0
8:15 PM	88	2	70	12	0	4	0	0	0	0	0	0	0	0
8:30 PM	55	0	40	13	0	2	0	0	0	0	0	0	0	0
8:45 PM	36	0	31	4	0	0	0	0	1	0	0	0	0	0
9:00 PM	26	0	19	6	0	1	0	0	0	0	0	0	0	0
9:15 PM	32	0	28	4	0	0	0	0	0	0	0	0	0	0
9:30 PM	30	0	19	9	0	2	0	0	0	0	0	0	0	0
9:45 PM	21	0	18	3	0	0	0	0	0	0	0	0	0	0
10:00 PM	27	0	20	6	0	1	0	0	0	0	0	0	0	0
10:15 PM	21	0	17	4	0	0	0	0	0	0	0	0	0	0
10:30 PM	15	0	14	1	0	0	0	0	0	0	0	0	0	0
10:45 PM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	11	0	11	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	2	0	1	0	1	0	0	0	0	0	0	0	0	0
11:30 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/23/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4037	44	2905	726	88	177	10	0	81	2	0	4	0	0
%		1.1	72.0	18.0	2.2	4.4	0.2	0.0	2.0	0.0	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/22/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	4	16	12:00 PM	88	345
12:15 AM	4		12:15 PM	79	
12:30 AM	4		12:30 PM	84	
12:45 AM	4		12:45 PM	94	
1:00 AM	1	7	1:00 PM	85	368
1:15 AM	3		1:15 PM	94	
1:30 AM	3		1:30 PM	98	
1:45 AM	0		1:45 PM	91	
2:00 AM	1	5	2:00 PM	109	412
2:15 AM	1		2:15 PM	83	
2:30 AM	2		2:30 PM	90	
2:45 AM	1		2:45 PM	130	
3:00 AM	2	11	3:00 PM	128	534
3:15 AM	3		3:15 PM	161	
3:30 AM	2		3:30 PM	127	
3:45 AM	4		3:45 PM	118	
4:00 AM	5	17	4:00 PM	145	548
4:15 AM	2		4:15 PM	142	
4:30 AM	2		4:30 PM	128	
4:45 AM	8		4:45 PM	133	
5:00 AM	1	18	5:00 PM	134	615
5:15 AM	1		5:15 PM	148	
5:30 AM	7		5:30 PM	172	
5:45 AM	9		5:45 PM	161	
6:00 AM	20	99	6:00 PM	143	527
6:15 AM	15		6:15 PM	156	
6:30 AM	15		6:30 PM	125	
6:45 AM	49		6:45 PM	103	
7:00 AM	131	664	7:00 PM	92	318
7:15 AM	197		7:15 PM	75	
7:30 AM	158		7:30 PM	70	
7:45 AM	178		7:45 PM	81	
8:00 AM	136	340	8:00 PM	83	273
8:15 AM	74		8:15 PM	78	
8:30 AM	49		8:30 PM	62	
8:45 AM	81		8:45 PM	50	
9:00 AM	64	211	9:00 PM	42	131
9:15 AM	47		9:15 PM	38	
9:30 AM	48		9:30 PM	26	
9:45 AM	52		9:45 PM	25	
10:00 AM	50	245	10:00 PM	16	49
10:15 AM	56		10:15 PM	16	
10:30 AM	76		10:30 PM	9	
10:45 AM	63		10:45 PM	8	
11:00 AM	97	328	11:00 PM	3	13
11:15 AM	81		11:15 PM	6	
11:30 AM	72		11:30 PM	2	
11:45 AM	78		11:45 PM	2	

24 Hour Total 6094

12:00 AM - 12:00 PM	
12 Hour Count	1961
Peak Hour	7:15 AM
Peak Volume	669
Factor	0.85

12:00 PM - 12:00 AM	
12 Hour Count	4133
Peak Hour	5:30 PM
Peak Volume	632
Factor	0.92

TRAFFIC DATA SERVICES
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Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/23/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	5	17	12:00 PM	99	378
12:15 AM	5		12:15 PM	106	
12:30 AM	6		12:30 PM	80	
12:45 AM	1		12:45 PM	93	
1:00 AM	3	6	1:00 PM	99	416
1:15 AM	1		1:15 PM	102	
1:30 AM	1		1:30 PM	97	
1:45 AM	1		1:45 PM	118	
2:00 AM	3	8	2:00 PM	121	430
2:15 AM	2		2:15 PM	109	
2:30 AM	2		2:30 PM	84	
2:45 AM	1		2:45 PM	116	
3:00 AM	0	9	3:00 PM	133	537
3:15 AM	2		3:15 PM	151	
3:30 AM	3		3:30 PM	123	
3:45 AM	4		3:45 PM	130	
4:00 AM	0	10	4:00 PM	121	508
4:15 AM	2		4:15 PM	136	
4:30 AM	2		4:30 PM	126	
4:45 AM	6		4:45 PM	125	
5:00 AM	4	25	5:00 PM	134	571
5:15 AM	4		5:15 PM	145	
5:30 AM	6		5:30 PM	148	
5:45 AM	11		5:45 PM	144	
6:00 AM	16	94	6:00 PM	134	465
6:15 AM	21		6:15 PM	114	
6:30 AM	17		6:30 PM	98	
6:45 AM	40		6:45 PM	119	
7:00 AM	129	640	7:00 PM	85	302
7:15 AM	192		7:15 PM	79	
7:30 AM	149		7:30 PM	69	
7:45 AM	170		7:45 PM	69	
8:00 AM	139	330	8:00 PM	55	234
8:15 AM	69		8:15 PM	88	
8:30 AM	69		8:30 PM	55	
8:45 AM	53		8:45 PM	36	
9:00 AM	65	230	9:00 PM	26	109
9:15 AM	58		9:15 PM	32	
9:30 AM	54		9:30 PM	30	
9:45 AM	53		9:45 PM	21	
10:00 AM	57	241	10:00 PM	27	68
10:15 AM	50		10:15 PM	21	
10:30 AM	64		10:30 PM	15	
10:45 AM	70		10:45 PM	5	
11:00 AM	78	295	11:00 PM	11	19
11:15 AM	63		11:15 PM	2	
11:30 AM	70		11:30 PM	4	
11:45 AM	84		11:45 PM	2	

24 Hour Total 5942

12:00 AM - 12:00 PM	
12 Hour Count	1905
Peak Hour	7:15 AM
Peak Volume	650
Factor	0.85

12:00 PM - 12:00 AM	
12 Hour Count	4037
Peak Hour	5:00 PM
Peak Volume	571
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #11
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	15	0	13	2	0	0	0	0	0	0	0	0	0	0
12:15 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
12:30 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
12:45 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1:15 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
1:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	6	0	5	0	0	1	0	0	0	0	0	0	0	0
2:00 AM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
2:15 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
2:30 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
4:45 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
5:00 AM	5	0	2	2	0	1	0	0	0	0	0	0	0	0
5:15 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
5:30 AM	13	0	12	1	0	0	0	0	0	0	0	0	0	0
5:45 AM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
6:00 AM	18	0	11	5	0	2	0	0	0	0	0	0	0	0
6:15 AM	19	0	14	4	1	0	0	0	0	0	0	0	0	0
6:30 AM	25	0	18	5	1	1	0	0	0	0	0	0	0	0
6:45 AM	25	0	21	3	1	0	0	0	0	0	0	0	0	0
7:00 AM	49	0	38	8	2	1	0	0	0	0	0	0	0	0
7:15 AM	86	1	63	16	4	1	1	0	0	0	0	0	0	0
7:30 AM	71	0	55	9	3	3	0	0	1	0	0	0	0	0
7:45 AM	106	1	85	13	5	1	0	0	1	0	0	0	0	0
8:00 AM	103	4	69	20	4	5	0	0	1	0	0	0	0	0
8:15 AM	68	1	47	16	2	1	0	0	1	0	0	0	0	0
8:30 AM	72	0	57	14	1	0	0	0	0	0	0	0	0	0
8:45 AM	83	1	70	9	1	2	0	0	0	0	0	0	0	0
9:00 AM	86	0	68	14	0	3	1	0	0	0	0	0	0	0
9:15 AM	66	0	51	14	0	1	0	0	0	0	0	0	0	0
9:30 AM	65	0	49	12	1	2	0	0	1	0	0	0	0	0
9:45 AM	83	0	66	11	2	4	0	0	0	0	0	0	0	0
10:00 AM	76	0	60	11	1	4	0	0	0	0	0	0	0	0
10:15 AM	76	0	62	13	0	1	0	0	0	0	0	0	0	0
10:30 AM	99	2	76	18	1	2	0	0	0	0	0	0	0	0
10:45 AM	83	0	70	9	0	3	0	0	1	0	0	0	0	0
11:00 AM	96	0	69	20	4	3	0	0	0	0	0	0	0	0
11:15 AM	78	0	64	12	2	0	0	0	0	0	0	0	0	0
11:30 AM	81	0	61	16	1	3	0	0	0	0	0	0	0	0
11:45 AM	72	1	58	9	1	3	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #11
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1827	11	1420	301	38	49	2	0	6	0	0	0	0	0
%		0.6	77.7	16.5	2.1	2.7	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
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Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	91	1	66	22	0	1	0	0	0	1	0	0	0	0
12:15 PM	105	2	79	20	2	2	0	0	0	0	0	0	0	0
12:30 PM	105	1	87	15	1	1	0	0	0	0	0	0	0	0
12:45 PM	82	1	65	14	1	1	0	0	0	0	0	0	0	0
1:00 PM	99	1	78	13	2	4	0	0	1	0	0	0	0	0
1:15 PM	117	1	88	21	5	1	1	0	0	0	0	0	0	0
1:30 PM	109	0	90	18	0	1	0	0	0	0	0	0	0	0
1:45 PM	105	0	87	14	2	2	0	0	0	0	0	0	0	0
2:00 PM	104	1	88	11	3	1	0	0	0	0	0	0	0	0
2:15 PM	116	2	92	16	2	3	0	0	1	0	0	0	0	0
2:30 PM	88	0	70	13	5	0	0	0	0	0	0	0	0	0
2:45 PM	110	1	89	11	4	4	1	0	0	0	0	0	0	0
3:00 PM	117	2	88	18	4	3	2	0	0	0	0	0	0	0
3:15 PM	106	1	82	20	0	2	1	0	0	0	0	0	0	0
3:30 PM	150	2	128	16	3	1	0	0	0	0	0	0	0	0
3:45 PM	122	1	100	15	3	2	0	0	1	0	0	0	0	0
4:00 PM	134	1	101	23	6	2	0	0	0	0	0	0	0	1
4:15 PM	142	0	114	19	7	2	0	0	0	0	0	0	0	0
4:30 PM	158	3	115	28	6	6	0	0	0	0	0	0	0	0
4:45 PM	164	5	120	33	3	3	0	0	0	0	0	0	0	0
5:00 PM	189	4	151	29	5	0	0	0	0	0	0	0	0	0
5:15 PM	159	0	127	25	5	1	1	0	0	0	0	0	0	0
5:30 PM	167	6	129	19	7	2	3	0	0	1	0	0	0	0
5:45 PM	171	3	135	19	8	5	0	0	0	1	0	0	0	0
6:00 PM	156	3	130	20	2	1	0	0	0	0	0	0	0	0
6:15 PM	155	3	115	33	3	1	0	0	0	0	0	0	0	0
6:30 PM	138	1	119	14	2	1	0	0	1	0	0	0	0	0
6:45 PM	122	1	101	16	3	1	0	0	0	0	0	0	0	0
7:00 PM	99	1	85	12	1	0	0	0	0	0	0	0	0	0
7:15 PM	103	1	90	12	0	0	0	0	0	0	0	0	0	0
7:30 PM	83	1	77	5	0	0	0	0	0	0	0	0	0	0
7:45 PM	98	2	84	9	0	3	0	0	0	0	0	0	0	0
8:00 PM	95	0	81	12	2	0	0	0	0	0	0	0	0	0
8:15 PM	83	0	76	7	0	0	0	0	0	0	0	0	0	0
8:30 PM	84	1	79	2	1	1	0	0	0	0	0	0	0	0
8:45 PM	97	1	83	11	0	1	0	0	0	1	0	0	0	0
9:00 PM	70	0	63	7	0	0	0	0	0	0	0	0	0	0
9:15 PM	63	0	54	9	0	0	0	0	0	0	0	0	0	0
9:30 PM	43	0	38	5	0	0	0	0	0	0	0	0	0	0
9:45 PM	43	0	34	8	0	1	0	0	0	0	0	0	0	0
10:00 PM	45	0	43	2	0	0	0	0	0	0	0	0	0	0
10:15 PM	43	0	40	3	0	0	0	0	0	0	0	0	0	0
10:30 PM	33	0	28	5	0	0	0	0	0	0	0	0	0	0
10:45 PM	20	1	17	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	26	0	25	1	0	0	0	0	0	0	0	0	0	0
11:15 PM	18	0	18	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	14	1	11	2	0	0	0	0	0	0	0	0	0	0
11:45 PM	17	0	15	2	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #11
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4758	56	3875	651	98	60	9	0	4	4	0	0	0	1
%		1.2	81.4	13.7	2.1	1.3	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #11
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	17	0	17	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	18	0	17	1	0	0	0	0	0	0	0	0	0	0
12:30 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
3:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	4	0	3	0	0	0	0	0	1	0	0	0	0	0
4:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
5:15 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
5:30 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	10	0	8	1	0	1	0	0	0	0	0	0	0	0
6:00 AM	18	0	10	6	0	2	0	0	0	0	0	0	0	0
6:15 AM	21	0	14	5	1	1	0	0	0	0	0	0	0	0
6:30 AM	25	0	16	5	1	3	0	0	0	0	0	0	0	0
6:45 AM	44	0	34	8	0	2	0	0	0	0	0	0	0	0
7:00 AM	47	1	32	7	4	3	0	0	0	0	0	0	0	0
7:15 AM	66	1	43	18	3	1	0	0	0	0	0	0	0	0
7:30 AM	72	0	59	10	3	0	0	0	0	0	0	0	0	0
7:45 AM	78	0	65	9	2	0	0	0	2	0	0	0	0	0
8:00 AM	105	4	78	17	3	2	0	0	1	0	0	0	0	0
8:15 AM	67	1	52	12	0	1	1	0	0	0	0	0	0	0
8:30 AM	64	0	45	16	1	2	0	0	0	0	0	0	0	0
8:45 AM	98	0	79	17	1	0	0	0	1	0	0	0	0	0
9:00 AM	66	0	48	13	1	0	0	0	4	0	0	0	0	0
9:15 AM	87	1	66	14	2	4	0	0	0	0	0	0	0	0
9:30 AM	70	2	58	8	0	1	1	0	0	0	0	0	0	0
9:45 AM	84	0	70	12	0	2	0	0	0	0	0	0	0	0
10:00 AM	78	0	52	22	1	3	0	0	0	0	0	0	0	0
10:15 AM	59	0	49	8	1	0	1	0	0	0	0	0	0	0
10:30 AM	83	0	67	10	0	5	0	0	1	0	0	0	0	0
10:45 AM	83	1	70	10	0	2	0	0	0	0	0	0	0	0
11:00 AM	98	0	74	20	0	3	0	0	1	0	0	0	0	0
11:15 AM	97	1	74	17	1	4	0	0	0	0	0	0	0	0
11:30 AM	96	2	79	14	1	0	0	0	0	0	0	0	0	0
11:45 AM	84	0	67	13	2	1	0	0	1	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #11
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1829	14	1427	302	28	43	3	0	12	0	0	0	0	0
%		0.8	78.0	16.5	1.5	2.4	0.2	0.0	0.7	0.0	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
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Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	111	0	86	21	2	0	1	0	0	1	0	0	0	0
12:15 PM	80	0	70	9	1	0	0	0	0	0	0	0	0	0
12:30 PM	134	3	99	26	3	2	0	0	1	0	0	0	0	0
12:45 PM	120	3	100	14	1	1	1	0	0	0	0	0	0	0
1:00 PM	115	2	95	13	1	4	0	0	0	0	0	0	0	0
1:15 PM	105	1	86	10	1	4	1	0	2	0	0	0	0	0
1:30 PM	97	1	77	15	0	2	2	0	0	0	0	0	0	0
1:45 PM	123	2	98	16	5	2	0	0	0	0	0	0	0	0
2:00 PM	112	0	87	17	4	3	0	0	1	0	0	0	0	0
2:15 PM	120	2	94	24	0	0	0	0	0	0	0	0	0	0
2:30 PM	115	0	94	18	2	0	0	0	1	0	0	0	0	0
2:45 PM	129	1	107	16	1	3	1	0	0	0	0	0	0	0
3:00 PM	142	4	115	15	3	5	0	0	0	0	0	0	0	0
3:15 PM	139	3	116	18	1	1	0	0	0	0	0	0	0	0
3:30 PM	168	2	130	26	6	4	0	0	0	0	0	0	0	0
3:45 PM	150	5	114	21	5	2	2	0	1	0	0	0	0	0
4:00 PM	186	1	139	32	9	4	1	0	0	0	0	0	0	0
4:15 PM	135	1	103	21	3	5	1	0	1	0	0	0	0	0
4:30 PM	150	3	120	21	3	3	0	0	0	0	0	0	0	0
4:45 PM	145	2	114	23	3	1	1	0	1	0	0	0	0	0
5:00 PM	200	0	165	22	8	4	0	0	1	0	0	0	0	0
5:15 PM	161	6	132	17	4	2	0	0	0	0	0	0	0	0
5:30 PM	194	4	148	36	4	1	1	0	0	0	0	0	0	0
5:45 PM	165	4	132	25	2	1	0	0	1	0	0	0	0	0
6:00 PM	156	2	125	19	3	7	0	0	0	0	0	0	0	0
6:15 PM	123	0	107	13	1	2	0	0	0	0	0	0	0	0
6:30 PM	124	2	102	18	1	1	0	0	0	0	0	0	0	0
6:45 PM	109	1	92	14	1	1	0	0	0	0	0	0	0	0
7:00 PM	114	0	94	18	1	1	0	0	0	0	0	0	0	0
7:15 PM	98	0	89	8	0	1	0	0	0	0	0	0	0	0
7:30 PM	100	1	86	12	1	0	0	0	0	0	0	0	0	0
7:45 PM	71	0	53	16	1	0	1	0	0	0	0	0	0	0
8:00 PM	78	0	71	7	0	0	0	0	0	0	0	0	0	0
8:15 PM	87	0	73	12	0	2	0	0	0	0	0	0	0	0
8:30 PM	66	0	53	13	0	0	0	0	0	0	0	0	0	0
8:45 PM	68	0	55	11	1	1	0	0	0	0	0	0	0	0
9:00 PM	72	0	61	10	0	1	0	0	0	0	0	0	0	0
9:15 PM	51	0	42	6	2	1	0	0	0	0	0	0	0	0
9:30 PM	54	0	44	10	0	0	0	0	0	0	0	0	0	0
9:45 PM	48	1	45	2	0	0	0	0	0	0	0	0	0	0
10:00 PM	54	0	50	4	0	0	0	0	0	0	0	0	0	0
10:15 PM	27	0	25	1	0	1	0	0	0	0	0	0	0	0
10:30 PM	29	0	26	3	0	0	0	0	0	0	0	0	0	0
10:45 PM	24	0	24	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	23	0	21	2	0	0	0	0	0	0	0	0	0	0
11:15 PM	21	0	18	3	0	0	0	0	0	0	0	0	0	0
11:30 PM	18	0	16	2	0	0	0	0	0	0	0	0	0	0
11:45 PM	6	0	6	0	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
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Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

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1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4917	57	3999	680	84	73	13	0	10	1	0	0	0	0
%		1.2	81.3	13.8	1.7	1.5	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #11
1/29/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	15	38	12:00 PM	91	383
12:15 AM	10		12:15 PM	105	
12:30 AM	6		12:30 PM	105	
12:45 AM	7		12:45 PM	82	
1:00 AM	10	26	1:00 PM	99	430
1:15 AM	6		1:15 PM	117	
1:30 AM	4		1:30 PM	109	
1:45 AM	6		1:45 PM	105	
2:00 AM	6	18	2:00 PM	104	418
2:15 AM	6		2:15 PM	116	
2:30 AM	6		2:30 PM	88	
2:45 AM	0		2:45 PM	110	
3:00 AM	2	15	3:00 PM	117	495
3:15 AM	0		3:15 PM	106	
3:30 AM	4		3:30 PM	150	
3:45 AM	9		3:45 PM	122	
4:00 AM	3	13	4:00 PM	134	598
4:15 AM	1		4:15 PM	142	
4:30 AM	4		4:30 PM	158	
4:45 AM	5		4:45 PM	164	
5:00 AM	5	31	5:00 PM	189	686
5:15 AM	4		5:15 PM	159	
5:30 AM	13		5:30 PM	167	
5:45 AM	9		5:45 PM	171	
6:00 AM	18	87	6:00 PM	156	571
6:15 AM	19		6:15 PM	155	
6:30 AM	25		6:30 PM	138	
6:45 AM	25		6:45 PM	122	
7:00 AM	49	312	7:00 PM	99	383
7:15 AM	86		7:15 PM	103	
7:30 AM	71		7:30 PM	83	
7:45 AM	106		7:45 PM	98	
8:00 AM	103	326	8:00 PM	95	359
8:15 AM	68		8:15 PM	83	
8:30 AM	72		8:30 PM	84	
8:45 AM	83		8:45 PM	97	
9:00 AM	86	300	9:00 PM	70	219
9:15 AM	66		9:15 PM	63	
9:30 AM	65		9:30 PM	43	
9:45 AM	83		9:45 PM	43	
10:00 AM	76	334	10:00 PM	45	141
10:15 AM	76		10:15 PM	43	
10:30 AM	99		10:30 PM	33	
10:45 AM	83		10:45 PM	20	
11:00 AM	96	327	11:00 PM	26	75
11:15 AM	78		11:15 PM	18	
11:30 AM	81		11:30 PM	14	
11:45 AM	72		11:45 PM	17	

24 Hour Total 6585

12:00 AM - 12:00 PM	
12 Hour Count	1827
Peak Hour	7:15 AM
Peak Volume	366
Factor	0.86

12:00 PM - 12:00 AM	
12 Hour Count	4758
Peak Hour	5:00 PM
Peak Volume	686
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #11
1/30/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	17	47	12:00 PM	111	445
12:15 AM	18		12:15 PM	80	
12:30 AM	7		12:30 PM	134	
12:45 AM	5		12:45 PM	120	
1:00 AM	4	17	1:00 PM	115	440
1:15 AM	1		1:15 PM	105	
1:30 AM	5		1:30 PM	97	
1:45 AM	7		1:45 PM	123	
2:00 AM	4	12	2:00 PM	112	476
2:15 AM	0		2:15 PM	120	
2:30 AM	5		2:30 PM	115	
2:45 AM	3		2:45 PM	129	
3:00 AM	8	16	3:00 PM	142	599
3:15 AM	3		3:15 PM	139	
3:30 AM	1		3:30 PM	168	
3:45 AM	4		3:45 PM	150	
4:00 AM	4	13	4:00 PM	186	616
4:15 AM	3		4:15 PM	135	
4:30 AM	2		4:30 PM	150	
4:45 AM	4		4:45 PM	145	
5:00 AM	10	34	5:00 PM	200	720
5:15 AM	7		5:15 PM	161	
5:30 AM	7		5:30 PM	194	
5:45 AM	10		5:45 PM	165	
6:00 AM	18	108	6:00 PM	156	512
6:15 AM	21		6:15 PM	123	
6:30 AM	25		6:30 PM	124	
6:45 AM	44		6:45 PM	109	
7:00 AM	47	263	7:00 PM	114	383
7:15 AM	66		7:15 PM	98	
7:30 AM	72		7:30 PM	100	
7:45 AM	78		7:45 PM	71	
8:00 AM	105	334	8:00 PM	78	299
8:15 AM	67		8:15 PM	87	
8:30 AM	64		8:30 PM	66	
8:45 AM	98		8:45 PM	68	
9:00 AM	66	307	9:00 PM	72	225
9:15 AM	87		9:15 PM	51	
9:30 AM	70		9:30 PM	54	
9:45 AM	84		9:45 PM	48	
10:00 AM	78	303	10:00 PM	54	134
10:15 AM	59		10:15 PM	27	
10:30 AM	83		10:30 PM	29	
10:45 AM	83		10:45 PM	24	
11:00 AM	98	375	11:00 PM	23	68
11:15 AM	97		11:15 PM	21	
11:30 AM	96		11:30 PM	18	
11:45 AM	84		11:45 PM	6	

24 Hour Total 6746

12:00 AM - 12:00 PM	
12 Hour Count	1829
Peak Hour	11:00 AM
Peak Volume	375
Factor	0.96

12:00 PM - 12:00 AM	
12 Hour Count	4917
Peak Hour	5:00 PM
Peak Volume	720
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	24	0	18	2	0	1	0	0	1	2	0	0	0	0
12:15 AM	14	0	9	3	0	0	0	0	0	2	0	0	0	0
12:30 AM	17	1	14	0	0	1	0	0	0	1	0	0	0	0
12:45 AM	9	0	6	0	0	0	0	0	0	3	0	0	0	0
1:00 AM	4	0	2	1	0	0	0	0	0	1	0	0	0	0
1:15 AM	12	0	8	3	0	0	0	0	1	0	0	0	0	0
1:30 AM	7	0	6	0	0	0	0	0	0	1	0	0	0	0
1:45 AM	3	0	1	0	0	0	0	0	0	2	0	0	0	0
2:00 AM	18	0	11	3	0	0	0	0	1	3	0	0	0	0
2:15 AM	14	0	8	6	0	0	0	0	0	0	0	0	0	0
2:30 AM	10	0	7	1	0	0	0	0	1	1	0	0	0	0
2:45 AM	14	0	8	3	1	0	0	0	0	2	0	0	0	0
3:00 AM	6	0	3	1	0	0	0	0	1	1	0	0	0	0
3:15 AM	8	0	3	3	0	0	0	0	0	2	0	0	0	0
3:30 AM	9	0	3	2	0	1	0	0	1	2	0	0	0	0
3:45 AM	11	0	5	1	0	0	0	0	2	3	0	0	0	0
4:00 AM	14	0	4	2	0	1	0	0	1	6	0	0	0	0
4:15 AM	13	0	7	1	0	0	0	0	1	4	0	0	0	0
4:30 AM	26	0	16	3	0	1	0	0	1	5	0	0	0	0
4:45 AM	26	0	13	4	0	2	0	0	5	2	0	0	0	0
5:00 AM	26	0	17	4	0	1	1	0	1	2	0	0	0	0
5:15 AM	29	0	16	6	0	2	0	0	2	3	0	0	0	0
5:30 AM	51	0	34	8	0	1	0	0	4	4	0	0	0	0
5:45 AM	58	0	40	9	2	1	1	0	2	3	0	0	0	0
6:00 AM	65	0	38	15	0	3	0	0	5	3	1	0	0	0
6:15 AM	80	0	48	12	1	4	0	0	8	7	0	0	0	0
6:30 AM	117	0	82	24	1	3	0	0	3	4	0	0	0	0
6:45 AM	163	1	105	36	2	10	1	0	4	4	0	0	0	0
7:00 AM	191	2	141	31	1	6	1	0	5	4	0	0	0	0
7:15 AM	256	0	185	46	2	6	0	0	11	4	0	2	0	0
7:30 AM	328	1	244	55	7	6	1	0	5	7	0	2	0	0
7:45 AM	343	1	278	48	2	6	0	0	4	4	0	0	0	0
8:00 AM	328	2	252	44	1	12	0	0	11	5	0	1	0	0
8:15 AM	245	2	177	48	3	4	1	0	8	2	0	0	0	0
8:30 AM	263	1	187	46	6	13	1	0	6	2	0	0	0	1
8:45 AM	235	0	170	39	3	5	3	0	10	5	0	0	0	0
9:00 AM	137	0	101	22	0	4	1	0	4	3	0	1	1	0
9:15 AM	158	0	98	29	5	9	1	0	11	3	0	2	0	0
9:30 AM	131	1	83	27	2	7	1	0	5	4	0	1	0	0
9:45 AM	139	0	94	24	3	6	0	0	3	9	0	0	0	0
10:00 AM	131	1	69	44	0	6	1	0	9	1	0	0	0	0
10:15 AM	108	0	73	26	0	1	0	0	4	4	0	0	0	0
10:30 AM	140	0	97	28	1	6	0	0	4	3	0	1	0	0
10:45 AM	147	0	82	35	4	12	2	0	7	5	0	0	0	0
11:00 AM	121	0	76	21	2	7	0	0	6	9	0	0	0	0
11:15 AM	109	0	64	27	2	4	2	0	7	2	1	0	0	0
11:30 AM	114	1	72	21	2	5	4	0	4	5	0	0	0	0
11:45 AM	131	0	88	21	0	7	4	0	3	8	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4603	14	3163	835	53	164	26	0	172	162	2	10	1	1
%		0.3	68.7	18.1	1.2	3.6	0.6	0.0	3.7	3.5	0.0	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	100	0	67	14	1	4	1	0	11	2	0	0	0	0
12:15 PM	126	0	86	24	1	10	0	0	3	2	0	0	0	0
12:30 PM	126	0	83	23	0	5	2	0	4	8	0	0	0	1
12:45 PM	150	0	92	28	3	5	1	0	9	12	0	0	0	0
1:00 PM	132	0	84	34	0	2	0	0	8	3	0	1	0	0
1:15 PM	132	0	92	20	1	6	1	0	5	6	1	0	0	0
1:30 PM	124	0	80	26	1	4	2	0	5	6	0	0	0	0
1:45 PM	166	0	110	37	2	2	2	0	4	7	2	0	0	0
2:00 PM	122	0	86	21	1	3	0	0	7	4	0	0	0	0
2:15 PM	125	2	73	34	0	6	1	0	2	7	0	0	0	0
2:30 PM	147	1	90	39	0	2	1	0	4	10	0	0	0	0
2:45 PM	170	0	109	33	2	6	2	0	10	6	1	1	0	0
3:00 PM	150	1	93	38	0	7	1	0	3	5	0	2	0	0
3:15 PM	179	1	124	38	3	5	0	0	3	5	0	0	0	0
3:30 PM	179	0	119	38	0	11	0	0	6	5	0	0	0	0
3:45 PM	191	0	125	47	4	3	0	0	6	6	0	0	0	0
4:00 PM	195	0	134	33	6	7	0	0	9	6	0	0	0	0
4:15 PM	217	1	144	44	2	13	1	0	7	4	0	1	0	0
4:30 PM	199	0	153	31	1	6	1	0	7	0	0	0	0	0
4:45 PM	249	0	168	47	5	10	1	0	12	6	0	0	0	0
5:00 PM	260	0	178	58	5	11	0	0	6	2	0	0	0	0
5:15 PM	253	0	190	49	0	8	1	0	4	1	0	0	0	0
5:30 PM	217	0	154	44	1	9	1	0	5	3	0	0	0	0
5:45 PM	225	0	161	41	1	5	1	0	12	4	0	0	0	0
6:00 PM	164	1	127	24	2	7	1	0	2	0	0	0	0	0
6:15 PM	210	0	160	36	0	2	0	0	9	3	0	0	0	0
6:30 PM	145	0	106	23	0	7	1	0	3	5	0	0	0	0
6:45 PM	113	0	92	14	0	3	0	0	2	2	0	0	0	0
7:00 PM	103	0	75	16	1	4	0	0	6	1	0	0	0	0
7:15 PM	104	0	81	12	0	1	0	0	8	2	0	0	0	0
7:30 PM	68	1	41	15	2	3	1	0	2	3	0	0	0	0
7:45 PM	63	0	47	10	0	2	0	0	3	1	0	0	0	0
8:00 PM	82	0	64	11	1	3	0	0	3	0	0	0	0	0
8:15 PM	120	1	90	18	0	5	1	0	2	3	0	0	0	0
8:30 PM	82	0	64	12	0	2	1	0	1	1	0	1	0	0
8:45 PM	52	0	38	11	0	1	1	0	0	1	0	0	0	0
9:00 PM	55	0	42	9	0	1	1	0	1	1	0	0	0	0
9:15 PM	40	0	30	7	0	0	1	0	2	0	0	0	0	0
9:30 PM	28	0	22	6	0	0	0	0	0	0	0	0	0	0
9:45 PM	41	0	30	4	0	2	0	0	3	2	0	0	0	0
10:00 PM	40	0	31	3	0	0	1	0	3	2	0	0	0	0
10:15 PM	31	0	27	4	0	0	0	0	0	0	0	0	0	0
10:30 PM	42	0	32	8	0	1	0	0	0	0	0	1	0	0
10:45 PM	22	0	16	6	0	0	0	0	0	0	0	0	0	0
11:00 PM	31	0	23	4	0	0	0	0	1	3	0	0	0	0
11:15 PM	22	0	17	4	0	1	0	0	0	0	0	0	0	0
11:30 PM	27	0	20	4	0	1	0	0	1	1	0	0	0	0
11:45 PM	30	0	23	5	0	0	0	0	1	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	5849	9	4093	1107	46	196	29	0	205	152	4	7	0	1
%		0.2	70.0	18.9	0.8	3.4	0.5	0.0	3.5	2.6	0.1	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	26	0	20	2	0	1	0	0	2	1	0	0	0	0
12:15 AM	20	0	16	2	0	0	0	0	1	1	0	0	0	0
12:30 AM	12	0	7	2	0	0	0	0	0	3	0	0	0	0
12:45 AM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	9	0	5	2	0	0	0	0	0	2	0	0	0	0
1:15 AM	7	0	6	0	0	0	0	0	1	0	0	0	0	0
1:30 AM	9	0	2	3	0	0	1	0	1	2	0	0	0	0
1:45 AM	8	0	4	2	0	1	0	0	0	1	0	0	0	0
2:00 AM	11	0	9	2	0	0	0	0	0	0	0	0	0	0
2:15 AM	14	0	10	1	0	1	0	0	1	1	0	0	0	0
2:30 AM	17	0	11	4	0	0	0	0	0	2	0	0	0	0
2:45 AM	9	0	4	3	0	0	0	0	0	2	0	0	0	0
3:00 AM	12	0	5	4	0	0	0	0	0	3	0	0	0	0
3:15 AM	18	0	8	4	0	0	0	0	2	4	0	0	0	0
3:30 AM	15	0	10	1	0	0	0	0	1	3	0	0	0	0
3:45 AM	9	0	5	3	0	0	0	0	0	1	0	0	0	0
4:00 AM	9	0	4	2	0	0	0	0	0	3	0	0	0	0
4:15 AM	18	0	10	1	0	1	1	0	3	2	0	0	0	0
4:30 AM	21	0	15	4	0	0	0	0	1	1	0	0	0	0
4:45 AM	37	0	18	6	0	1	0	0	6	6	0	0	0	0
5:00 AM	26	0	12	4	1	2	0	0	4	3	0	0	0	0
5:15 AM	27	0	15	6	1	0	0	0	3	2	0	0	0	0
5:30 AM	46	0	27	11	1	1	0	0	4	2	0	0	0	0
5:45 AM	67	0	46	11	0	3	0	0	1	6	0	0	0	0
6:00 AM	59	0	33	12	1	1	0	0	8	4	0	0	0	0
6:15 AM	72	0	45	18	0	2	0	0	3	4	0	0	0	0
6:30 AM	117	0	90	14	1	3	0	0	6	3	0	0	0	0
6:45 AM	184	0	129	40	2	4	0	0	5	4	0	0	0	0
7:00 AM	188	1	137	35	0	10	0	0	1	3	0	1	0	0
7:15 AM	271	0	210	50	2	5	0	0	1	3	0	0	0	0
7:30 AM	327	0	246	59	3	9	1	0	4	4	0	1	0	0
7:45 AM	382	2	290	50	4	22	1	0	9	2	0	2	0	0
8:00 AM	325	0	244	52	4	14	0	0	5	3	1	2	0	0
8:15 AM	264	1	198	39	3	10	1	0	8	2	0	2	0	0
8:30 AM	236	0	164	40	4	13	1	0	10	4	0	0	0	0
8:45 AM	239	0	178	33	4	10	1	0	8	5	0	0	0	0
9:00 AM	179	0	113	43	3	8	0	0	7	5	0	0	0	0
9:15 AM	156	0	102	28	3	10	0	1	7	4	0	1	0	0
9:30 AM	126	0	83	29	2	4	1	0	4	3	0	0	0	0
9:45 AM	139	0	93	31	1	5	2	0	4	3	0	0	0	0
10:00 AM	136	0	87	25	2	7	1	0	11	3	0	0	0	0
10:15 AM	121	0	76	24	0	6	1	0	7	5	2	0	0	0
10:30 AM	130	0	96	17	0	6	1	0	3	7	0	0	0	0
10:45 AM	131	0	81	29	2	6	3	0	5	3	0	1	0	1
11:00 AM	101	0	66	25	1	0	1	0	5	3	0	0	0	0
11:15 AM	125	0	85	24	5	0	0	0	5	5	0	0	0	1
11:30 AM	104	0	59	28	0	4	0	0	3	9	0	0	1	0
11:45 AM	134	0	97	19	1	7	0	0	3	6	0	0	0	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4701	4	3279	844	51	177	17	1	163	148	3	10	1	3
%		0.1	69.8	18.0	1.1	3.8	0.4	0.0	3.5	3.1	0.1	0.2	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	100	1	74	15	1	5	1	0	1	2	0	0	0	0
12:15 PM	138	1	85	29	0	5	2	0	9	7	0	0	0	0
12:30 PM	129	0	86	19	1	6	2	0	5	9	1	0	0	0
12:45 PM	130	0	79	29	2	5	1	0	5	8	0	1	0	0
1:00 PM	147	0	95	30	2	7	1	0	2	9	1	0	0	0
1:15 PM	129	0	87	21	5	3	3	0	0	8	1	1	0	0
1:30 PM	156	2	96	27	2	7	1	0	4	12	3	1	0	1
1:45 PM	118	0	80	20	0	3	1	0	5	9	0	0	0	0
2:00 PM	131	0	88	27	1	3	1	0	2	9	0	0	0	0
2:15 PM	151	0	96	33	1	9	2	0	5	5	0	0	0	0
2:30 PM	170	0	111	40	2	5	2	0	4	6	0	0	0	0
2:45 PM	181	1	133	28	1	7	1	0	4	6	0	0	0	0
3:00 PM	164	0	112	35	1	8	0	0	4	4	0	0	0	0
3:15 PM	187	2	119	41	3	9	0	0	6	6	1	0	0	0
3:30 PM	162	0	104	35	4	8	0	0	4	6	0	1	0	0
3:45 PM	210	0	144	43	2	14	2	0	1	4	0	0	0	0
4:00 PM	186	0	130	39	2	4	0	0	3	7	0	1	0	0
4:15 PM	216	1	146	44	4	6	0	0	5	10	0	0	0	0
4:30 PM	201	1	140	46	1	7	0	0	2	2	0	2	0	0
4:45 PM	258	2	180	50	3	10	0	0	7	6	0	0	0	0
5:00 PM	247	0	165	58	4	6	0	0	6	5	1	2	0	0
5:15 PM	261	0	202	39	2	8	0	0	5	5	0	0	0	0
5:30 PM	246	3	167	58	1	9	2	0	3	3	0	0	0	0
5:45 PM	198	0	142	34	0	13	0	0	4	5	0	0	0	0
6:00 PM	161	0	120	27	1	6	0	0	2	5	0	0	0	0
6:15 PM	215	0	161	38	1	8	0	0	1	5	0	0	1	0
6:30 PM	139	1	109	22	1	3	0	0	1	2	0	0	0	0
6:45 PM	130	1	89	28	1	5	1	0	3	2	0	0	0	0
7:00 PM	108	0	77	21	0	5	0	0	0	3	1	1	0	0
7:15 PM	104	0	80	13	1	2	1	0	3	3	0	1	0	0
7:30 PM	112	0	80	19	1	5	0	0	5	2	0	0	0	0
7:45 PM	100	0	79	13	0	3	0	0	3	2	0	0	0	0
8:00 PM	83	0	63	16	0	1	0	0	3	0	0	0	0	0
8:15 PM	91	0	72	6	1	3	1	0	4	3	0	1	0	0
8:30 PM	79	0	54	14	4	5	0	0	1	1	0	0	0	0
8:45 PM	53	0	38	11	0	1	1	0	2	0	0	0	0	0
9:00 PM	60	0	46	6	0	1	0	0	3	4	0	0	0	0
9:15 PM	61	0	43	11	0	2	0	0	3	2	0	0	0	0
9:30 PM	41	0	30	8	0	0	0	0	3	0	0	0	0	0
9:45 PM	30	0	19	5	0	1	1	0	2	2	0	0	0	0
10:00 PM	41	0	32	5	0	1	0	0	2	1	0	0	0	0
10:15 PM	40	0	33	4	0	0	0	0	1	1	0	1	0	0
10:30 PM	41	0	31	9	0	0	0	0	1	0	0	0	0	0
10:45 PM	25	0	17	3	0	1	0	0	1	3	0	0	0	0
11:00 PM	30	0	20	5	1	0	0	0	2	2	0	0	0	0
11:15 PM	33	0	24	8	0	0	0	0	1	0	0	0	0	0
11:30 PM	23	0	20	1	0	0	0	0	1	1	0	0	0	0
11:45 PM	25	0	17	5	0	0	0	0	2	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6041	16	4215	1138	57	220	27	0	146	198	9	13	1	1
%		0.3	69.8	18.8	0.9	3.6	0.4	0.0	2.4	3.3	0.1	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/29/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	24	64	12:00 PM	100	502
12:15 AM	14		12:15 PM	126	
12:30 AM	17		12:30 PM	126	
12:45 AM	9		12:45 PM	150	
1:00 AM	4	26	1:00 PM	132	554
1:15 AM	12		1:15 PM	132	
1:30 AM	7		1:30 PM	124	
1:45 AM	3		1:45 PM	166	
2:00 AM	18	56	2:00 PM	122	564
2:15 AM	14		2:15 PM	125	
2:30 AM	10		2:30 PM	147	
2:45 AM	14		2:45 PM	170	
3:00 AM	6	34	3:00 PM	150	699
3:15 AM	8		3:15 PM	179	
3:30 AM	9		3:30 PM	179	
3:45 AM	11		3:45 PM	191	
4:00 AM	14	79	4:00 PM	195	860
4:15 AM	13		4:15 PM	217	
4:30 AM	26		4:30 PM	199	
4:45 AM	26		4:45 PM	249	
5:00 AM	26	164	5:00 PM	260	955
5:15 AM	29		5:15 PM	253	
5:30 AM	51		5:30 PM	217	
5:45 AM	58		5:45 PM	225	
6:00 AM	65	425	6:00 PM	164	632
6:15 AM	80		6:15 PM	210	
6:30 AM	117		6:30 PM	145	
6:45 AM	163		6:45 PM	113	
7:00 AM	191	1118	7:00 PM	103	338
7:15 AM	256		7:15 PM	104	
7:30 AM	328		7:30 PM	68	
7:45 AM	343		7:45 PM	63	
8:00 AM	328	1071	8:00 PM	82	336
8:15 AM	245		8:15 PM	120	
8:30 AM	263		8:30 PM	82	
8:45 AM	235		8:45 PM	52	
9:00 AM	137	565	9:00 PM	55	164
9:15 AM	158		9:15 PM	40	
9:30 AM	131		9:30 PM	28	
9:45 AM	139		9:45 PM	41	
10:00 AM	131	526	10:00 PM	40	135
10:15 AM	108		10:15 PM	31	
10:30 AM	140		10:30 PM	42	
10:45 AM	147		10:45 PM	22	
11:00 AM	121	475	11:00 PM	31	110
11:15 AM	109		11:15 PM	22	
11:30 AM	114		11:30 PM	27	
11:45 AM	131		11:45 PM	30	

24 Hour Total 10452

12:00 AM - 12:00 PM	
12 Hour Count	4603
Peak Hour	7:15 AM
Peak Volume	1255
Factor	0.91

12:00 PM - 12:00 AM	
12 Hour Count	5849
Peak Hour	4:45 PM
Peak Volume	979
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/30/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	26	66	12:00 PM	100	497
12:15 AM	20		12:15 PM	138	
12:30 AM	12		12:30 PM	129	
12:45 AM	8		12:45 PM	130	
1:00 AM	9	33	1:00 PM	147	550
1:15 AM	7		1:15 PM	129	
1:30 AM	9		1:30 PM	156	
1:45 AM	8		1:45 PM	118	
2:00 AM	11	51	2:00 PM	131	633
2:15 AM	14		2:15 PM	151	
2:30 AM	17		2:30 PM	170	
2:45 AM	9		2:45 PM	181	
3:00 AM	12	54	3:00 PM	164	723
3:15 AM	18		3:15 PM	187	
3:30 AM	15		3:30 PM	162	
3:45 AM	9		3:45 PM	210	
4:00 AM	9	85	4:00 PM	186	861
4:15 AM	18		4:15 PM	216	
4:30 AM	21		4:30 PM	201	
4:45 AM	37		4:45 PM	258	
5:00 AM	26	166	5:00 PM	247	952
5:15 AM	27		5:15 PM	261	
5:30 AM	46		5:30 PM	246	
5:45 AM	67		5:45 PM	198	
6:00 AM	59	432	6:00 PM	161	645
6:15 AM	72		6:15 PM	215	
6:30 AM	117		6:30 PM	139	
6:45 AM	184		6:45 PM	130	
7:00 AM	188	1168	7:00 PM	108	424
7:15 AM	271		7:15 PM	104	
7:30 AM	327		7:30 PM	112	
7:45 AM	382		7:45 PM	100	
8:00 AM	325	1064	8:00 PM	83	306
8:15 AM	264		8:15 PM	91	
8:30 AM	236		8:30 PM	79	
8:45 AM	239		8:45 PM	53	
9:00 AM	179	600	9:00 PM	60	192
9:15 AM	156		9:15 PM	61	
9:30 AM	126		9:30 PM	41	
9:45 AM	139		9:45 PM	30	
10:00 AM	136	518	10:00 PM	41	147
10:15 AM	121		10:15 PM	40	
10:30 AM	130		10:30 PM	41	
10:45 AM	131		10:45 PM	25	
11:00 AM	101	464	11:00 PM	30	111
11:15 AM	125		11:15 PM	33	
11:30 AM	104		11:30 PM	23	
11:45 AM	134		11:45 PM	25	

24 Hour Total 10742

12:00 AM - 12:00 PM	
12 Hour Count	4701
Peak Hour	7:15 AM
Peak Volume	1305
Factor	0.85

12:00 PM - 12:00 AM	
12 Hour Count	6041
Peak Hour	4:45 PM
Peak Volume	1012
Factor	0.97

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	18	0	12	2	0	0	0	0	0	3	1	0	0	0
12:15 AM	13	0	9	3	0	0	0	0	0	1	0	0	0	0
12:30 AM	11	0	7	1	0	1	1	0	0	1	0	0	0	0
12:45 AM	15	0	10	1	0	0	1	0	1	2	0	0	0	0
1:00 AM	12	0	8	3	0	0	1	0	0	0	0	0	0	0
1:15 AM	11	0	9	1	0	1	0	0	0	0	0	0	0	0
1:30 AM	7	0	3	2	1	0	0	0	0	1	0	0	0	0
1:45 AM	12	0	7	1	0	0	0	0	1	3	0	0	0	0
2:00 AM	6	0	3	0	1	0	0	0	0	2	0	0	0	0
2:15 AM	13	0	11	0	0	0	1	0	0	1	0	0	0	0
2:30 AM	9	0	6	2	0	0	0	0	0	1	0	0	0	0
2:45 AM	4	0	3	0	0	0	0	0	0	1	0	0	0	0
3:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	14	0	7	3	0	0	0	0	1	3	0	0	0	0
3:30 AM	13	0	6	4	0	0	0	0	0	3	0	0	0	0
3:45 AM	10	0	7	0	0	0	1	0	1	1	0	0	0	0
4:00 AM	19	0	10	6	0	1	1	0	0	1	0	0	0	0
4:15 AM	23	0	13	3	0	2	0	0	1	3	1	0	0	0
4:30 AM	28	0	17	5	0	1	0	0	1	4	0	0	0	0
4:45 AM	43	0	23	12	0	2	0	1	0	5	0	0	0	0
5:00 AM	44	0	24	16	0	2	0	0	1	1	0	0	0	0
5:15 AM	68	1	40	17	0	4	0	0	0	6	0	0	0	0
5:30 AM	85	0	57	19	1	2	0	0	2	4	0	0	0	0
5:45 AM	83	0	54	20	2	3	0	0	2	1	0	1	0	0
6:00 AM	92	0	46	24	2	11	0	0	4	5	0	0	0	0
6:15 AM	105	0	57	38	3	3	0	0	1	3	0	0	0	0
6:30 AM	185	0	115	46	4	12	1	0	2	5	0	0	0	0
6:45 AM	192	0	134	43	0	10	1	0	2	1	0	1	0	0
7:00 AM	178	1	126	30	3	9	0	0	2	7	0	0	0	0
7:15 AM	226	0	154	51	1	10	3	0	4	3	0	0	0	0
7:30 AM	270	2	202	45	4	6	3	0	2	4	0	2	0	0
7:45 AM	284	0	201	53	3	12	3	0	8	2	0	2	0	0
8:00 AM	217	0	152	37	5	10	0	0	6	6	0	1	0	0
8:15 AM	215	0	143	42	3	9	3	0	7	8	0	0	0	0
8:30 AM	202	2	140	35	2	15	0	0	4	4	0	0	0	0
8:45 AM	151	0	108	31	1	5	0	0	3	3	0	0	0	0
9:00 AM	152	0	106	25	3	6	2	0	6	4	0	0	0	0
9:15 AM	120	0	67	29	5	10	0	0	1	8	0	0	0	0
9:30 AM	133	0	77	33	1	7	0	0	5	10	0	0	0	0
9:45 AM	117	0	73	25	1	9	1	0	2	6	0	0	0	0
10:00 AM	101	1	61	18	1	8	1	0	6	5	0	0	0	0
10:15 AM	120	0	76	27	2	0	2	0	6	5	1	1	0	0
10:30 AM	107	0	60	27	2	6	2	0	3	7	0	0	0	0
10:45 AM	115	0	77	19	2	4	1	0	7	5	0	0	0	0
11:00 AM	116	0	84	19	1	2	1	0	5	3	1	0	0	0
11:15 AM	137	0	89	22	2	6	1	0	10	7	0	0	0	0
11:30 AM	119	0	80	20	0	7	0	0	3	8	0	1	0	0
11:45 AM	138	0	91	28	2	8	1	0	2	5	1	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4356	7	2868	888	58	204	32	1	112	172	5	9	0	0
%		0.2	65.8	20.4	1.3	4.7	0.7	0.0	2.6	3.9	0.1	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	122	1	78	23	2	5	1	0	8	4	0	0	0	0
12:15 PM	124	1	83	27	0	3	1	0	3	6	0	0	0	0
12:30 PM	119	0	70	21	1	4	2	0	11	9	0	0	1	0
12:45 PM	121	1	81	25	6	3	1	0	2	2	0	0	0	0
1:00 PM	141	2	101	22	0	2	1	0	6	7	0	0	0	0
1:15 PM	143	0	105	21	3	5	1	0	4	4	0	0	0	0
1:30 PM	145	1	99	26	1	7	1	0	7	2	0	1	0	0
1:45 PM	152	0	104	26	7	3	2	0	6	3	0	1	0	0
2:00 PM	121	0	69	42	0	7	0	0	0	3	0	0	0	0
2:15 PM	161	0	105	36	2	4	0	0	5	8	0	1	0	0
2:30 PM	146	0	106	27	1	3	2	1	2	2	0	2	0	0
2:45 PM	144	1	100	26	0	7	1	0	7	2	0	0	0	0
3:00 PM	154	1	97	33	1	10	1	0	4	6	1	0	0	0
3:15 PM	168	0	124	28	1	7	0	0	2	4	2	0	0	0
3:30 PM	182	0	123	43	0	5	0	0	6	5	0	0	0	0
3:45 PM	161	0	116	33	0	5	0	0	5	2	0	0	0	0
4:00 PM	186	1	133	32	4	5	0	0	7	4	0	0	0	0
4:15 PM	215	1	142	49	2	13	0	0	2	5	0	1	0	0
4:30 PM	198	0	141	37	2	11	1	0	4	2	0	0	0	0
4:45 PM	246	0	175	44	4	9	1	0	6	7	0	0	0	0
5:00 PM	282	0	217	40	6	6	1	0	9	3	0	0	0	0
5:15 PM	322	0	248	49	4	10	0	0	9	2	0	0	0	0
5:30 PM	309	0	212	61	5	17	0	0	7	7	0	0	0	0
5:45 PM	255	1	202	36	1	6	0	0	8	1	0	0	0	0
6:00 PM	232	1	176	43	1	4	1	0	3	3	0	0	0	0
6:15 PM	213	0	164	38	0	2	1	0	3	5	0	0	0	0
6:30 PM	184	0	142	28	1	8	0	0	5	0	0	0	0	0
6:45 PM	170	2	120	33	0	5	1	0	5	4	0	0	0	0
7:00 PM	124	0	95	17	1	5	0	0	2	4	0	0	0	0
7:15 PM	138	0	101	24	0	4	2	0	5	2	0	0	0	0
7:30 PM	138	0	110	20	0	4	0	0	2	2	0	0	0	0
7:45 PM	121	0	95	19	0	2	0	0	0	5	0	0	0	0
8:00 PM	108	0	85	17	0	4	0	0	0	1	1	0	0	0
8:15 PM	111	0	83	18	0	7	0	0	1	2	0	0	0	0
8:30 PM	88	0	69	13	0	2	0	0	2	2	0	0	0	0
8:45 PM	127	0	88	24	0	6	1	0	2	6	0	0	0	0
9:00 PM	81	1	68	4	0	1	0	0	4	3	0	0	0	0
9:15 PM	95	0	77	11	1	2	0	0	1	3	0	0	0	0
9:30 PM	83	0	56	16	0	0	0	0	2	8	0	1	0	0
9:45 PM	57	0	37	10	0	2	0	0	5	3	0	0	0	0
10:00 PM	45	1	28	12	0	0	1	0	0	3	0	0	0	0
10:15 PM	42	0	32	6	0	0	0	0	2	2	0	0	0	0
10:30 PM	36	0	32	4	0	0	0	0	0	0	0	0	0	0
10:45 PM	40	0	32	2	0	1	0	0	0	5	0	0	0	0
11:00 PM	34	0	27	3	0	0	0	0	1	3	0	0	0	0
11:15 PM	27	0	18	4	0	1	0	0	0	3	1	0	0	0
11:30 PM	22	0	18	2	0	0	1	0	0	1	0	0	0	0
11:45 PM	21	0	13	2	0	1	0	0	0	5	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6654	16	4797	1177	57	218	25	1	175	175	5	7	1	0
%		0.2	72.1	17.7	0.9	3.3	0.4	0.0	2.6	2.6	0.1	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	16	0	12	2	0	1	0	0	0	1	0	0	0	0
12:15 AM	19	0	16	2	0	0	0	0	0	1	0	0	0	0
12:30 AM	17	0	14	0	0	0	0	0	0	2	1	0	0	0
12:45 AM	20	0	16	1	0	0	0	0	0	3	0	0	0	0
1:00 AM	5	0	4	0	0	0	0	0	0	1	0	0	0	0
1:15 AM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
1:30 AM	9	0	7	0	0	0	1	0	0	1	0	0	0	0
1:45 AM	7	0	4	0	0	1	0	0	0	2	0	0	0	0
2:00 AM	4	0	2	1	0	0	0	0	0	1	0	0	0	0
2:15 AM	8	0	4	1	0	0	0	0	0	3	0	0	0	0
2:30 AM	11	0	8	1	0	0	0	0	0	1	0	1	0	0
2:45 AM	10	0	5	3	0	0	0	0	1	1	0	0	0	0
3:00 AM	7	0	4	2	0	1	0	0	0	0	0	0	0	0
3:15 AM	7	0	6	0	0	0	0	0	0	1	0	0	0	0
3:30 AM	8	0	4	2	0	0	0	0	1	1	0	0	0	0
3:45 AM	15	0	10	0	1	1	1	0	1	1	0	0	0	0
4:00 AM	16	1	7	6	0	1	0	0	1	0	0	0	0	0
4:15 AM	21	0	11	5	0	3	0	0	0	2	0	0	0	0
4:30 AM	36	0	23	8	1	0	1	0	1	2	0	0	0	0
4:45 AM	41	0	20	13	0	3	0	0	0	4	0	1	0	0
5:00 AM	54	0	28	19	1	3	0	0	1	2	0	0	0	0
5:15 AM	51	1	29	19	0	0	0	0	0	2	0	0	0	0
5:30 AM	89	0	61	18	2	2	1	0	2	3	0	0	0	0
5:45 AM	93	0	56	21	5	3	0	0	2	6	0	0	0	0
6:00 AM	97	0	57	24	4	5	1	0	1	4	0	1	0	0
6:15 AM	149	1	99	38	4	4	0	0	1	1	0	1	0	0
6:30 AM	161	0	96	43	6	9	1	0	0	5	0	1	0	0
6:45 AM	175	2	111	41	2	9	2	0	3	3	0	2	0	0
7:00 AM	168	0	120	32	0	13	1	0	0	2	0	0	0	0
7:15 AM	217	0	150	47	0	10	0	0	4	5	0	1	0	0
7:30 AM	283	0	217	43	3	8	0	0	6	5	0	1	0	0
7:45 AM	267	3	198	50	0	6	3	0	1	5	0	1	0	0
8:00 AM	210	0	148	34	3	9	0	0	9	7	0	0	0	0
8:15 AM	215	0	159	34	1	11	0	0	1	8	1	0	0	0
8:30 AM	192	2	129	36	0	12	2	0	2	7	1	1	0	0
8:45 AM	178	1	116	41	3	6	0	0	3	8	0	0	0	0
9:00 AM	133	1	88	25	2	7	1	0	4	5	0	0	0	0
9:15 AM	145	0	100	21	1	13	1	0	4	4	0	1	0	0
9:30 AM	163	0	102	33	1	8	1	0	11	5	1	1	0	0
9:45 AM	110	0	65	26	3	7	0	0	7	2	0	0	0	0
10:00 AM	102	0	62	19	2	7	0	0	7	5	0	0	0	0
10:15 AM	113	0	71	28	1	4	0	0	6	3	0	0	0	0
10:30 AM	100	0	64	21	0	3	0	0	6	6	0	0	0	0
10:45 AM	120	0	70	31	1	5	1	0	6	6	0	0	0	0
11:00 AM	111	0	73	17	3	7	1	0	2	7	1	0	0	0
11:15 AM	131	0	89	25	0	2	3	0	6	4	0	1	1	0
11:30 AM	108	1	70	22	2	4	2	0	2	5	0	0	0	0
11:45 AM	125	0	79	23	1	7	2	0	4	8	0	0	0	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4346	13	2891	880	53	195	26	0	106	161	5	14	1	1
%		0.3	66.5	20.2	1.2	4.5	0.6	0.0	2.4	3.7	0.1	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	129	0	83	27	0	6	0	0	6	7	0	0	0	0
12:15 PM	141	0	93	24	0	11	0	0	5	8	0	0	0	0
12:30 PM	141	1	87	28	0	5	0	0	7	13	0	0	0	0
12:45 PM	145	0	109	21	1	3	1	0	5	5	0	0	0	0
1:00 PM	152	1	94	27	5	7	1	1	5	11	0	0	0	0
1:15 PM	141	0	101	27	0	6	1	0	2	4	0	0	0	0
1:30 PM	148	1	98	29	5	8	1	0	2	4	0	0	0	0
1:45 PM	152	0	91	36	4	11	0	0	5	5	0	0	0	0
2:00 PM	135	0	90	29	2	5	1	0	5	3	0	0	0	0
2:15 PM	146	0	93	26	6	5	1	0	5	9	0	1	0	0
2:30 PM	150	0	104	31	1	4	0	0	4	6	0	0	0	0
2:45 PM	151	0	100	36	1	6	1	0	3	4	0	0	0	0
3:00 PM	151	0	92	28	6	14	2	0	5	4	0	0	0	0
3:15 PM	206	0	134	42	2	13	3	0	3	9	0	0	0	0
3:30 PM	225	0	169	37	1	6	2	0	6	4	0	0	0	0
3:45 PM	191	1	130	37	2	5	1	0	6	9	0	0	0	0
4:00 PM	200	0	136	43	1	6	1	0	6	7	0	0	0	0
4:15 PM	225	1	155	38	2	13	3	0	7	6	0	0	0	0
4:30 PM	232	0	154	51	3	8	2	0	9	5	0	0	0	0
4:45 PM	259	1	174	55	2	11	0	0	6	7	0	3	0	0
5:00 PM	270	0	203	55	1	6	1	0	3	1	0	0	0	0
5:15 PM	319	1	244	54	1	14	0	0	3	1	0	1	0	0
5:30 PM	290	1	214	62	0	9	0	0	1	2	0	1	0	0
5:45 PM	282	0	200	56	1	12	0	0	3	9	0	1	0	0
6:00 PM	246	0	185	44	0	6	1	0	5	5	0	0	0	0
6:15 PM	201	0	148	36	1	5	0	0	6	5	0	0	0	0
6:30 PM	188	0	133	34	2	6	0	0	7	4	1	1	0	0
6:45 PM	177	1	122	40	1	6	0	0	5	2	0	0	0	0
7:00 PM	161	0	119	31	1	4	0	0	4	2	0	0	0	0
7:15 PM	134	0	101	24	2	3	1	0	1	2	0	0	0	0
7:30 PM	126	0	98	17	0	3	0	0	3	5	0	0	0	0
7:45 PM	128	0	103	19	0	3	0	0	2	1	0	0	0	0
8:00 PM	107	1	83	19	1	1	0	0	1	1	0	0	0	0
8:15 PM	94	0	73	15	0	3	1	0	1	1	0	0	0	0
8:30 PM	70	0	52	8	0	2	0	0	3	5	0	0	0	0
8:45 PM	86	0	62	16	0	3	0	0	2	3	0	0	0	0
9:00 PM	81	1	61	15	0	1	0	0	2	1	0	0	0	0
9:15 PM	92	1	72	12	0	1	0	0	2	4	0	0	0	0
9:30 PM	74	0	57	11	1	0	0	0	2	3	0	0	0	0
9:45 PM	72	0	55	14	0	1	0	0	0	2	0	0	0	0
10:00 PM	58	0	46	7	1	3	1	0	0	0	0	0	0	0
10:15 PM	47	0	36	8	0	1	0	0	1	1	0	0	0	0
10:30 PM	46	0	38	5	0	0	0	0	2	1	0	0	0	0
10:45 PM	38	0	31	4	0	0	1	0	0	2	0	0	0	0
11:00 PM	36	0	26	7	0	0	0	0	1	2	0	0	0	0
11:15 PM	25	0	15	8	0	0	0	0	0	2	0	0	0	0
11:30 PM	17	0	10	3	0	0	1	0	0	3	0	0	0	0
11:45 PM	17	0	10	5	0	0	0	0	0	2	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6902	12	4884	1301	57	246	28	1	162	202	1	8	0	0
%		0.2	70.8	18.8	0.8	3.6	0.4	0.0	2.3	2.9	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/29/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	18	57	12:00 PM	122	486
12:15 AM	13		12:15 PM	124	
12:30 AM	11		12:30 PM	119	
12:45 AM	15		12:45 PM	121	
1:00 AM	12	42	1:00 PM	141	581
1:15 AM	11		1:15 PM	143	
1:30 AM	7		1:30 PM	145	
1:45 AM	12		1:45 PM	152	
2:00 AM	6	32	2:00 PM	121	572
2:15 AM	13		2:15 PM	161	
2:30 AM	9		2:30 PM	146	
2:45 AM	4		2:45 PM	144	
3:00 AM	3	40	3:00 PM	154	665
3:15 AM	14		3:15 PM	168	
3:30 AM	13		3:30 PM	182	
3:45 AM	10		3:45 PM	161	
4:00 AM	19	113	4:00 PM	186	845
4:15 AM	23		4:15 PM	215	
4:30 AM	28		4:30 PM	198	
4:45 AM	43		4:45 PM	246	
5:00 AM	44	280	5:00 PM	282	1168
5:15 AM	68		5:15 PM	322	
5:30 AM	85		5:30 PM	309	
5:45 AM	83		5:45 PM	255	
6:00 AM	92	574	6:00 PM	232	799
6:15 AM	105		6:15 PM	213	
6:30 AM	185		6:30 PM	184	
6:45 AM	192		6:45 PM	170	
7:00 AM	178	958	7:00 PM	124	521
7:15 AM	226		7:15 PM	138	
7:30 AM	270		7:30 PM	138	
7:45 AM	284		7:45 PM	121	
8:00 AM	217	785	8:00 PM	108	434
8:15 AM	215		8:15 PM	111	
8:30 AM	202		8:30 PM	88	
8:45 AM	151		8:45 PM	127	
9:00 AM	152	522	9:00 PM	81	316
9:15 AM	120		9:15 PM	95	
9:30 AM	133		9:30 PM	83	
9:45 AM	117		9:45 PM	57	
10:00 AM	101	443	10:00 PM	45	163
10:15 AM	120		10:15 PM	42	
10:30 AM	107		10:30 PM	36	
10:45 AM	115		10:45 PM	40	
11:00 AM	116	510	11:00 PM	34	104
11:15 AM	137		11:15 PM	27	
11:30 AM	119		11:30 PM	22	
11:45 AM	138		11:45 PM	21	

24 Hour Total 11010

12:00 AM - 12:00 PM	
12 Hour Count	4356
Peak Hour	7:15 AM
Peak Volume	997
Factor	0.88

12:00 PM - 12:00 AM	
12 Hour Count	6654
Peak Hour	5:00 PM
Peak Volume	1168
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/30/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	16	72	12:00 PM	129	556
12:15 AM	19		12:15 PM	141	
12:30 AM	17		12:30 PM	141	
12:45 AM	20		12:45 PM	145	
1:00 AM	5	30	1:00 PM	152	593
1:15 AM	9		1:15 PM	141	
1:30 AM	9		1:30 PM	148	
1:45 AM	7		1:45 PM	152	
2:00 AM	4	33	2:00 PM	135	582
2:15 AM	8		2:15 PM	146	
2:30 AM	11		2:30 PM	150	
2:45 AM	10		2:45 PM	151	
3:00 AM	7	37	3:00 PM	151	773
3:15 AM	7		3:15 PM	206	
3:30 AM	8		3:30 PM	225	
3:45 AM	15		3:45 PM	191	
4:00 AM	16	114	4:00 PM	200	916
4:15 AM	21		4:15 PM	225	
4:30 AM	36		4:30 PM	232	
4:45 AM	41		4:45 PM	259	
5:00 AM	54	287	5:00 PM	270	1161
5:15 AM	51		5:15 PM	319	
5:30 AM	89		5:30 PM	290	
5:45 AM	93		5:45 PM	282	
6:00 AM	97	582	6:00 PM	246	812
6:15 AM	149		6:15 PM	201	
6:30 AM	161		6:30 PM	188	
6:45 AM	175		6:45 PM	177	
7:00 AM	168	935	7:00 PM	161	549
7:15 AM	217		7:15 PM	134	
7:30 AM	283		7:30 PM	126	
7:45 AM	267		7:45 PM	128	
8:00 AM	210	795	8:00 PM	107	357
8:15 AM	215		8:15 PM	94	
8:30 AM	192		8:30 PM	70	
8:45 AM	178		8:45 PM	86	
9:00 AM	133	551	9:00 PM	81	319
9:15 AM	145		9:15 PM	92	
9:30 AM	163		9:30 PM	74	
9:45 AM	110		9:45 PM	72	
10:00 AM	102	435	10:00 PM	58	189
10:15 AM	113		10:15 PM	47	
10:30 AM	100		10:30 PM	46	
10:45 AM	120		10:45 PM	38	
11:00 AM	111	475	11:00 PM	36	95
11:15 AM	131		11:15 PM	25	
11:30 AM	108		11:30 PM	17	
11:45 AM	125		11:45 PM	17	

24 Hour Total 11248

12:00 AM - 12:00 PM	
12 Hour Count	4346
Peak Hour	7:15 AM
Peak Volume	977
Factor	0.86

12:00 PM - 12:00 AM	
12 Hour Count	6902
Peak Hour	5:00 PM
Peak Volume	1161
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
12:15 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
12:30 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
12:45 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	6	0	1	2	0	3	0	0	0	0	0	0	0	0
1:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
3:15 AM	7	0	4	1	0	2	0	0	0	0	0	0	0	0
3:30 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
3:45 AM	5	0	2	2	0	1	0	0	0	0	0	0	0	0
4:00 AM	4	0	2	0	0	2	0	0	0	0	0	0	0	0
4:15 AM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
4:30 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
4:45 AM	11	0	8	1	0	2	0	0	0	0	0	0	0	0
5:00 AM	13	0	9	1	0	3	0	0	0	0	0	0	0	0
5:15 AM	21	0	14	4	0	3	0	0	0	0	0	0	0	0
5:30 AM	27	0	16	4	0	7	0	0	0	0	0	0	0	0
5:45 AM	26	0	17	5	0	4	0	0	0	0	0	0	0	0
6:00 AM	26	0	12	6	0	8	0	0	0	0	0	0	0	0
6:15 AM	37	0	25	6	0	6	0	0	0	0	0	0	0	0
6:30 AM	50	0	30	5	1	14	0	0	0	0	0	0	0	0
6:45 AM	82	0	50	18	0	14	0	0	0	0	0	0	0	0
7:00 AM	98	0	65	17	1	14	1	0	0	0	0	0	0	0
7:15 AM	152	0	94	34	3	19	0	0	2	0	0	0	0	0
7:30 AM	173	2	114	36	3	18	0	0	0	0	0	0	0	0
7:45 AM	184	2	116	34	3	29	0	0	0	0	0	0	0	0
8:00 AM	130	1	79	25	4	19	1	0	1	0	0	0	0	0
8:15 AM	123	1	77	23	3	17	0	0	2	0	0	0	0	0
8:30 AM	144	0	87	34	1	21	0	0	1	0	0	0	0	0
8:45 AM	110	0	66	26	1	16	0	0	1	0	0	0	0	0
9:00 AM	91	1	52	22	2	13	0	0	1	0	0	0	0	0
9:15 AM	76	0	41	18	0	16	0	0	1	0	0	0	0	0
9:30 AM	71	0	38	17	0	16	0	0	0	0	0	0	0	0
9:45 AM	85	1	43	21	0	15	0	0	5	0	0	0	0	0
10:00 AM	77	0	43	21	1	11	0	0	1	0	0	0	0	0
10:15 AM	82	0	45	22	1	13	0	0	1	0	0	0	0	0
10:30 AM	78	0	52	18	0	8	0	0	0	0	0	0	0	0
10:45 AM	80	0	51	15	1	13	0	0	0	0	0	0	0	0
11:00 AM	81	1	45	19	2	14	0	0	0	0	0	0	0	0
11:15 AM	84	0	47	23	0	12	0	0	2	0	0	0	0	0
11:30 AM	84	1	51	19	0	13	0	0	0	0	0	0	0	0
11:45 AM	100	0	64	17	2	17	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	2480	10	1506	531	29	384	2	0	18	0	0	0	0	0
%		0.4	60.7	21.4	1.2	15.5	0.1	0.0	0.7	0.0	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
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Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	97	0	50	32	1	14	0	0	0	0	0	0	0	0
12:15 PM	99	0	63	21	2	13	0	0	0	0	0	0	0	0
12:30 PM	79	2	51	15	0	10	0	0	1	0	0	0	0	0
12:45 PM	116	1	72	24	2	15	0	0	2	0	0	0	0	0
1:00 PM	118	0	77	18	0	23	0	0	0	0	0	0	0	0
1:15 PM	117	3	71	18	2	22	0	0	1	0	0	0	0	0
1:30 PM	114	1	66	27	3	15	0	0	2	0	0	0	0	0
1:45 PM	109	1	68	26	1	13	0	0	0	0	0	0	0	0
2:00 PM	103	2	64	19	0	17	0	0	1	0	0	0	0	0
2:15 PM	89	3	54	19	2	10	0	0	1	0	0	0	0	0
2:30 PM	122	1	68	30	3	18	0	0	0	2	0	0	0	0
2:45 PM	128	1	74	28	7	16	0	0	2	0	0	0	0	0
3:00 PM	114	4	65	29	3	13	0	0	0	0	0	0	0	0
3:15 PM	116	0	65	29	2	17	0	0	3	0	0	0	0	0
3:30 PM	97	0	59	22	2	14	0	0	0	0	0	0	0	0
3:45 PM	121	2	76	24	6	10	1	0	2	0	0	0	0	0
4:00 PM	105	2	66	22	4	11	0	0	0	0	0	0	0	0
4:15 PM	121	1	66	27	9	15	0	0	3	0	0	0	0	0
4:30 PM	128	2	76	24	6	19	0	0	1	0	0	0	0	0
4:45 PM	151	3	97	31	5	14	0	0	1	0	0	0	0	0
5:00 PM	132	2	72	35	5	18	0	0	0	0	0	0	0	0
5:15 PM	156	0	101	36	1	15	0	0	3	0	0	0	0	0
5:30 PM	137	2	92	23	6	12	0	0	2	0	0	0	0	0
5:45 PM	153	3	96	30	6	18	0	0	0	0	0	0	0	0
6:00 PM	111	1	66	33	0	9	0	0	2	0	0	0	0	0
6:15 PM	147	0	102	22	3	20	0	0	0	0	0	0	0	0
6:30 PM	113	0	76	22	1	13	0	0	1	0	0	0	0	0
6:45 PM	101	0	73	13	3	12	0	0	0	0	0	0	0	0
7:00 PM	88	0	60	19	0	8	0	0	1	0	0	0	0	0
7:15 PM	63	0	38	15	1	9	0	0	0	0	0	0	0	0
7:30 PM	83	2	57	12	1	11	0	0	0	0	0	0	0	0
7:45 PM	63	0	43	12	0	8	0	0	0	0	0	0	0	0
8:00 PM	60	1	39	11	0	9	0	0	0	0	0	0	0	0
8:15 PM	62	0	39	11	0	12	0	0	0	0	0	0	0	0
8:30 PM	53	0	35	12	0	6	0	0	0	0	0	0	0	0
8:45 PM	43	0	29	8	0	4	0	0	1	1	0	0	0	0
9:00 PM	52	0	37	12	0	2	0	0	1	0	0	0	0	0
9:15 PM	39	0	29	9	0	1	0	0	0	0	0	0	0	0
9:30 PM	31	0	23	4	0	4	0	0	0	0	0	0	0	0
9:45 PM	26	0	15	6	0	5	0	0	0	0	0	0	0	0
10:00 PM	19	0	15	2	0	2	0	0	0	0	0	0	0	0
10:15 PM	16	0	9	4	0	3	0	0	0	0	0	0	0	0
10:30 PM	25	0	19	3	0	3	0	0	0	0	0	0	0	0
10:45 PM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	15	0	13	0	0	2	0	0	0	0	0	0	0	0
11:15 PM	11	0	9	2	0	0	0	0	0	0	0	0	0	0
11:30 PM	14	0	12	2	0	0	0	0	0	0	0	0	0	0
11:45 PM	7	0	5	1	0	1	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4070	40	2557	845	87	506	1	0	31	3	0	0	0	0
%		1.0	62.8	20.8	2.1	12.4	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
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Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	11	0	5	4	0	2	0	0	0	0	0	0	0	0
12:15 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
12:30 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
12:45 AM	9	0	6	1	0	2	0	0	0	0	0	0	0	0
1:00 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
1:15 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1:30 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
1:45 AM	7	0	4	2	0	1	0	0	0	0	0	0	0	0
2:00 AM	6	0	3	1	0	2	0	0	0	0	0	0	0	0
2:15 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
2:30 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	4	0	0	0	0	3	0	0	0	1	0	0	0	0
3:45 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
4:00 AM	3	0	2	0	0	1	0	0	0	0	0	0	0	0
4:15 AM	4	0	1	0	0	3	0	0	0	0	0	0	0	0
4:30 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
4:45 AM	8	0	5	1	0	2	0	0	0	0	0	0	0	0
5:00 AM	17	0	10	5	0	2	0	0	0	0	0	0	0	0
5:15 AM	16	0	9	4	0	3	0	0	0	0	0	0	0	0
5:30 AM	26	0	16	7	0	3	0	0	0	0	0	0	0	0
5:45 AM	30	0	17	7	0	4	1	0	0	1	0	0	0	0
6:00 AM	26	0	13	6	0	7	0	0	0	0	0	0	0	0
6:15 AM	37	0	18	8	0	11	0	0	0	0	0	0	0	0
6:30 AM	49	0	33	9	0	7	0	0	0	0	0	0	0	0
6:45 AM	80	0	53	14	0	12	0	0	1	0	0	0	0	0
7:00 AM	102	0	66	24	1	10	1	0	0	0	0	0	0	0
7:15 AM	134	1	86	28	3	15	0	0	1	0	0	0	0	0
7:30 AM	167	2	97	37	8	21	0	0	2	0	0	0	0	0
7:45 AM	194	1	124	43	2	24	0	0	0	0	0	0	0	0
8:00 AM	124	1	72	32	5	13	0	0	1	0	0	0	0	0
8:15 AM	122	0	77	26	4	12	0	0	3	0	0	0	0	0
8:30 AM	126	0	67	33	0	24	1	0	1	0	0	0	0	0
8:45 AM	94	0	55	24	1	14	0	0	0	0	0	0	0	0
9:00 AM	85	1	55	13	0	16	0	0	0	0	0	0	0	0
9:15 AM	90	0	46	29	1	13	0	0	1	0	0	0	0	0
9:30 AM	74	0	51	10	0	11	0	0	2	0	0	0	0	0
9:45 AM	79	0	42	27	0	10	0	0	0	0	0	0	0	0
10:00 AM	88	0	53	18	2	13	0	0	2	0	0	0	0	0
10:15 AM	83	1	51	20	0	10	0	0	1	0	0	0	0	0
10:30 AM	90	0	56	18	0	15	0	0	0	1	0	0	0	0
10:45 AM	92	2	55	18	1	13	1	0	2	0	0	0	0	0
11:00 AM	101	0	62	26	0	12	0	0	1	0	0	0	0	0
11:15 AM	103	0	72	18	0	13	0	0	0	0	0	0	0	0
11:30 AM	107	2	55	23	2	21	0	0	4	0	0	0	0	0
11:45 AM	97	1	60	21	0	13	0	0	2	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	2530	12	1530	566	30	361	4	0	24	3	0	0	0	0
%		0.5	60.5	22.4	1.2	14.3	0.2	0.0	0.9	0.1	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
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NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	107	0	72	15	3	11	0	0	6	0	0	0	0	0
12:15 PM	87	0	51	21	1	13	0	0	1	0	0	0	0	0
12:30 PM	103	0	61	24	2	15	1	0	0	0	0	0	0	0
12:45 PM	106	0	65	25	2	13	0	0	1	0	0	0	0	0
1:00 PM	124	1	81	19	2	21	0	0	0	0	0	0	0	0
1:15 PM	128	2	88	25	2	10	0	0	1	0	0	0	0	0
1:30 PM	113	1	71	19	0	20	0	0	2	0	0	0	0	0
1:45 PM	109	2	69	21	0	17	0	0	0	0	0	0	0	0
2:00 PM	106	1	66	24	3	11	0	0	1	0	0	0	0	0
2:15 PM	109	2	70	19	0	17	0	0	1	0	0	0	0	0
2:30 PM	115	0	70	24	3	15	0	0	3	0	0	0	0	0
2:45 PM	122	0	74	24	3	20	0	0	1	0	0	0	0	0
3:00 PM	93	1	59	20	2	9	0	0	2	0	0	0	0	0
3:15 PM	114	1	73	22	2	16	0	0	0	0	0	0	0	0
3:30 PM	120	0	73	28	4	15	0	0	0	0	0	0	0	0
3:45 PM	101	0	66	18	3	14	0	0	0	0	0	0	0	0
4:00 PM	105	1	68	17	5	13	1	0	0	0	0	0	0	0
4:15 PM	132	1	78	33	5	15	0	0	0	0	0	0	0	0
4:30 PM	130	0	88	21	6	15	0	0	0	0	0	0	0	0
4:45 PM	139	1	96	24	5	13	0	0	0	0	0	0	0	0
5:00 PM	140	1	90	24	7	17	0	0	1	0	0	0	0	0
5:15 PM	137	1	87	28	6	14	1	0	0	0	0	0	0	0
5:30 PM	138	2	82	31	1	22	0	0	0	0	0	0	0	0
5:45 PM	165	2	109	27	2	25	0	0	0	0	0	0	0	0
6:00 PM	130	1	78	27	1	22	0	0	1	0	0	0	0	0
6:15 PM	121	1	74	32	0	14	0	0	0	0	0	0	0	0
6:30 PM	113	2	87	11	0	12	0	0	1	0	0	0	0	0
6:45 PM	110	1	79	19	1	10	0	0	0	0	0	0	0	0
7:00 PM	64	1	47	11	2	3	0	0	0	0	0	0	0	0
7:15 PM	83	0	48	20	0	13	0	0	2	0	0	0	0	0
7:30 PM	87	0	56	21	2	8	0	0	0	0	0	0	0	0
7:45 PM	57	0	40	13	0	4	0	0	0	0	0	0	0	0
8:00 PM	51	0	40	4	0	7	0	0	0	0	0	0	0	0
8:15 PM	44	0	24	9	0	11	0	0	0	0	0	0	0	0
8:30 PM	36	0	20	10	0	6	0	0	0	0	0	0	0	0
8:45 PM	30	0	22	5	0	3	0	0	0	0	0	0	0	0
9:00 PM	25	0	18	4	0	3	0	0	0	0	0	0	0	0
9:15 PM	35	0	23	8	0	4	0	0	0	0	0	0	0	0
9:30 PM	35	0	22	9	0	4	0	0	0	0	0	0	0	0
9:45 PM	30	0	22	6	0	2	0	0	0	0	0	0	0	0
10:00 PM	33	0	19	9	0	5	0	0	0	0	0	0	0	0
10:15 PM	21	0	11	4	0	6	0	0	0	0	0	0	0	0
10:30 PM	27	0	19	6	0	2	0	0	0	0	0	0	0	0
10:45 PM	11	0	6	4	0	1	0	0	0	0	0	0	0	0
11:00 PM	18	0	12	2	0	4	0	0	0	0	0	0	0	0
11:15 PM	11	0	6	4	0	1	0	0	0	0	0	0	0	0
11:30 PM	16	0	12	3	0	1	0	0	0	0	0	0	0	0
11:45 PM	12	0	10	1	0	1	0	0	0	0	0	0	0	0

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Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

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1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4043	26	2602	795	75	518	3	0	24	0	0	0	0	0
%		0.6	64.4	19.7	1.9	12.8	0.1	0.0	0.6	0.0	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/29/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	7	25	12:00 PM	97	391
12:15 AM	5		12:15 PM	99	
12:30 AM	6		12:30 PM	79	
12:45 AM	7		12:45 PM	116	
1:00 AM	6	16	1:00 PM	118	458
1:15 AM	2		1:15 PM	117	
1:30 AM	4		1:30 PM	114	
1:45 AM	4		1:45 PM	109	
2:00 AM	1	6	2:00 PM	103	442
2:15 AM	1		2:15 PM	89	
2:30 AM	4		2:30 PM	122	
2:45 AM	0		2:45 PM	128	
3:00 AM	4	22	3:00 PM	114	448
3:15 AM	7		3:15 PM	116	
3:30 AM	6		3:30 PM	97	
3:45 AM	5		3:45 PM	121	
4:00 AM	4	26	4:00 PM	105	505
4:15 AM	5		4:15 PM	121	
4:30 AM	6		4:30 PM	128	
4:45 AM	11		4:45 PM	151	
5:00 AM	13	87	5:00 PM	132	578
5:15 AM	21		5:15 PM	156	
5:30 AM	27		5:30 PM	137	
5:45 AM	26		5:45 PM	153	
6:00 AM	26	195	6:00 PM	111	472
6:15 AM	37		6:15 PM	147	
6:30 AM	50		6:30 PM	113	
6:45 AM	82		6:45 PM	101	
7:00 AM	98	607	7:00 PM	88	297
7:15 AM	152		7:15 PM	63	
7:30 AM	173		7:30 PM	83	
7:45 AM	184		7:45 PM	63	
8:00 AM	130	507	8:00 PM	60	218
8:15 AM	123		8:15 PM	62	
8:30 AM	144		8:30 PM	53	
8:45 AM	110		8:45 PM	43	
9:00 AM	91	323	9:00 PM	52	148
9:15 AM	76		9:15 PM	39	
9:30 AM	71		9:30 PM	31	
9:45 AM	85		9:45 PM	26	
10:00 AM	77	317	10:00 PM	19	66
10:15 AM	82		10:15 PM	16	
10:30 AM	78		10:30 PM	25	
10:45 AM	80		10:45 PM	6	
11:00 AM	81	349	11:00 PM	15	47
11:15 AM	84		11:15 PM	11	
11:30 AM	84		11:30 PM	14	
11:45 AM	100		11:45 PM	7	

24 Hour Total 6550

12:00 AM - 12:00 PM	
12 Hour Count	2480
Peak Hour	7:15 AM
Peak Volume	639
Factor	0.87

12:00 PM - 12:00 AM	
12 Hour Count	4070
Peak Hour	5:00 PM
Peak Volume	578
Factor	0.93

TRAFFIC DATA SERVICES
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Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

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1/30/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	11	33	12:00 PM	107	403
12:15 AM	8		12:15 PM	87	
12:30 AM	5		12:30 PM	103	
12:45 AM	9		12:45 PM	106	
1:00 AM	3	20	1:00 PM	124	474
1:15 AM	4		1:15 PM	128	
1:30 AM	6		1:30 PM	113	
1:45 AM	7		1:45 PM	109	
2:00 AM	6	14	2:00 PM	106	452
2:15 AM	2		2:15 PM	109	
2:30 AM	5		2:30 PM	115	
2:45 AM	1		2:45 PM	122	
3:00 AM	1	9	3:00 PM	93	428
3:15 AM	2		3:15 PM	114	
3:30 AM	4		3:30 PM	120	
3:45 AM	2		3:45 PM	101	
4:00 AM	3	21	4:00 PM	105	506
4:15 AM	4		4:15 PM	132	
4:30 AM	6		4:30 PM	130	
4:45 AM	8		4:45 PM	139	
5:00 AM	17	89	5:00 PM	140	580
5:15 AM	16		5:15 PM	137	
5:30 AM	26		5:30 PM	138	
5:45 AM	30		5:45 PM	165	
6:00 AM	26	192	6:00 PM	130	474
6:15 AM	37		6:15 PM	121	
6:30 AM	49		6:30 PM	113	
6:45 AM	80		6:45 PM	110	
7:00 AM	102	597	7:00 PM	64	291
7:15 AM	134		7:15 PM	83	
7:30 AM	167		7:30 PM	87	
7:45 AM	194		7:45 PM	57	
8:00 AM	124	466	8:00 PM	51	161
8:15 AM	122		8:15 PM	44	
8:30 AM	126		8:30 PM	36	
8:45 AM	94		8:45 PM	30	
9:00 AM	85	328	9:00 PM	25	125
9:15 AM	90		9:15 PM	35	
9:30 AM	74		9:30 PM	35	
9:45 AM	79		9:45 PM	30	
10:00 AM	88	353	10:00 PM	33	92
10:15 AM	83		10:15 PM	21	
10:30 AM	90		10:30 PM	27	
10:45 AM	92		10:45 PM	11	
11:00 AM	101	408	11:00 PM	18	57
11:15 AM	103		11:15 PM	11	
11:30 AM	107		11:30 PM	16	
11:45 AM	97		11:45 PM	12	

24 Hour Total 6573

12:00 AM - 12:00 PM	
12 Hour Count	2530
Peak Hour	7:15 AM
Peak Volume	619
Factor	0.80

12:00 PM - 12:00 AM	
12 Hour Count	4043
Peak Hour	5:00 PM
Peak Volume	580
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	26	0	26	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
12:30 AM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	11	0	7	4	0	0	0	0	0	0	0	0	0	0
1:15 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
1:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	6	0	3	2	0	0	0	0	0	1	0	0	0	0
2:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	29	0	28	0	0	0	0	0	0	1	0	0	0	0
2:45 AM	11	0	8	3	0	0	0	0	0	0	0	0	0	0
3:00 AM	8	0	6	1	0	0	1	0	0	0	0	0	0	0
3:15 AM	7	0	5	1	0	0	1	0	0	0	0	0	0	0
3:30 AM	10	0	8	0	0	0	0	0	0	2	0	0	0	0
3:45 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
4:15 AM	15	0	12	3	0	0	0	0	0	0	0	0	0	0
4:30 AM	25	0	21	4	0	0	0	0	0	0	0	0	0	0
4:45 AM	22	0	20	1	0	0	0	0	0	1	0	0	0	0
5:00 AM	29	0	26	3	0	0	0	0	0	0	0	0	0	0
5:15 AM	45	0	34	10	0	1	0	0	0	0	0	0	0	0
5:30 AM	35	0	27	7	0	0	1	0	0	0	0	0	0	0
5:45 AM	34	1	26	7	0	0	0	0	0	0	0	0	0	0
6:00 AM	66	0	52	9	0	4	1	0	0	0	0	0	0	0
6:15 AM	82	0	52	19	3	8	0	0	0	0	0	0	0	0
6:30 AM	106	0	71	26	0	5	0	0	2	2	0	0	0	0
6:45 AM	122	0	92	24	1	4	0	0	0	0	0	1	0	0
7:00 AM	150	0	118	23	3	0	1	0	5	0	0	0	0	0
7:15 AM	189	1	143	27	3	6	1	0	5	0	0	2	0	1
7:30 AM	245	2	195	32	8	2	0	0	5	0	0	1	0	0
7:45 AM	246	3	182	28	9	7	1	0	12	0	0	3	0	1
8:00 AM	255	5	181	42	9	7	3	0	6	0	0	0	1	1
8:15 AM	224	0	155	33	7	7	3	1	16	1	0	1	0	0
8:30 AM	214	1	144	31	10	13	0	0	8	4	0	3	0	0
8:45 AM	186	0	124	37	2	9	3	0	5	2	0	4	0	0
9:00 AM	194	0	122	49	5	9	2	0	5	0	1	1	0	0
9:15 AM	170	0	110	35	5	7	6	0	4	1	0	2	0	0
9:30 AM	167	0	109	37	3	11	3	0	3	0	0	0	0	1
9:45 AM	200	0	135	49	3	2	3	0	6	1	0	1	0	0
10:00 AM	174	0	109	43	2	8	8	0	3	0	0	1	0	0
10:15 AM	185	0	144	22	1	9	1	0	6	1	0	1	0	0
10:30 AM	162	0	115	30	4	7	1	0	4	0	0	0	1	0
10:45 AM	184	0	124	41	5	5	1	0	5	1	0	2	0	0
11:00 AM	178	2	127	32	3	10	2	0	2	0	0	0	0	0
11:15 AM	178	0	124	34	3	10	1	0	4	0	0	1	0	1
11:30 AM	165	4	96	41	3	5	3	0	9	0	0	4	0	0
11:45 AM	192	0	136	39	2	5	0	0	8	1	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4610	19	3274	835	94	161	47	1	123	19	1	29	2	5
%		0.4	71.0	18.1	2.0	3.5	1.0	0.0	2.7	0.4	0.0	0.6	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	202	3	135	36	6	10	1	0	7	1	0	3	0	0
12:15 PM	194	1	126	44	3	6	4	0	4	4	0	2	0	0
12:30 PM	213	1	143	50	5	7	0	0	5	1	0	1	0	0
12:45 PM	198	3	131	44	2	3	4	0	7	1	1	2	0	0
1:00 PM	199	1	126	46	4	12	1	0	8	0	0	1	0	0
1:15 PM	194	0	136	42	1	4	2	0	7	0	1	1	0	0
1:30 PM	203	0	138	44	3	5	2	0	8	1	0	2	0	0
1:45 PM	195	1	143	36	3	5	2	0	3	0	0	2	0	0
2:00 PM	173	0	128	25	3	8	3	0	4	0	0	2	0	0
2:15 PM	212	0	146	40	5	4	3	0	7	2	0	5	0	0
2:30 PM	184	1	137	30	2	5	2	0	7	0	0	0	0	0
2:45 PM	175	0	118	43	2	7	0	0	3	1	0	1	0	0
3:00 PM	191	1	139	37	1	1	1	0	9	0	0	1	0	1
3:15 PM	196	1	132	42	6	9	1	0	3	0	0	2	0	0
3:30 PM	222	0	154	25	16	5	1	0	10	3	0	6	0	2
3:45 PM	193	2	136	38	3	3	1	0	8	1	0	1	0	0
4:00 PM	185	1	123	36	5	6	0	0	10	1	0	2	0	1
4:15 PM	199	0	142	42	1	3	0	0	7	1	0	3	0	0
4:30 PM	191	0	147	27	0	10	0	0	6	0	0	1	0	0
4:45 PM	202	0	164	29	2	5	0	0	2	0	0	0	0	0
5:00 PM	249	0	178	49	9	5	0	0	7	0	0	1	0	0
5:15 PM	209	1	159	32	4	2	0	0	9	0	0	1	0	1
5:30 PM	229	1	176	38	2	2	0	0	7	2	0	1	0	0
5:45 PM	216	0	157	41	2	6	0	0	9	0	0	1	0	0
6:00 PM	213	3	148	40	8	3	0	0	8	1	0	2	0	0
6:15 PM	189	0	148	27	0	2	0	0	11	0	0	1	0	0
6:30 PM	191	1	153	33	2	1	0	0	1	0	0	0	0	0
6:45 PM	170	0	131	32	4	2	0	0	1	0	0	0	0	0
7:00 PM	162	2	121	25	1	7	0	0	2	0	0	3	0	1
7:15 PM	177	0	143	28	1	2	0	0	3	0	0	0	0	0
7:30 PM	138	0	107	23	2	4	0	0	2	0	0	0	0	0
7:45 PM	146	1	116	27	0	1	0	0	1	0	0	0	0	0
8:00 PM	154	0	134	14	0	2	0	0	2	0	0	2	0	0
8:15 PM	152	0	118	27	1	4	0	0	2	0	0	0	0	0
8:30 PM	109	1	89	14	1	0	0	0	4	0	0	0	0	0
8:45 PM	107	0	80	22	0	4	0	0	1	0	0	0	0	0
9:00 PM	108	0	87	19	0	1	0	0	1	0	0	0	0	0
9:15 PM	106	0	92	13	0	1	0	0	0	0	0	0	0	0
9:30 PM	74	0	68	6	0	0	0	0	0	0	0	0	0	0
9:45 PM	70	0	60	8	2	0	0	0	0	0	0	0	0	0
10:00 PM	69	0	61	8	0	0	0	0	0	0	0	0	0	0
10:15 PM	49	0	44	5	0	0	0	0	0	0	0	0	0	0
10:30 PM	62	0	57	4	0	0	0	0	1	0	0	0	0	0
10:45 PM	28	0	25	3	0	0	0	0	0	0	0	0	0	0
11:00 PM	29	0	23	5	1	0	0	0	0	0	0	0	0	0
11:15 PM	26	0	23	1	1	1	0	0	0	0	0	0	0	0
11:30 PM	21	0	20	0	0	0	0	0	1	0	0	0	0	0
11:45 PM	21	0	19	2	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	7395	26	5481	1302	114	168	28	0	198	20	2	50	0	6
%		0.4	74.1	17.6	1.5	2.3	0.4	0.0	2.7	0.3	0.0	0.7	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	18	0	17	1	0	0	0	0	0	0	0	0	0	0
12:15 AM	16	0	13	1	0	0	1	0	0	1	0	0	0	0
12:30 AM	20	0	15	5	0	0	0	0	0	0	0	0	0	0
12:45 AM	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	13	0	11	2	0	0	0	0	0	0	0	0	0	0
1:15 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
1:45 AM	3	0	0	1	0	0	0	0	0	2	0	0	0	0
2:00 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
2:15 AM	3	0	2	0	1	0	0	0	0	0	0	0	0	0
2:30 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
2:45 AM	17	0	17	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	31	0	28	2	0	0	1	0	0	0	0	0	0	0
3:15 AM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
3:30 AM	8	0	7	0	0	1	0	0	0	0	0	0	0	0
3:45 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
4:15 AM	11	0	10	0	0	1	0	0	0	0	0	0	0	0
4:30 AM	13	0	13	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	19	0	16	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	24	0	15	6	0	1	0	0	0	2	0	0	0	0
5:15 AM	35	0	29	6	0	0	0	0	0	0	0	0	0	0
5:30 AM	38	0	29	9	0	0	0	0	0	0	0	0	0	0
5:45 AM	54	0	42	8	0	2	0	0	1	1	0	0	0	0
6:00 AM	67	0	49	15	0	3	0	0	0	0	0	0	0	0
6:15 AM	74	0	41	20	1	11	1	0	0	0	0	0	0	0
6:30 AM	86	0	60	21	1	1	1	0	2	0	0	0	0	0
6:45 AM	127	0	90	26	0	8	1	0	2	0	0	0	0	0
7:00 AM	180	0	138	29	2	6	0	0	5	0	0	0	0	0
7:15 AM	200	0	148	34	6	7	2	0	1	0	0	2	0	0
7:30 AM	220	3	156	30	10	2	4	0	8	3	0	4	0	0
7:45 AM	248	3	177	30	10	8	3	0	11	0	0	5	0	1
8:00 AM	232	3	149	40	12	8	1	0	13	1	0	3	1	1
8:15 AM	229	4	160	35	8	7	2	0	9	1	0	3	0	0
8:30 AM	198	1	138	28	7	6	2	0	10	1	0	3	2	0
8:45 AM	196	1	145	29	3	4	4	0	7	0	0	3	0	0
9:00 AM	179	1	123	38	1	6	2	0	5	2	0	1	0	0
9:15 AM	187	0	124	40	1	10	6	0	5	1	0	0	0	0
9:30 AM	186	2	122	44	4	7	1	0	3	1	0	2	0	0
9:45 AM	172	1	120	37	6	4	3	0	0	1	0	0	0	0
10:00 AM	193	1	128	41	3	8	2	0	5	4	0	1	0	0
10:15 AM	191	0	130	38	5	8	1	0	6	3	0	0	0	0
10:30 AM	212	0	148	43	3	8	3	0	6	1	0	0	0	0
10:45 AM	187	1	136	32	3	5	1	1	6	0	0	2	0	0
11:00 AM	198	1	149	36	0	6	3	0	3	0	0	0	0	0
11:15 AM	185	1	125	31	9	7	2	0	7	1	0	2	0	0
11:30 AM	189	2	129	40	5	5	1	0	5	0	0	2	0	0
11:45 AM	195	0	129	33	12	7	4	0	6	1	0	1	1	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4715	25	3331	842	113	157	52	1	126	27	0	34	4	3
%		0.5	70.6	17.9	2.4	3.3	1.1	0.0	2.7	0.6	0.0	0.7	0.1	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	194	0	126	46	4	8	4	0	2	0	0	3	0	1
12:15 PM	184	1	116	40	4	11	1	0	6	0	0	3	1	1
12:30 PM	210	0	145	30	7	10	3	0	11	3	1	0	0	0
12:45 PM	208	0	148	41	7	1	1	0	8	0	0	2	0	0
1:00 PM	199	1	135	36	4	8	3	0	8	3	0	1	0	0
1:15 PM	187	2	133	29	7	11	0	0	5	0	0	0	0	0
1:30 PM	195	1	140	34	3	9	1	0	6	1	0	0	0	0
1:45 PM	170	1	113	40	3	5	2	0	4	1	0	1	0	0
2:00 PM	186	0	128	41	3	7	1	0	3	0	0	3	0	0
2:15 PM	197	0	136	39	6	5	0	0	9	0	0	2	0	0
2:30 PM	233	2	158	46	6	6	2	0	11	0	0	1	0	1
2:45 PM	181	0	142	25	1	3	3	0	5	0	0	1	0	1
3:00 PM	200	0	149	36	2	5	0	0	7	0	0	1	0	0
3:15 PM	202	1	140	38	7	4	0	0	9	1	0	2	0	0
3:30 PM	231	3	164	33	12	4	3	0	10	0	0	2	0	0
3:45 PM	229	1	162	31	7	11	2	0	9	0	0	5	0	1
4:00 PM	192	1	132	30	7	6	1	0	14	0	0	0	0	1
4:15 PM	213	2	149	41	5	5	2	0	7	0	1	1	0	0
4:30 PM	194	1	152	27	0	3	0	0	8	0	0	3	0	0
4:45 PM	194	1	140	25	9	9	0	0	9	0	0	1	0	0
5:00 PM	191	0	142	26	8	4	1	0	7	1	0	2	0	0
5:15 PM	214	0	184	20	2	2	0	0	5	0	0	1	0	0
5:30 PM	218	0	161	34	6	3	2	0	8	0	0	4	0	0
5:45 PM	199	0	148	27	5	7	0	0	7	0	0	4	1	0
6:00 PM	214	1	154	32	7	2	0	1	15	0	0	2	0	0
6:15 PM	205	1	143	39	7	3	0	0	10	0	0	2	0	0
6:30 PM	170	0	134	27	0	2	0	1	4	0	0	2	0	0
6:45 PM	162	2	107	35	5	5	0	0	7	0	0	1	0	0
7:00 PM	171	2	128	29	1	4	1	0	5	0	0	1	0	0
7:15 PM	151	0	111	35	0	3	0	0	1	1	0	0	0	0
7:30 PM	144	2	110	28	1	3	0	0	0	0	0	0	0	0
7:45 PM	155	0	126	21	0	3	0	0	5	0	0	0	0	0
8:00 PM	167	0	140	20	1	0	0	0	5	1	0	0	0	0
8:15 PM	103	0	86	14	0	1	0	0	2	0	0	0	0	0
8:30 PM	113	0	80	26	4	1	0	0	2	0	0	0	0	0
8:45 PM	77	0	58	16	0	1	0	0	2	0	0	0	0	0
9:00 PM	95	0	76	15	1	3	0	0	0	0	0	0	0	0
9:15 PM	82	0	73	8	0	1	0	0	0	0	0	0	0	0
9:30 PM	77	1	66	9	0	0	0	0	0	1	0	0	0	0
9:45 PM	77	0	58	16	0	1	1	0	0	0	0	1	0	0
10:00 PM	66	0	54	10	1	0	0	0	0	0	0	1	0	0
10:15 PM	54	0	42	12	0	0	0	0	0	0	0	0	0	0
10:30 PM	44	0	35	6	2	0	0	0	1	0	0	0	0	0
10:45 PM	38	0	33	3	1	1	0	0	0	0	0	0	0	0
11:00 PM	45	0	35	10	0	0	0	0	0	0	0	0	0	0
11:15 PM	36	0	29	6	0	0	0	0	1	0	0	0	0	0
11:30 PM	30	0	27	2	0	1	0	0	0	0	0	0	0	0
11:45 PM	32	0	29	3	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	7329	27	5377	1237	156	182	34	2	238	13	2	53	2	6
%		0.4	73.4	16.9	2.1	2.5	0.5	0.0	3.2	0.2	0.0	0.7	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/29/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	26	58	12:00 PM	202	807
12:15 AM	12		12:15 PM	194	
12:30 AM	9		12:30 PM	213	
12:45 AM	11		12:45 PM	198	
1:00 AM	11	29	1:00 PM	199	791
1:15 AM	10		1:15 PM	194	
1:30 AM	2		1:30 PM	203	
1:45 AM	6		1:45 PM	195	
2:00 AM	2	45	2:00 PM	173	744
2:15 AM	3		2:15 PM	212	
2:30 AM	29		2:30 PM	184	
2:45 AM	11		2:45 PM	175	
3:00 AM	8	31	3:00 PM	191	802
3:15 AM	7		3:15 PM	196	
3:30 AM	10		3:30 PM	222	
3:45 AM	6		3:45 PM	193	
4:00 AM	8	70	4:00 PM	185	777
4:15 AM	15		4:15 PM	199	
4:30 AM	25		4:30 PM	191	
4:45 AM	22		4:45 PM	202	
5:00 AM	29	143	5:00 PM	249	903
5:15 AM	45		5:15 PM	209	
5:30 AM	35		5:30 PM	229	
5:45 AM	34		5:45 PM	216	
6:00 AM	66	376	6:00 PM	213	763
6:15 AM	82		6:15 PM	189	
6:30 AM	106		6:30 PM	191	
6:45 AM	122		6:45 PM	170	
7:00 AM	150	830	7:00 PM	162	623
7:15 AM	189		7:15 PM	177	
7:30 AM	245		7:30 PM	138	
7:45 AM	246		7:45 PM	146	
8:00 AM	255	879	8:00 PM	154	522
8:15 AM	224		8:15 PM	152	
8:30 AM	214		8:30 PM	109	
8:45 AM	186		8:45 PM	107	
9:00 AM	194	731	9:00 PM	108	358
9:15 AM	170		9:15 PM	106	
9:30 AM	167		9:30 PM	74	
9:45 AM	200		9:45 PM	70	
10:00 AM	174	705	10:00 PM	69	208
10:15 AM	185		10:15 PM	49	
10:30 AM	162		10:30 PM	62	
10:45 AM	184		10:45 PM	28	
11:00 AM	178	713	11:00 PM	29	97
11:15 AM	178		11:15 PM	26	
11:30 AM	165		11:30 PM	21	
11:45 AM	192		11:45 PM	21	

24 Hour Total 12005

12:00 AM - 12:00 PM	
12 Hour Count	4610
Peak Hour	7:30 AM
Peak Volume	970
Factor	0.95

12:00 PM - 12:00 AM	
12 Hour Count	7395
Peak Hour	5:00 PM
Peak Volume	903
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/30/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	18	66	12:00 PM	194	796
12:15 AM	16		12:15 PM	184	
12:30 AM	20		12:30 PM	210	
12:45 AM	12		12:45 PM	208	
1:00 AM	13	29	1:00 PM	199	751
1:15 AM	7		1:15 PM	187	
1:30 AM	6		1:30 PM	195	
1:45 AM	3		1:45 PM	170	
2:00 AM	8	35	2:00 PM	186	797
2:15 AM	3		2:15 PM	197	
2:30 AM	7		2:30 PM	233	
2:45 AM	17		2:45 PM	181	
3:00 AM	31	51	3:00 PM	200	862
3:15 AM	8		3:15 PM	202	
3:30 AM	8		3:30 PM	231	
3:45 AM	4		3:45 PM	229	
4:00 AM	9	52	4:00 PM	192	793
4:15 AM	11		4:15 PM	213	
4:30 AM	13		4:30 PM	194	
4:45 AM	19		4:45 PM	194	
5:00 AM	24	151	5:00 PM	191	822
5:15 AM	35		5:15 PM	214	
5:30 AM	38		5:30 PM	218	
5:45 AM	54		5:45 PM	199	
6:00 AM	67	354	6:00 PM	214	751
6:15 AM	74		6:15 PM	205	
6:30 AM	86		6:30 PM	170	
6:45 AM	127		6:45 PM	162	
7:00 AM	180	848	7:00 PM	171	621
7:15 AM	200		7:15 PM	151	
7:30 AM	220		7:30 PM	144	
7:45 AM	248		7:45 PM	155	
8:00 AM	232	855	8:00 PM	167	460
8:15 AM	229		8:15 PM	103	
8:30 AM	198		8:30 PM	113	
8:45 AM	196		8:45 PM	77	
9:00 AM	179	724	9:00 PM	95	331
9:15 AM	187		9:15 PM	82	
9:30 AM	186		9:30 PM	77	
9:45 AM	172		9:45 PM	77	
10:00 AM	193	783	10:00 PM	66	202
10:15 AM	191		10:15 PM	54	
10:30 AM	212		10:30 PM	44	
10:45 AM	187		10:45 PM	38	
11:00 AM	198	767	11:00 PM	45	143
11:15 AM	185		11:15 PM	36	
11:30 AM	189		11:30 PM	30	
11:45 AM	195		11:45 PM	32	

24 Hour Total 12044

12:00 AM - 12:00 PM	
12 Hour Count	4715
Peak Hour	7:30 AM
Peak Volume	929
Factor	0.94

12:00 PM - 12:00 AM	
12 Hour Count	7329
Peak Hour	3:30 PM
Peak Volume	865
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	21	0	17	1	0	0	0	0	0	3	0	0	0	0
12:15 AM	20	0	13	3	0	1	0	0	0	3	0	0	0	0
12:30 AM	15	1	12	0	0	1	0	0	0	0	1	0	0	0
12:45 AM	8	0	6	0	0	0	0	0	0	2	0	0	0	0
1:00 AM	6	0	4	1	0	0	0	0	0	1	0	0	0	0
1:15 AM	11	0	8	1	0	0	0	0	0	1	0	1	0	0
1:30 AM	9	0	7	1	0	0	0	0	0	1	0	0	0	0
1:45 AM	2	0	1	0	0	0	0	0	0	1	0	0	0	0
2:00 AM	16	0	8	3	0	0	0	0	1	4	0	0	0	0
2:15 AM	14	0	9	5	0	0	0	0	0	0	0	0	0	0
2:30 AM	12	0	8	2	0	0	0	0	0	1	1	0	0	0
2:45 AM	17	0	11	3	1	1	0	0	0	1	0	0	0	0
3:00 AM	3	0	1	0	0	0	0	0	0	2	0	0	0	0
3:15 AM	9	0	5	3	0	0	0	0	0	1	0	0	0	0
3:30 AM	9	0	1	3	0	1	0	0	1	2	1	0	0	0
3:45 AM	9	0	5	1	0	0	0	0	0	3	0	0	0	0
4:00 AM	14	0	5	2	0	0	0	0	2	4	1	0	0	0
4:15 AM	16	0	8	2	0	0	0	0	0	5	1	0	0	0
4:30 AM	21	0	13	2	0	0	0	0	0	6	0	0	0	0
4:45 AM	31	0	17	4	0	2	0	0	2	4	2	0	0	0
5:00 AM	23	0	15	4	0	2	0	0	2	0	0	0	0	0
5:15 AM	29	0	17	6	0	1	1	0	1	3	0	0	0	0
5:30 AM	47	0	32	7	0	0	0	0	4	4	0	0	0	0
5:45 AM	60	0	40	11	3	0	1	0	1	3	0	1	0	0
6:00 AM	58	0	35	15	0	2	0	0	2	3	1	0	0	0
6:15 AM	86	0	56	11	2	3	0	0	5	9	0	0	0	0
6:30 AM	109	1	78	19	0	1	0	0	3	7	0	0	0	0
6:45 AM	151	0	102	26	2	12	0	0	2	7	0	0	0	0
7:00 AM	183	0	130	34	2	5	0	0	4	8	0	0	0	0
7:15 AM	249	0	185	41	4	6	0	0	5	6	0	2	0	0
7:30 AM	325	0	245	57	4	2	1	0	7	7	1	0	0	1
7:45 AM	346	2	279	44	6	5	1	0	8	1	0	0	0	0
8:00 AM	306	2	229	40	4	9	0	0	10	10	0	2	0	0
8:15 AM	280	0	218	50	0	5	1	0	2	3	0	1	0	0
8:30 AM	246	0	171	47	7	9	0	0	6	6	0	0	0	0
8:45 AM	250	1	182	35	5	6	4	0	6	7	2	2	0	0
9:00 AM	134	0	104	17	0	3	1	0	4	5	0	0	0	0
9:15 AM	164	0	112	24	1	9	2	0	4	10	1	1	0	0
9:30 AM	140	0	99	26	2	4	1	0	3	4	1	0	0	0
9:45 AM	138	0	99	20	4	8	0	0	0	6	1	0	0	0
10:00 AM	136	0	79	39	0	4	0	0	5	7	2	0	0	0
10:15 AM	112	0	76	28	0	1	0	0	3	3	1	0	0	0
10:30 AM	128	0	95	23	1	3	0	0	2	3	0	1	0	0
10:45 AM	148	1	86	32	7	7	0	0	8	6	1	0	0	0
11:00 AM	115	0	72	20	0	8	1	0	6	8	0	0	0	0
11:15 AM	112	0	71	19	3	4	1	0	6	7	1	0	0	0
11:30 AM	111	1	69	24	0	4	1	0	6	5	0	0	0	1
11:45 AM	138	1	96	19	0	7	4	0	4	6	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4587	10	3231	775	58	136	20	0	125	199	19	12	0	2
%		0.2	70.4	16.9	1.3	3.0	0.4	0.0	2.7	4.3	0.4	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	103	0	66	18	2	6	2	0	5	3	1	0	0	0
12:15 PM	118	0	80	20	1	8	0	0	3	6	0	0	0	0
12:30 PM	133	0	89	26	0	3	2	0	5	7	1	0	0	0
12:45 PM	138	0	89	23	1	3	1	0	7	13	1	0	0	0
1:00 PM	131	0	88	28	1	2	0	0	5	6	1	0	0	0
1:15 PM	138	0	99	20	2	4	0	0	3	6	3	1	0	0
1:30 PM	122	0	86	24	0	3	0	0	3	5	1	0	0	0
1:45 PM	162	0	108	30	1	1	1	0	9	8	4	0	0	0
2:00 PM	124	0	90	22	1	1	0	1	3	5	1	0	0	0
2:15 PM	128	0	84	30	1	4	1	0	3	5	0	0	0	0
2:30 PM	135	0	78	38	0	1	0	0	7	10	0	1	0	0
2:45 PM	176	1	120	29	2	6	1	0	4	10	3	0	0	0
3:00 PM	147	0	95	37	0	6	2	0	2	3	1	0	1	0
3:15 PM	183	0	133	35	2	4	0	0	4	4	1	0	0	0
3:30 PM	170	0	108	41	1	6	0	0	7	7	0	0	0	0
3:45 PM	198	0	133	45	4	4	0	0	4	5	2	1	0	0
4:00 PM	178	0	129	28	0	4	0	0	8	7	2	0	0	0
4:15 PM	234	1	162	49	4	7	1	0	6	3	1	0	0	0
4:30 PM	201	1	154	30	2	6	1	0	6	1	0	0	0	0
4:45 PM	244	0	164	48	8	6	0	0	10	8	0	0	0	0
5:00 PM	229	0	163	42	0	9	1	0	6	8	0	0	0	0
5:15 PM	261	0	197	45	2	12	0	0	3	1	0	1	0	0
5:30 PM	212	1	156	41	0	3	3	0	1	6	0	1	0	0
5:45 PM	237	2	176	39	0	5	0	1	8	6	0	0	0	0
6:00 PM	160	0	127	21	2	5	0	0	3	2	0	0	0	0
6:15 PM	215	0	169	32	0	4	0	0	3	5	1	1	0	0
6:30 PM	154	0	116	26	0	3	0	0	3	5	1	0	0	0
6:45 PM	122	0	97	14	0	6	0	0	1	3	1	0	0	0
7:00 PM	99	0	73	16	1	4	0	0	2	2	0	1	0	0
7:15 PM	105	0	81	12	0	1	0	0	1	9	1	0	0	0
7:30 PM	74	0	52	14	0	3	1	0	1	3	0	0	0	0
7:45 PM	64	0	45	10	1	3	0	0	2	3	0	0	0	0
8:00 PM	78	0	60	9	1	2	0	0	2	3	1	0	0	0
8:15 PM	118	1	94	15	0	4	1	0	0	3	0	0	0	0
8:30 PM	91	0	72	14	0	2	0	0	2	0	0	1	0	0
8:45 PM	55	0	41	11	0	0	0	0	0	3	0	0	0	0
9:00 PM	53	0	41	10	0	1	0	0	0	1	0	0	0	0
9:15 PM	34	0	26	3	0	0	1	0	1	3	0	0	0	0
9:30 PM	35	0	28	7	0	0	0	0	0	0	0	0	0	0
9:45 PM	37	0	27	5	0	1	0	0	0	4	0	0	0	0
10:00 PM	37	0	28	2	0	0	1	0	0	4	2	0	0	0
10:15 PM	39	0	34	4	0	0	0	0	1	0	0	0	0	0
10:30 PM	41	0	33	6	0	1	0	0	0	0	0	1	0	0
10:45 PM	26	0	22	4	0	0	0	0	0	0	0	0	0	0
11:00 PM	30	0	24	2	0	0	0	0	2	2	0	0	0	0
11:15 PM	21	0	16	5	0	0	0	0	0	0	0	0	0	0
11:30 PM	27	0	21	2	0	2	0	0	0	2	0	0	0	0
11:45 PM	28	0	21	5	0	0	0	0	0	2	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/29/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	5845	7	4195	1037	40	156	20	2	146	202	30	9	1	0
%		0.1	71.8	17.7	0.7	2.7	0.3	0.0	2.5	3.5	0.5	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	28	0	23	2	0	0	0	0	0	2	1	0	0	0
12:15 AM	16	0	12	3	0	0	0	0	0	0	1	0	0	0
12:30 AM	13	0	7	2	0	0	0	0	1	3	0	0	0	0
12:45 AM	11	0	11	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	8	0	4	2	0	0	0	0	0	2	0	0	0	0
1:15 AM	9	0	8	0	0	0	0	0	0	0	1	0	0	0
1:30 AM	5	0	1	1	0	0	1	0	0	2	0	0	0	0
1:45 AM	12	0	5	4	0	1	0	0	0	2	0	0	0	0
2:00 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
2:15 AM	15	0	13	1	0	0	0	0	0	1	0	0	0	0
2:30 AM	15	0	10	2	0	0	0	0	0	2	1	0	0	0
2:45 AM	12	0	6	5	0	0	0	0	0	1	0	0	0	0
3:00 AM	12	0	4	4	0	0	0	0	0	2	2	0	0	0
3:15 AM	18	0	9	3	0	0	0	0	3	3	0	0	0	0
3:30 AM	13	0	7	2	0	0	0	0	0	4	0	0	0	0
3:45 AM	11	0	7	3	0	0	0	0	0	0	1	0	0	0
4:00 AM	8	0	5	1	0	0	0	0	0	2	0	0	0	0
4:15 AM	16	0	7	2	0	0	0	0	0	5	0	2	0	0
4:30 AM	19	0	15	2	0	0	0	0	1	1	0	0	0	0
4:45 AM	35	0	18	6	0	0	0	0	2	4	5	0	0	0
5:00 AM	28	0	14	3	0	2	0	0	2	6	1	0	0	0
5:15 AM	28	0	16	7	1	0	0	0	1	3	0	0	0	0
5:30 AM	45	0	28	8	0	1	0	0	3	5	0	0	0	0
5:45 AM	68	0	48	14	0	1	0	0	0	4	1	0	0	0
6:00 AM	58	0	33	10	1	1	1	0	6	5	1	0	0	0
6:15 AM	74	0	50	12	0	1	0	0	5	5	1	0	0	0
6:30 AM	103	0	78	16	2	0	0	0	3	3	1	0	0	0
6:45 AM	173	0	122	30	4	6	1	0	8	2	0	0	0	0
7:00 AM	164	0	120	30	0	7	0	0	4	3	0	0	0	0
7:15 AM	255	1	202	39	2	7	1	0	1	1	0	1	0	0
7:30 AM	328	0	253	56	3	3	0	0	5	5	2	0	0	1
7:45 AM	383	1	300	54	6	11	1	0	3	5	0	2	0	0
8:00 AM	326	2	236	59	3	11	0	0	11	4	0	0	0	0
8:15 AM	276	2	210	45	3	5	1	0	7	2	1	0	0	0
8:30 AM	244	1	182	30	4	12	1	0	7	7	0	0	0	0
8:45 AM	242	0	186	29	4	11	2	0	3	7	0	0	0	0
9:00 AM	181	0	118	38	3	8	0	0	6	8	0	0	0	0
9:15 AM	161	0	110	27	2	8	0	0	8	5	1	0	0	0
9:30 AM	133	0	89	29	1	4	1	0	5	4	0	0	0	0
9:45 AM	134	0	91	32	1	3	1	0	1	3	2	0	0	0
10:00 AM	129	0	82	24	1	6	0	0	7	8	0	1	0	0
10:15 AM	117	0	78	19	0	2	0	0	6	7	3	1	0	1
10:30 AM	122	0	86	20	0	6	1	0	3	6	0	0	0	0
10:45 AM	153	1	102	27	0	7	3	0	4	6	2	0	0	1
11:00 AM	99	0	65	23	0	1	2	0	6	2	0	0	0	0
11:15 AM	117	0	82	18	4	0	1	0	6	6	0	0	0	0
11:30 AM	113	0	68	29	1	2	0	0	6	7	0	0	0	0
11:45 AM	129	0	91	20	1	4	0	0	5	4	3	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4665	8	3316	795	47	131	18	0	139	169	31	8	0	3
%		0.2	71.1	17.0	1.0	2.8	0.4	0.0	3.0	3.6	0.7	0.2	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	108	1	78	17	1	5	1	0	1	4	0	0	0	0
12:15 PM	134	0	91	25	0	5	1	0	8	3	1	0	0	0
12:30 PM	121	0	85	19	1	4	0	0	4	6	2	0	0	0
12:45 PM	132	0	82	30	1	4	1	0	8	5	1	0	0	0
1:00 PM	146	0	92	26	3	6	1	0	5	10	3	0	0	0
1:15 PM	141	0	97	22	3	6	2	0	3	5	2	1	0	0
1:30 PM	146	1	95	23	2	5	1	0	2	9	4	3	0	1
1:45 PM	130	0	89	24	0	2	1	0	4	9	0	1	0	0
2:00 PM	125	0	85	26	2	0	1	0	5	4	1	1	0	0
2:15 PM	157	0	108	29	1	3	1	0	6	6	2	1	0	0
2:30 PM	158	0	108	32	3	4	0	0	5	4	2	0	0	0
2:45 PM	184	1	137	28	1	4	2	0	4	5	1	0	1	0
3:00 PM	145	0	107	29	0	4	1	0	2	1	0	1	0	0
3:15 PM	202	1	138	39	1	6	1	0	7	6	3	0	0	0
3:30 PM	151	1	96	34	3	5	1	1	3	5	1	1	0	0
3:45 PM	207	2	144	45	0	6	1	1	3	4	1	0	0	0
4:00 PM	174	0	116	39	3	4	0	0	3	8	1	0	0	0
4:15 PM	222	2	149	47	2	6	0	0	7	8	1	0	0	0
4:30 PM	188	0	141	36	1	5	1	0	1	1	1	0	1	0
4:45 PM	245	2	176	43	4	9	0	0	3	6	1	1	0	0
5:00 PM	249	1	172	53	2	12	0	0	4	4	1	0	0	0
5:15 PM	272	1	200	45	3	9	0	0	8	4	2	0	0	0
5:30 PM	240	1	175	46	2	6	0	0	6	2	0	2	0	0
5:45 PM	203	1	149	34	0	9	0	0	4	6	0	0	0	0
6:00 PM	173	0	131	27	0	8	0	0	2	5	0	0	0	0
6:15 PM	199	0	149	38	0	5	0	0	2	5	0	0	0	0
6:30 PM	168	0	137	23	3	2	0	0	0	3	0	0	0	0
6:45 PM	138	0	100	25	1	5	0	0	3	4	0	0	0	0
7:00 PM	112	0	81	22	1	3	0	0	0	1	3	0	1	0
7:15 PM	118	0	90	17	0	3	0	0	2	4	1	1	0	0
7:30 PM	103	0	77	14	1	4	0	0	3	3	1	0	0	0
7:45 PM	94	0	77	12	0	2	0	0	1	1	1	0	0	0
8:00 PM	80	0	60	15	0	1	0	0	1	3	0	0	0	0
8:15 PM	99	0	81	7	1	3	1	0	2	3	1	0	0	0
8:30 PM	83	0	60	14	1	5	0	0	1	2	0	0	0	0
8:45 PM	55	0	36	13	1	1	0	1	1	0	1	1	0	0
9:00 PM	52	0	40	6	0	1	0	0	1	4	0	0	0	0
9:15 PM	71	0	51	14	0	1	0	0	2	3	0	0	0	0
9:30 PM	40	0	30	8	0	0	0	0	0	2	0	0	0	0
9:45 PM	37	0	24	7	0	0	0	0	1	5	0	0	0	0
10:00 PM	34	0	26	3	0	0	0	0	2	2	0	1	0	0
10:15 PM	43	0	35	5	0	0	0	0	1	1	0	1	0	0
10:30 PM	42	0	33	7	0	0	0	0	1	1	0	0	0	0
10:45 PM	23	0	15	4	0	1	0	0	1	2	0	0	0	0
11:00 PM	28	0	21	3	0	0	0	0	0	3	1	0	0	0
11:15 PM	37	0	24	10	1	0	1	0	1	0	0	0	0	0
11:30 PM	24	0	23	0	0	0	0	0	1	0	0	0	0	0
11:45 PM	27	0	20	4	0	0	0	0	1	2	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/30/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6060	15	4331	1089	49	174	19	3	136	184	40	16	3	1
%		0.2	71.5	18.0	0.8	2.9	0.3	0.0	2.2	3.0	0.7	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/29/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	21	64	12:00 PM	103	492
12:15 AM	20		12:15 PM	118	
12:30 AM	15		12:30 PM	133	
12:45 AM	8		12:45 PM	138	
1:00 AM	6	28	1:00 PM	131	553
1:15 AM	11		1:15 PM	138	
1:30 AM	9		1:30 PM	122	
1:45 AM	2		1:45 PM	162	
2:00 AM	16	59	2:00 PM	124	563
2:15 AM	14		2:15 PM	128	
2:30 AM	12		2:30 PM	135	
2:45 AM	17		2:45 PM	176	
3:00 AM	3	30	3:00 PM	147	698
3:15 AM	9		3:15 PM	183	
3:30 AM	9		3:30 PM	170	
3:45 AM	9		3:45 PM	198	
4:00 AM	14	82	4:00 PM	178	857
4:15 AM	16		4:15 PM	234	
4:30 AM	21		4:30 PM	201	
4:45 AM	31		4:45 PM	244	
5:00 AM	23	159	5:00 PM	229	939
5:15 AM	29		5:15 PM	261	
5:30 AM	47		5:30 PM	212	
5:45 AM	60		5:45 PM	237	
6:00 AM	58	404	6:00 PM	160	651
6:15 AM	86		6:15 PM	215	
6:30 AM	109		6:30 PM	154	
6:45 AM	151		6:45 PM	122	
7:00 AM	183	1103	7:00 PM	99	342
7:15 AM	249		7:15 PM	105	
7:30 AM	325		7:30 PM	74	
7:45 AM	346		7:45 PM	64	
8:00 AM	306	1082	8:00 PM	78	342
8:15 AM	280		8:15 PM	118	
8:30 AM	246		8:30 PM	91	
8:45 AM	250		8:45 PM	55	
9:00 AM	134	576	9:00 PM	53	159
9:15 AM	164		9:15 PM	34	
9:30 AM	140		9:30 PM	35	
9:45 AM	138		9:45 PM	37	
10:00 AM	136	524	10:00 PM	37	143
10:15 AM	112		10:15 PM	39	
10:30 AM	128		10:30 PM	41	
10:45 AM	148		10:45 PM	26	
11:00 AM	115	476	11:00 PM	30	106
11:15 AM	112		11:15 PM	21	
11:30 AM	111		11:30 PM	27	
11:45 AM	138		11:45 PM	28	

24 Hour Total 10432

12:00 AM - 12:00 PM	
12 Hour Count	4587
Peak Hour	7:30 AM
Peak Volume	1257
Factor	0.91

12:00 PM - 12:00 AM	
12 Hour Count	5845
Peak Hour	4:45 PM
Peak Volume	946
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/30/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	28	68	12:00 PM	108	495
12:15 AM	16		12:15 PM	134	
12:30 AM	13		12:30 PM	121	
12:45 AM	11		12:45 PM	132	
1:00 AM	8	34	1:00 PM	146	563
1:15 AM	9		1:15 PM	141	
1:30 AM	5		1:30 PM	146	
1:45 AM	12		1:45 PM	130	
2:00 AM	6	48	2:00 PM	125	624
2:15 AM	15		2:15 PM	157	
2:30 AM	15		2:30 PM	158	
2:45 AM	12		2:45 PM	184	
3:00 AM	12	54	3:00 PM	145	705
3:15 AM	18		3:15 PM	202	
3:30 AM	13		3:30 PM	151	
3:45 AM	11		3:45 PM	207	
4:00 AM	8	78	4:00 PM	174	829
4:15 AM	16		4:15 PM	222	
4:30 AM	19		4:30 PM	188	
4:45 AM	35		4:45 PM	245	
5:00 AM	28	169	5:00 PM	249	964
5:15 AM	28		5:15 PM	272	
5:30 AM	45		5:30 PM	240	
5:45 AM	68		5:45 PM	203	
6:00 AM	58	408	6:00 PM	173	678
6:15 AM	74		6:15 PM	199	
6:30 AM	103		6:30 PM	168	
6:45 AM	173		6:45 PM	138	
7:00 AM	164	1130	7:00 PM	112	427
7:15 AM	255		7:15 PM	118	
7:30 AM	328		7:30 PM	103	
7:45 AM	383		7:45 PM	94	
8:00 AM	326	1088	8:00 PM	80	317
8:15 AM	276		8:15 PM	99	
8:30 AM	244		8:30 PM	83	
8:45 AM	242		8:45 PM	55	
9:00 AM	181	609	9:00 PM	52	200
9:15 AM	161		9:15 PM	71	
9:30 AM	133		9:30 PM	40	
9:45 AM	134		9:45 PM	37	
10:00 AM	129	521	10:00 PM	34	142
10:15 AM	117		10:15 PM	43	
10:30 AM	122		10:30 PM	42	
10:45 AM	153		10:45 PM	23	
11:00 AM	99	458	11:00 PM	28	116
11:15 AM	117		11:15 PM	37	
11:30 AM	113		11:30 PM	24	
11:45 AM	129		11:45 PM	27	

24 Hour Total 10725

12:00 AM - 12:00 PM	
12 Hour Count	4665
Peak Hour	7:30 AM
Peak Volume	1313
Factor	0.86

12:00 PM - 12:00 AM	
12 Hour Count	6060
Peak Hour	4:45 PM
Peak Volume	1006
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and Veterans Pkwy

Site: #14
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	17	0	12	1	0	0	0	0	2	1	1	0	0	0
12:15 AM	14	1	8	3	0	1	0	0	0	1	0	0	0	0
12:30 AM	13	0	8	2	0	0	1	0	0	2	0	0	0	0
12:45 AM	14	0	10	1	0	1	1	0	0	1	0	0	0	0
1:00 AM	11	0	7	3	0	0	1	0	0	0	0	0	0	0
1:15 AM	10	0	8	1	0	1	0	0	0	0	0	0	0	0
1:30 AM	10	0	5	2	1	0	0	0	1	1	0	0	0	0
1:45 AM	9	0	5	1	0	0	0	0	2	1	0	0	0	0
2:00 AM	9	0	5	0	1	0	0	0	0	3	0	0	0	0
2:15 AM	10	0	9	0	0	0	1	0	0	0	0	0	0	0
2:30 AM	12	0	8	2	0	0	0	0	1	1	0	0	0	0
2:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	4	0	2	1	0	0	0	0	0	1	0	0	0	0
3:15 AM	12	0	6	3	0	0	0	0	1	2	0	0	0	0
3:30 AM	13	0	6	4	0	0	0	0	0	3	0	0	0	0
3:45 AM	11	0	6	1	0	0	1	0	0	3	0	0	0	0
4:00 AM	25	0	12	7	0	2	1	0	0	2	1	0	0	0
4:15 AM	20	0	12	4	0	1	0	0	1	2	0	0	0	0
4:30 AM	27	0	13	6	0	2	1	0	1	4	0	0	0	0
4:45 AM	45	0	25	14	0	2	0	1	0	3	0	0	0	0
5:00 AM	49	0	24	18	0	4	0	0	1	2	0	0	0	0
5:15 AM	74	1	40	20	0	5	0	0	2	6	0	0	0	0
5:30 AM	85	1	54	23	2	2	0	0	0	3	0	0	0	0
5:45 AM	77	0	47	17	2	3	0	0	5	2	0	1	0	0
6:00 AM	101	0	56	26	4	9	0	0	3	3	0	0	0	0
6:15 AM	126	0	64	49	4	6	0	0	1	2	0	0	0	0
6:30 AM	172	1	104	46	2	12	1	1	0	5	0	0	0	0
6:45 AM	195	1	131	45	0	9	1	0	1	5	0	2	0	0
7:00 AM	191	1	132	38	1	6	1	1	2	7	0	2	0	0
7:15 AM	223	0	152	47	0	12	3	0	4	5	0	0	0	0
7:30 AM	275	1	199	55	0	12	1	0	3	2	0	1	1	0
7:45 AM	260	0	169	58	4	10	3	0	9	5	0	2	0	0
8:00 AM	224	1	147	38	7	13	0	0	4	12	1	1	0	0
8:15 AM	200	0	132	42	1	11	2	0	3	5	0	2	2	0
8:30 AM	193	0	128	34	2	15	4	0	3	5	0	2	0	0
8:45 AM	158	0	109	33	3	8	0	0	1	4	0	0	0	0
9:00 AM	147	0	96	31	3	7	1	0	3	6	0	0	0	0
9:15 AM	114	0	63	25	2	12	1	0	4	7	0	0	0	0
9:30 AM	134	1	75	35	3	8	0	0	4	8	0	0	0	0
9:45 AM	107	0	62	22	1	8	2	0	3	9	0	0	0	0
10:00 AM	109	0	67	22	2	8	0	0	4	6	0	0	0	0
10:15 AM	110	0	58	32	2	2	3	0	3	10	0	0	0	0
10:30 AM	117	0	69	28	2	5	3	0	4	6	0	0	0	0
10:45 AM	108	0	75	18	2	3	1	0	3	5	0	1	0	0
11:00 AM	119	0	86	21	0	2	0	0	4	4	1	0	1	0
11:15 AM	140	0	84	24	2	11	1	0	8	9	0	1	0	0
11:30 AM	118	0	77	18	2	11	0	0	2	7	0	1	0	0
11:45 AM	134	1	79	35	1	7	0	0	5	5	1	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and
Veterans Pkwy

Site: #14
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4349	10	2749	956	56	231	35	3	98	186	5	16	4	0
%		0.2	63.2	22.0	1.3	5.3	0.8	0.1	2.3	4.3	0.1	0.4	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and Veterans Pkwy

Site: #14
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	130	0	88	25	1	2	0	0	8	6	0	0	0	0
12:15 PM	110	0	68	25	0	4	1	0	2	10	0	0	0	0
12:30 PM	134	0	78	33	0	5	1	0	4	13	0	0	0	0
12:45 PM	119	0	83	24	1	4	0	0	2	4	0	0	1	0
1:00 PM	143	0	103	22	2	4	1	0	5	6	0	0	0	0
1:15 PM	147	1	97	31	3	5	1	0	2	7	0	0	0	0
1:30 PM	144	0	94	27	1	8	2	0	8	3	0	0	1	0
1:45 PM	144	1	98	24	6	4	1	0	1	9	0	0	0	0
2:00 PM	130	0	73	44	0	10	0	0	0	3	0	0	0	0
2:15 PM	167	0	108	36	3	10	0	0	4	6	0	0	0	0
2:30 PM	152	1	100	36	0	4	2	0	5	3	0	1	0	0
2:45 PM	145	0	97	32	1	8	0	0	5	2	0	0	0	0
3:00 PM	147	1	90	31	2	10	1	0	3	7	1	1	0	0
3:15 PM	183	1	126	33	1	9	0	0	6	6	1	0	0	0
3:30 PM	180	0	113	46	0	4	1	0	11	4	0	1	0	0
3:45 PM	154	0	107	33	0	7	0	0	4	3	0	0	0	0
4:00 PM	181	0	128	34	4	6	1	0	2	6	0	0	0	0
4:15 PM	220	0	136	59	0	17	0	0	4	3	0	1	0	0
4:30 PM	198	1	136	40	3	8	1	0	2	6	0	1	0	0
4:45 PM	246	1	166	46	1	16	1	0	3	10	1	1	0	0
5:00 PM	284	1	199	54	2	9	0	0	7	10	0	1	0	1
5:15 PM	313	0	227	48	8	15	1	0	5	6	1	2	0	0
5:30 PM	308	1	207	65	6	17	1	0	3	6	0	2	0	0
5:45 PM	239	1	161	61	1	9	0	0	1	3	0	2	0	0
6:00 PM	223	1	160	48	2	7	0	0	1	4	0	0	0	0
6:15 PM	204	0	149	38	1	6	0	0	3	6	1	0	0	0
6:30 PM	172	0	128	32	0	8	0	0	3	1	0	0	0	0
6:45 PM	178	2	124	35	0	10	0	0	0	7	0	0	0	0
7:00 PM	103	0	74	18	1	5	0	0	2	3	0	0	0	0
7:15 PM	143	1	98	32	1	4	0	0	2	3	0	2	0	0
7:30 PM	149	0	108	26	2	8	0	0	1	4	0	0	0	0
7:45 PM	110	0	85	20	0	2	0	0	0	3	0	0	0	0
8:00 PM	112	0	74	28	0	6	0	0	0	2	1	1	0	0
8:15 PM	102	0	74	15	0	11	0	0	2	0	0	0	0	0
8:30 PM	95	0	68	13	1	6	0	0	3	4	0	0	0	0
8:45 PM	116	0	81	22	0	6	0	0	1	6	0	0	0	0
9:00 PM	86	0	61	14	1	2	1	0	2	4	0	0	0	1
9:15 PM	82	0	60	12	1	3	0	0	1	5	0	0	0	0
9:30 PM	87	0	56	16	1	6	0	0	1	7	0	0	0	0
9:45 PM	42	0	23	11	0	3	0	0	1	4	0	0	0	0
10:00 PM	46	1	28	10	0	3	1	0	0	3	0	0	0	0
10:15 PM	46	0	35	7	0	0	0	0	2	2	0	0	0	0
10:30 PM	31	0	25	4	0	0	0	0	0	2	0	0	0	0
10:45 PM	44	0	34	3	0	2	1	0	1	3	0	0	0	0
11:00 PM	34	0	24	6	0	1	0	0	0	3	0	0	0	0
11:15 PM	21	0	13	5	0	0	0	0	0	3	0	0	0	0
11:30 PM	24	0	19	3	0	1	0	0	0	1	0	0	0	0
11:45 PM	18	0	7	5	0	1	0	0	0	5	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and
Veterans Pkwy

Site: #14
1/29/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6586	15	4491	1332	57	296	19	0	123	227	6	16	2	2
%		0.2	68.2	20.2	0.9	4.5	0.3	0.0	1.9	3.4	0.1	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and Veterans Pkwy

Site: #14
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	17	0	13	1	0	2	0	0	0	1	0	0	0	0
12:15 AM	19	0	14	4	0	0	0	0	0	1	0	0	0	0
12:30 AM	17	0	13	1	1	0	0	0	1	1	0	0	0	0
12:45 AM	15	0	11	0	0	0	0	0	0	4	0	0	0	0
1:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1:15 AM	12	0	8	2	0	0	1	0	0	1	0	0	0	0
1:30 AM	5	0	4	0	0	0	0	0	0	1	0	0	0	0
1:45 AM	8	0	5	0	0	1	0	0	0	2	0	0	0	0
2:00 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
2:15 AM	7	0	4	0	0	0	0	0	0	3	0	0	0	0
2:30 AM	15	0	10	2	0	0	0	0	1	1	0	1	0	0
2:45 AM	9	0	5	2	0	1	0	0	1	0	0	0	0	0
3:00 AM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
3:15 AM	6	0	4	1	0	0	0	0	0	1	0	0	0	0
3:30 AM	13	0	7	3	1	0	0	0	1	1	0	0	0	0
3:45 AM	10	0	6	0	0	1	1	0	1	1	0	0	0	0
4:00 AM	18	0	9	6	0	2	0	0	0	1	0	0	0	0
4:15 AM	26	0	14	7	0	3	1	0	0	1	0	0	0	0
4:30 AM	38	0	23	9	1	0	0	0	1	4	0	0	0	0
4:45 AM	40	0	18	15	0	4	0	0	0	2	0	1	0	0
5:00 AM	59	0	29	23	1	3	1	0	0	2	0	0	0	0
5:15 AM	54	1	31	15	1	5	0	0	0	1	0	0	0	0
5:30 AM	100	0	57	32	3	0	1	0	2	5	0	0	0	0
5:45 AM	73	0	43	16	3	4	0	0	1	6	0	0	0	0
6:00 AM	120	0	71	26	5	12	2	0	0	3	0	1	0	0
6:15 AM	139	0	74	46	6	8	0	0	1	4	0	0	0	0
6:30 AM	169	0	93	47	6	17	1	1	1	2	0	1	0	0
6:45 AM	175	1	110	45	0	13	1	0	2	3	0	0	0	0
7:00 AM	185	0	132	31	1	18	1	0	0	2	0	0	0	0
7:15 AM	220	1	143	51	3	15	0	0	1	5	0	1	0	0
7:30 AM	300	0	215	66	0	10	1	0	3	4	0	1	0	0
7:45 AM	240	2	165	47	1	9	3	0	5	7	0	1	0	0
8:00 AM	219	0	152	38	2	14	1	0	3	9	0	0	0	0
8:15 AM	214	0	140	42	3	18	0	0	7	3	0	1	0	0
8:30 AM	176	1	108	36	0	15	3	0	3	8	2	0	0	0
8:45 AM	171	1	107	37	4	13	1	0	2	6	0	0	0	0
9:00 AM	143	0	90	30	2	9	2	0	2	8	0	0	0	0
9:15 AM	139	0	84	25	1	14	1	0	3	10	0	1	0	0
9:30 AM	152	0	79	42	4	8	0	0	8	11	0	0	0	0
9:45 AM	109	1	58	25	4	14	0	0	3	3	0	0	0	1
10:00 AM	100	0	58	20	2	9	1	0	5	4	0	1	0	0
10:15 AM	106	0	57	29	2	8	0	0	5	5	0	0	0	0
10:30 AM	100	0	58	23	2	7	0	0	4	6	0	0	0	0
10:45 AM	117	1	64	31	1	8	1	0	5	6	0	0	0	0
11:00 AM	112	0	68	22	2	7	0	0	2	9	1	1	0	0
11:15 AM	128	0	76	28	3	8	1	0	4	6	1	1	0	0
11:30 AM	105	1	64	21	2	7	1	0	2	7	0	0	0	0
11:45 AM	127	0	75	23	1	10	2	0	7	8	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and
Veterans Pkwy

Site: #14
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4341	10	2677	974	68	299	28	1	87	179	4	13	0	1
%		0.2	61.7	22.4	1.6	6.9	0.6	0.0	2.0	4.1	0.1	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and Veterans Pkwy

Site: #14
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	134	0	77	29	1	15	1	0	2	8	0	1	0	0
12:15 PM	133	0	85	27	0	10	1	0	2	6	0	2	0	0
12:30 PM	155	1	95	32	3	9	0	0	4	9	1	0	1	0
12:45 PM	128	0	83	28	2	6	1	0	5	3	0	0	0	0
1:00 PM	164	0	103	34	2	10	1	0	4	10	0	0	0	0
1:15 PM	141	0	91	27	3	14	0	0	1	5	0	0	0	0
1:30 PM	144	0	83	40	2	5	0	0	5	5	1	3	0	0
1:45 PM	150	0	92	29	4	16	0	0	2	6	0	1	0	0
2:00 PM	128	0	81	28	4	3	1	0	5	6	0	0	0	0
2:15 PM	145	0	89	30	5	8	1	0	1	9	0	2	0	0
2:30 PM	156	1	101	32	1	9	1	0	7	4	0	0	0	0
2:45 PM	152	0	91	39	3	9	1	0	4	3	0	2	0	0
3:00 PM	165	0	92	38	4	17	1	0	4	8	0	1	0	0
3:15 PM	194	0	123	38	2	16	3	0	3	7	0	2	0	0
3:30 PM	228	0	159	49	2	4	3	0	6	5	0	0	0	0
3:45 PM	169	0	107	34	2	9	0	0	8	7	0	1	1	0
4:00 PM	211	0	140	47	2	10	2	0	4	6	0	0	0	0
4:15 PM	221	0	139	43	2	16	2	0	11	5	0	3	0	0
4:30 PM	227	1	132	59	4	18	2	0	6	4	0	1	0	0
4:45 PM	272	2	180	58	3	18	2	1	4	2	0	1	1	0
5:00 PM	289	1	217	54	0	12	1	0	2	1	0	1	0	0
5:15 PM	298	1	211	65	2	14	0	0	3	1	0	1	0	0
5:30 PM	288	0	201	59	0	18	0	0	6	3	0	1	0	0
5:45 PM	271	0	176	61	2	20	1	0	0	10	0	1	0	0
6:00 PM	224	0	163	42	2	8	1	0	3	3	0	2	0	0
6:15 PM	207	0	136	45	0	13	0	0	9	3	1	0	0	0
6:30 PM	189	1	128	43	2	5	0	0	3	7	0	0	0	0
6:45 PM	173	0	112	41	1	11	0	0	4	4	0	0	0	0
7:00 PM	161	0	108	34	2	10	0	0	3	4	0	0	0	0
7:15 PM	133	0	98	24	0	8	0	0	1	2	0	0	0	0
7:30 PM	121	0	83	26	0	4	0	0	5	3	0	0	0	0
7:45 PM	129	0	103	18	0	5	0	0	1	2	0	0	0	0
8:00 PM	98	1	72	19	1	4	0	0	0	1	0	0	0	0
8:15 PM	91	0	66	17	0	4	0	0	0	4	0	0	0	0
8:30 PM	75	0	47	17	0	1	0	0	5	5	0	0	0	0
8:45 PM	81	0	56	17	0	6	0	0	0	2	0	0	0	0
9:00 PM	89	0	61	22	0	1	0	0	2	3	0	0	0	0
9:15 PM	86	0	60	17	0	2	0	0	0	6	0	1	0	0
9:30 PM	67	0	52	9	1	2	0	0	1	2	0	0	0	0
9:45 PM	66	0	41	19	0	3	1	0	0	2	0	0	0	0
10:00 PM	59	0	42	13	1	2	0	0	1	0	0	0	0	0
10:15 PM	51	0	38	9	0	1	0	0	1	2	0	0	0	0
10:30 PM	42	0	34	5	0	0	0	0	2	1	0	0	0	0
10:45 PM	37	0	28	6	0	0	1	0	0	2	0	0	0	0
11:00 PM	36	0	24	9	0	1	0	0	1	1	0	0	0	0
11:15 PM	23	0	13	7	1	0	0	0	0	2	0	0	0	0
11:30 PM	16	0	10	1	0	2	0	0	0	3	0	0	0	0
11:45 PM	17	0	9	6	0	0	0	0	0	2	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and
Veterans Pkwy

Site: #14
1/30/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6834	9	4532	1446	66	379	28	1	141	199	3	27	3	0
%		0.1	66.3	21.2	1.0	5.5	0.4	0.0	2.1	2.9	0.0	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and Veterans Pkwy

Site: #14
1/29/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	17	58	12:00 PM	130	493
12:15 AM	14		12:15 PM	110	
12:30 AM	13		12:30 PM	134	
12:45 AM	14		12:45 PM	119	
1:00 AM	11	40	1:00 PM	143	578
1:15 AM	10		1:15 PM	147	
1:30 AM	10		1:30 PM	144	
1:45 AM	9		1:45 PM	144	
2:00 AM	9	34	2:00 PM	130	594
2:15 AM	10		2:15 PM	167	
2:30 AM	12		2:30 PM	152	
2:45 AM	3		2:45 PM	145	
3:00 AM	4	40	3:00 PM	147	664
3:15 AM	12		3:15 PM	183	
3:30 AM	13		3:30 PM	180	
3:45 AM	11		3:45 PM	154	
4:00 AM	25	117	4:00 PM	181	845
4:15 AM	20		4:15 PM	220	
4:30 AM	27		4:30 PM	198	
4:45 AM	45		4:45 PM	246	
5:00 AM	49	285	5:00 PM	284	1144
5:15 AM	74		5:15 PM	313	
5:30 AM	85		5:30 PM	308	
5:45 AM	77		5:45 PM	239	
6:00 AM	101	594	6:00 PM	223	777
6:15 AM	126		6:15 PM	204	
6:30 AM	172		6:30 PM	172	
6:45 AM	195		6:45 PM	178	
7:00 AM	191	949	7:00 PM	103	505
7:15 AM	223		7:15 PM	143	
7:30 AM	275		7:30 PM	149	
7:45 AM	260		7:45 PM	110	
8:00 AM	224	775	8:00 PM	112	425
8:15 AM	200		8:15 PM	102	
8:30 AM	193		8:30 PM	95	
8:45 AM	158		8:45 PM	116	
9:00 AM	147	502	9:00 PM	86	297
9:15 AM	114		9:15 PM	82	
9:30 AM	134		9:30 PM	87	
9:45 AM	107		9:45 PM	42	
10:00 AM	109	444	10:00 PM	46	167
10:15 AM	110		10:15 PM	46	
10:30 AM	117		10:30 PM	31	
10:45 AM	108		10:45 PM	44	
11:00 AM	119	511	11:00 PM	34	97
11:15 AM	140		11:15 PM	21	
11:30 AM	118		11:30 PM	24	
11:45 AM	134		11:45 PM	18	

24 Hour Total 10935

12:00 AM - 12:00 PM	
12 Hour Count	4349
Peak Hour	7:15 AM
Peak Volume	982
Factor	0.89

12:00 PM - 12:00 AM	
12 Hour Count	6586
Peak Hour	4:45 PM
Peak Volume	1151
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and Veterans Pkwy

Site: #14
1/30/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	17	68	12:00 PM	134	550
12:15 AM	19		12:15 PM	133	
12:30 AM	17		12:30 PM	155	
12:45 AM	15		12:45 PM	128	
1:00 AM	5	30	1:00 PM	164	599
1:15 AM	12		1:15 PM	141	
1:30 AM	5		1:30 PM	144	
1:45 AM	8		1:45 PM	150	
2:00 AM	3	34	2:00 PM	128	581
2:15 AM	7		2:15 PM	145	
2:30 AM	15		2:30 PM	156	
2:45 AM	9		2:45 PM	152	
3:00 AM	6	35	3:00 PM	165	756
3:15 AM	6		3:15 PM	194	
3:30 AM	13		3:30 PM	228	
3:45 AM	10		3:45 PM	169	
4:00 AM	18	122	4:00 PM	211	931
4:15 AM	26		4:15 PM	221	
4:30 AM	38		4:30 PM	227	
4:45 AM	40		4:45 PM	272	
5:00 AM	59	286	5:00 PM	289	1146
5:15 AM	54		5:15 PM	298	
5:30 AM	100		5:30 PM	288	
5:45 AM	73		5:45 PM	271	
6:00 AM	120	603	6:00 PM	224	793
6:15 AM	139		6:15 PM	207	
6:30 AM	169		6:30 PM	189	
6:45 AM	175		6:45 PM	173	
7:00 AM	185	945	7:00 PM	161	544
7:15 AM	220		7:15 PM	133	
7:30 AM	300		7:30 PM	121	
7:45 AM	240		7:45 PM	129	
8:00 AM	219	780	8:00 PM	98	345
8:15 AM	214		8:15 PM	91	
8:30 AM	176		8:30 PM	75	
8:45 AM	171		8:45 PM	81	
9:00 AM	143	543	9:00 PM	89	308
9:15 AM	139		9:15 PM	86	
9:30 AM	152		9:30 PM	67	
9:45 AM	109		9:45 PM	66	
10:00 AM	100	423	10:00 PM	59	189
10:15 AM	106		10:15 PM	51	
10:30 AM	100		10:30 PM	42	
10:45 AM	117		10:45 PM	37	
11:00 AM	112	472	11:00 PM	36	92
11:15 AM	128		11:15 PM	23	
11:30 AM	105		11:30 PM	16	
11:45 AM	127		11:45 PM	17	

24 Hour Total 11175

12:00 AM - 12:00 PM	
12 Hour Count	4341
Peak Hour	7:15 AM
Peak Volume	979
Factor	0.82

12:00 PM - 12:00 AM	
12 Hour Count	6834
Peak Hour	4:45 PM
Peak Volume	1147
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	16	0	15	1	0	0	0	0	0	0	0	0	0	0
12:15 AM	20	0	17	3	0	0	0	0	0	0	0	0	0	0
12:30 AM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	14	0	11	3	0	0	0	0	0	0	0	0	0	0
1:15 AM	7	0	5	1	0	1	0	0	0	0	0	0	0	0
1:30 AM	7	0	5	1	0	0	0	0	0	1	0	0	0	0
1:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2:15 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
2:30 AM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
2:45 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:15 AM	11	0	9	1	0	0	0	0	0	1	0	0	0	0
3:30 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
3:45 AM	16	0	15	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	10	0	7	2	0	0	0	0	1	0	0	0	0	0
4:15 AM	11	0	5	4	0	0	2	0	0	0	0	0	0	0
4:30 AM	15	0	12	3	0	0	0	0	0	0	0	0	0	0
4:45 AM	21	0	18	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	18	0	12	6	0	0	0	0	0	0	0	0	0	0
5:15 AM	22	0	16	5	0	0	1	0	0	0	0	0	0	0
5:30 AM	28	0	19	6	1	1	1	0	0	0	0	0	0	0
5:45 AM	33	0	25	5	1	2	0	0	0	0	0	0	0	0
6:00 AM	49	0	28	8	5	5	1	0	2	0	0	0	0	0
6:15 AM	69	1	48	14	3	3	0	0	0	0	0	0	0	0
6:30 AM	75	0	52	12	4	4	0	0	1	1	0	1	0	0
6:45 AM	114	1	84	22	1	2	1	0	3	0	0	0	0	0
7:00 AM	142	1	99	33	0	4	0	0	3	0	0	2	0	0
7:15 AM	173	1	120	37	3	7	0	0	4	0	0	1	0	0
7:30 AM	222	0	164	42	5	6	0	0	4	0	0	1	0	0
7:45 AM	270	1	199	52	2	7	0	0	8	0	0	1	0	0
8:00 AM	249	2	183	43	2	12	0	0	3	0	0	4	0	0
8:15 AM	185	0	121	39	2	13	1	0	6	0	0	3	0	0
8:30 AM	209	2	124	59	0	15	0	0	5	0	0	3	0	1
8:45 AM	197	2	145	33	0	11	1	0	3	1	0	1	0	0
9:00 AM	175	0	114	43	3	10	0	0	4	0	0	0	0	1
9:15 AM	161	3	104	36	6	9	0	0	1	0	0	2	0	0
9:30 AM	164	0	102	41	4	8	0	0	8	0	0	1	0	0
9:45 AM	170	0	105	46	1	12	0	0	3	1	0	2	0	0
10:00 AM	150	1	105	30	0	8	2	0	3	0	0	1	0	0
10:15 AM	160	1	111	35	1	6	0	0	2	0	1	3	0	0
10:30 AM	174	0	116	35	4	9	1	0	6	1	0	1	1	0
10:45 AM	180	0	127	37	1	10	2	0	2	1	0	0	0	0
11:00 AM	198	0	134	45	4	8	0	0	3	2	0	2	0	0
11:15 AM	198	0	135	41	4	10	2	0	6	0	0	0	0	0
11:30 AM	184	1	120	43	5	6	0	0	6	1	0	2	0	0
11:45 AM	218	0	140	62	4	6	0	0	4	2	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4390	17	3017	941	66	196	15	0	91	12	1	31	1	2
%		0.4	68.7	21.4	1.5	4.5	0.3	0.0	2.1	0.3	0.0	0.7	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	189	1	140	27	5	11	1	0	3	0	0	1	0	0
12:15 PM	237	0	151	56	4	17	1	0	7	1	0	0	0	0
12:30 PM	205	0	137	43	2	14	1	0	6	0	0	1	1	0
12:45 PM	200	1	136	38	5	12	0	0	4	0	0	3	1	0
1:00 PM	210	1	138	47	6	14	1	0	3	0	0	0	0	0
1:15 PM	200	0	137	41	3	11	1	0	4	2	0	1	0	0
1:30 PM	232	0	161	48	6	9	0	0	5	1	0	2	0	0
1:45 PM	208	1	146	44	6	5	1	0	1	0	0	4	0	0
2:00 PM	223	1	154	49	5	7	0	0	7	0	0	0	0	0
2:15 PM	207	1	147	41	1	8	0	0	5	0	0	4	0	0
2:30 PM	202	0	140	42	5	6	0	0	8	0	0	1	0	0
2:45 PM	285	1	215	49	3	7	1	0	7	1	0	1	0	0
3:00 PM	212	0	152	43	2	6	0	0	5	1	0	3	0	0
3:15 PM	257	1	183	54	4	5	2	0	4	1	0	3	0	0
3:30 PM	227	2	161	40	6	6	0	0	8	1	0	3	0	0
3:45 PM	224	1	154	46	8	10	0	0	3	0	0	2	0	0
4:00 PM	250	1	165	50	8	7	1	0	13	0	0	4	0	1
4:15 PM	251	1	164	62	3	11	1	0	7	0	0	2	0	0
4:30 PM	273	1	183	60	7	12	0	0	8	0	0	2	0	0
4:45 PM	278	2	204	49	4	4	0	0	10	1	0	4	0	0
5:00 PM	285	2	207	54	5	7	0	0	10	0	0	0	0	0
5:15 PM	284	3	193	52	12	3	2	0	14	0	0	5	0	0
5:30 PM	276	2	196	47	15	6	1	0	5	0	0	4	0	0
5:45 PM	298	1	206	55	11	5	0	0	17	0	0	3	0	0
6:00 PM	247	0	170	49	5	12	1	0	7	0	0	3	0	0
6:15 PM	280	3	213	43	6	7	0	0	7	0	0	1	0	0
6:30 PM	234	0	172	45	2	7	0	0	5	0	0	3	0	0
6:45 PM	242	0	173	50	3	11	1	0	3	0	0	1	0	0
7:00 PM	189	0	132	42	3	5	1	0	5	0	0	1	0	0
7:15 PM	169	0	131	28	3	2	0	0	3	0	0	2	0	0
7:30 PM	182	0	135	35	2	4	0	0	4	0	0	2	0	0
7:45 PM	134	0	100	22	3	5	0	0	1	0	0	3	0	0
8:00 PM	159	0	109	38	1	7	0	0	4	0	0	0	0	0
8:15 PM	135	1	107	20	1	3	0	0	1	0	0	2	0	0
8:30 PM	123	1	94	23	0	0	0	0	5	0	0	0	0	0
8:45 PM	122	0	90	23	4	2	0	0	3	0	0	0	0	0
9:00 PM	90	0	64	18	1	5	0	0	2	0	0	0	0	0
9:15 PM	75	0	49	18	6	0	0	0	1	0	0	0	0	1
9:30 PM	65	0	51	11	0	0	0	0	3	0	0	0	0	0
9:45 PM	54	0	39	14	0	0	0	0	1	0	0	0	0	0
10:00 PM	52	0	38	13	0	0	0	0	1	0	0	0	0	0
10:15 PM	51	0	40	8	0	0	1	0	2	0	0	0	0	0
10:30 PM	39	0	34	2	0	1	0	0	2	0	0	0	0	0
10:45 PM	31	0	25	4	0	1	0	0	0	1	0	0	0	0
11:00 PM	28	0	22	5	0	1	0	0	0	0	0	0	0	0
11:15 PM	31	0	26	4	0	0	0	0	1	0	0	0	0	0
11:30 PM	29	0	28	1	0	0	0	0	0	0	0	0	0	0
11:45 PM	26	0	20	2	0	2	1	0	0	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	8500	29	6032	1655	176	278	19	0	225	11	0	71	2	2
%		0.3	71.0	19.5	2.1	3.3	0.2	0.0	2.6	0.1	0.0	0.8	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	13	0	12	0	0	1	0	0	0	0	0	0	0	0
12:15 AM	11	0	9	2	0	0	0	0	0	0	0	0	0	0
12:30 AM	13	0	10	3	0	0	0	0	0	0	0	0	0	0
12:45 AM	12	0	9	2	1	0	0	0	0	0	0	0	0	0
1:00 AM	12	0	12	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	12	0	9	2	0	1	0	0	0	0	0	0	0	0
1:30 AM	5	0	4	0	0	0	0	0	0	1	0	0	0	0
1:45 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2:15 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	8	0	6	0	0	0	1	0	0	1	0	0	0	0
3:00 AM	9	0	7	1	0	0	0	0	0	1	0	0	0	0
3:15 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
3:30 AM	13	0	11	2	0	0	0	0	0	0	0	0	0	0
3:45 AM	16	0	16	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
4:15 AM	10	0	7	2	0	0	0	0	1	0	0	0	0	0
4:30 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
4:45 AM	19	0	17	2	0	0	0	0	0	0	0	0	0	0
5:00 AM	22	0	11	9	0	2	0	0	0	0	0	0	0	0
5:15 AM	18	0	14	4	0	0	0	0	0	0	0	0	0	0
5:30 AM	26	0	17	7	0	2	0	0	0	0	0	0	0	0
5:45 AM	44	0	30	5	3	3	0	0	2	0	0	1	0	0
6:00 AM	66	0	41	13	5	4	1	0	2	0	0	0	0	0
6:15 AM	52	0	32	13	1	3	2	0	1	0	0	0	0	0
6:30 AM	78	0	52	19	3	2	1	0	1	0	0	0	0	0
6:45 AM	100	0	78	19	1	2	0	0	0	0	0	0	0	0
7:00 AM	131	1	92	23	2	10	1	0	1	0	0	1	0	0
7:15 AM	187	1	119	42	7	8	0	0	6	0	0	3	1	0
7:30 AM	216	0	150	41	6	8	1	0	6	2	0	2	0	0
7:45 AM	256	1	182	49	6	4	0	0	7	1	0	5	0	1
8:00 AM	241	0	159	54	5	13	0	0	5	1	0	3	0	1
8:15 AM	179	1	128	32	5	5	0	0	6	2	0	0	0	0
8:30 AM	189	0	143	34	1	4	1	0	4	0	0	2	0	0
8:45 AM	197	3	129	43	4	12	0	0	3	1	0	2	0	0
9:00 AM	161	0	104	36	3	13	1	0	1	1	0	2	0	0
9:15 AM	151	0	84	41	6	8	2	0	6	0	0	4	0	0
9:30 AM	169	0	109	42	7	6	0	0	4	0	0	1	0	0
9:45 AM	184	0	127	38	2	7	1	0	5	2	0	2	0	0
10:00 AM	166	0	113	34	5	8	0	0	4	0	0	2	0	0
10:15 AM	153	0	107	26	4	8	3	0	3	0	0	2	0	0
10:30 AM	198	0	134	49	2	9	0	0	2	0	0	2	0	0
10:45 AM	163	1	106	37	1	8	1	0	6	0	0	3	0	0
11:00 AM	215	1	141	41	5	12	3	0	10	1	0	1	0	0
11:15 AM	163	1	109	38	3	5	1	0	2	1	0	3	0	0
11:30 AM	179	2	118	29	8	9	1	0	7	1	0	4	0	0
11:45 AM	206	0	145	43	5	7	1	0	4	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4312	12	2944	885	101	184	22	0	99	17	0	45	1	2
%		0.3	68.3	20.5	2.3	4.3	0.5	0.0	2.3	0.4	0.0	1.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	216	1	147	45	2	16	0	0	5	0	0	0	0	0
12:15 PM	210	0	141	42	1	12	1	0	9	0	0	4	0	0
12:30 PM	236	0	149	58	4	12	2	0	8	1	0	2	0	0
12:45 PM	195	0	137	31	4	14	3	0	3	2	0	1	0	0
1:00 PM	223	0	156	40	9	9	0	0	7	1	0	1	0	0
1:15 PM	229	1	157	47	5	11	0	0	6	1	0	1	0	0
1:30 PM	230	1	164	36	2	12	1	0	8	2	0	4	0	0
1:45 PM	206	1	140	42	1	13	1	0	7	0	0	1	0	0
2:00 PM	213	0	125	53	11	9	1	2	9	0	0	3	0	0
2:15 PM	227	4	159	43	7	5	0	0	4	0	0	5	0	0
2:30 PM	213	2	148	38	4	10	1	0	5	2	0	2	0	1
2:45 PM	259	3	185	47	7	12	1	0	3	0	0	1	0	0
3:00 PM	224	2	167	35	6	7	0	0	6	0	0	1	0	0
3:15 PM	258	2	193	47	2	6	1	0	4	2	0	1	0	0
3:30 PM	263	1	188	49	7	13	1	0	4	0	0	0	0	0
3:45 PM	244	1	168	47	6	9	2	0	9	0	0	2	0	0
4:00 PM	255	1	182	41	9	10	0	0	9	0	0	3	0	0
4:15 PM	258	0	183	53	5	5	0	0	7	2	0	3	0	0
4:30 PM	275	1	198	51	12	5	0	0	8	0	0	0	0	0
4:45 PM	250	2	185	40	11	2	0	0	8	0	0	2	0	0
5:00 PM	288	3	203	54	4	9	0	0	11	0	0	3	0	1
5:15 PM	306	4	235	46	7	4	0	0	5	0	0	5	0	0
5:30 PM	265	0	198	50	4	4	0	0	9	0	0	0	0	0
5:45 PM	301	2	206	59	9	8	1	0	13	0	0	3	0	0
6:00 PM	271	1	188	57	6	11	0	0	3	0	0	5	0	0
6:15 PM	268	0	182	63	4	12	1	0	4	0	0	2	0	0
6:30 PM	209	1	143	49	2	12	0	0	1	0	0	1	0	0
6:45 PM	198	0	125	49	4	13	1	0	5	0	0	1	0	0
7:00 PM	183	0	132	33	2	12	0	0	3	0	0	1	0	0
7:15 PM	172	0	117	39	4	7	0	0	4	1	0	0	0	0
7:30 PM	133	0	88	31	1	9	0	0	3	1	0	0	0	0
7:45 PM	129	1	94	20	3	4	0	0	6	1	0	0	0	0
8:00 PM	126	1	96	12	5	9	0	0	2	0	0	1	0	0
8:15 PM	114	0	80	20	1	7	1	0	0	1	0	4	0	0
8:30 PM	98	0	72	15	1	7	0	0	1	1	0	1	0	0
8:45 PM	99	0	64	22	1	9	0	0	3	0	0	0	0	0
9:00 PM	89	0	63	18	0	4	0	0	2	0	0	2	0	0
9:15 PM	84	0	64	11	2	6	0	0	1	0	0	0	0	0
9:30 PM	79	0	57	15	0	3	1	0	3	0	0	0	0	0
9:45 PM	73	1	54	11	0	5	0	0	2	0	0	0	0	0
10:00 PM	57	0	50	6	0	1	0	0	0	0	0	0	0	0
10:15 PM	48	0	35	9	0	2	0	0	1	0	0	1	0	0
10:30 PM	48	0	30	13	0	4	0	0	1	0	0	0	0	0
10:45 PM	35	0	25	9	0	1	0	0	0	0	0	0	0	0
11:00 PM	41	0	30	8	0	3	0	0	0	0	0	0	0	0
11:15 PM	34	0	28	4	0	2	0	0	0	0	0	0	0	0
11:30 PM	25	0	22	3	0	0	0	0	0	0	0	0	0	0
11:45 PM	30	0	24	4	1	1	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	8487	37	5977	1615	176	361	20	2	212	18	0	67	0	2
%		0.4	70.4	19.0	2.1	4.3	0.2	0.0	2.5	0.2	0.0	0.8	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/29/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	16	51	12:00 PM	189	831
12:15 AM	20		12:15 PM	237	
12:30 AM	9		12:30 PM	205	
12:45 AM	6		12:45 PM	200	
1:00 AM	14	32	1:00 PM	210	850
1:15 AM	7		1:15 PM	200	
1:30 AM	7		1:30 PM	232	
1:45 AM	4		1:45 PM	208	
2:00 AM	3	21	2:00 PM	223	917
2:15 AM	5		2:15 PM	207	
2:30 AM	5		2:30 PM	202	
2:45 AM	8		2:45 PM	285	
3:00 AM	5	42	3:00 PM	212	920
3:15 AM	11		3:15 PM	257	
3:30 AM	10		3:30 PM	227	
3:45 AM	16		3:45 PM	224	
4:00 AM	10	57	4:00 PM	250	1052
4:15 AM	11		4:15 PM	251	
4:30 AM	15		4:30 PM	273	
4:45 AM	21		4:45 PM	278	
5:00 AM	18	101	5:00 PM	285	1143
5:15 AM	22		5:15 PM	284	
5:30 AM	28		5:30 PM	276	
5:45 AM	33		5:45 PM	298	
6:00 AM	49	307	6:00 PM	247	1003
6:15 AM	69		6:15 PM	280	
6:30 AM	75		6:30 PM	234	
6:45 AM	114		6:45 PM	242	
7:00 AM	142	807	7:00 PM	189	674
7:15 AM	173		7:15 PM	169	
7:30 AM	222		7:30 PM	182	
7:45 AM	270		7:45 PM	134	
8:00 AM	249	840	8:00 PM	159	539
8:15 AM	185		8:15 PM	135	
8:30 AM	209		8:30 PM	123	
8:45 AM	197		8:45 PM	122	
9:00 AM	175	670	9:00 PM	90	284
9:15 AM	161		9:15 PM	75	
9:30 AM	164		9:30 PM	65	
9:45 AM	170		9:45 PM	54	
10:00 AM	150	664	10:00 PM	52	173
10:15 AM	160		10:15 PM	51	
10:30 AM	174		10:30 PM	39	
10:45 AM	180		10:45 PM	31	
11:00 AM	198	798	11:00 PM	28	114
11:15 AM	198		11:15 PM	31	
11:30 AM	184		11:30 PM	29	
11:45 AM	218		11:45 PM	26	

24 Hour Total 12890

12:00 AM - 12:00 PM	
12 Hour Count	4390
Peak Hour	7:30 AM
Peak Volume	926
Factor	0.86

12:00 PM - 12:00 AM	
12 Hour Count	8500
Peak Hour	5:00 PM
Peak Volume	1143
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/30/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	13	49	12:00 PM	216	857
12:15 AM	11		12:15 PM	210	
12:30 AM	13		12:30 PM	236	
12:45 AM	12		12:45 PM	195	
1:00 AM	12	35	1:00 PM	223	888
1:15 AM	12		1:15 PM	229	
1:30 AM	5		1:30 PM	230	
1:45 AM	6		1:45 PM	206	
2:00 AM	9	25	2:00 PM	213	912
2:15 AM	4		2:15 PM	227	
2:30 AM	4		2:30 PM	213	
2:45 AM	8		2:45 PM	259	
3:00 AM	9	46	3:00 PM	224	989
3:15 AM	8		3:15 PM	258	
3:30 AM	13		3:30 PM	263	
3:45 AM	16		3:45 PM	244	
4:00 AM	8	47	4:00 PM	255	1038
4:15 AM	10		4:15 PM	258	
4:30 AM	10		4:30 PM	275	
4:45 AM	19		4:45 PM	250	
5:00 AM	22	110	5:00 PM	288	1160
5:15 AM	18		5:15 PM	306	
5:30 AM	26		5:30 PM	265	
5:45 AM	44		5:45 PM	301	
6:00 AM	66	296	6:00 PM	271	946
6:15 AM	52		6:15 PM	268	
6:30 AM	78		6:30 PM	209	
6:45 AM	100		6:45 PM	198	
7:00 AM	131	790	7:00 PM	183	617
7:15 AM	187		7:15 PM	172	
7:30 AM	216		7:30 PM	133	
7:45 AM	256		7:45 PM	129	
8:00 AM	241	806	8:00 PM	126	437
8:15 AM	179		8:15 PM	114	
8:30 AM	189		8:30 PM	98	
8:45 AM	197		8:45 PM	99	
9:00 AM	161	665	9:00 PM	89	325
9:15 AM	151		9:15 PM	84	
9:30 AM	169		9:30 PM	79	
9:45 AM	184		9:45 PM	73	
10:00 AM	166	680	10:00 PM	57	188
10:15 AM	153		10:15 PM	48	
10:30 AM	198		10:30 PM	48	
10:45 AM	163		10:45 PM	35	
11:00 AM	215	763	11:00 PM	41	130
11:15 AM	163		11:15 PM	34	
11:30 AM	179		11:30 PM	25	
11:45 AM	206		11:45 PM	30	

24 Hour Total 12799

12:00 AM - 12:00 PM	
12 Hour Count	4312
Peak Hour	7:15 AM
Peak Volume	900
Factor	0.88

12:00 PM - 12:00 AM	
12 Hour Count	8487
Peak Hour	5:00 PM
Peak Volume	1160
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/5/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
12:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
12:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	2	0	1	0	0	0	0	0	1	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
3:45 AM	5	0	4	0	0	0	1	0	0	0	0	0	0	0
4:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
4:15 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
4:30 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
4:45 AM	11	0	8	2	0	1	0	0	0	0	0	0	0	0
5:00 AM	21	0	15	4	0	2	0	0	0	0	0	0	0	0
5:15 AM	33	0	20	8	0	5	0	0	0	0	0	0	0	0
5:30 AM	37	0	23	11	0	3	0	0	0	0	0	0	0	0
5:45 AM	41	0	31	5	0	4	0	0	1	0	0	0	0	0
6:00 AM	49	0	37	7	0	4	0	0	0	1	0	0	0	0
6:15 AM	61	0	42	14	1	2	0	0	2	0	0	0	0	0
6:30 AM	71	0	45	19	0	5	0	0	2	0	0	0	0	0
6:45 AM	106	1	69	19	1	12	0	0	3	0	0	1	0	0
7:00 AM	138	0	97	24	1	14	0	0	2	0	0	0	0	0
7:15 AM	183	1	135	34	3	10	0	0	0	0	0	0	0	0
7:30 AM	252	3	181	40	8	16	2	0	2	0	0	0	0	0
7:45 AM	242	6	183	34	3	12	0	0	3	0	0	1	0	0
8:00 AM	196	4	140	30	2	15	1	0	3	0	1	0	0	0
8:15 AM	193	0	143	35	4	8	1	0	1	0	0	1	0	0
8:30 AM	170	3	123	27	1	13	0	0	3	0	0	0	0	0
8:45 AM	165	2	115	28	2	12	0	0	4	0	0	2	0	0
9:00 AM	154	2	110	28	1	10	1	0	2	0	0	0	0	0
9:15 AM	138	1	90	31	1	12	0	0	2	1	0	0	0	0
9:30 AM	116	1	84	23	2	5	0	0	1	0	0	0	0	0
9:45 AM	132	1	100	19	1	9	0	0	2	0	0	0	0	0
10:00 AM	107	1	81	19	1	4	0	0	1	0	0	0	0	0
10:15 AM	91	0	65	17	2	6	0	0	1	0	0	0	0	0
10:30 AM	94	1	60	20	0	6	0	0	6	1	0	0	0	0
10:45 AM	108	0	74	24	3	4	0	0	2	1	0	0	0	0
11:00 AM	114	0	73	27	3	10	1	0	0	0	0	0	0	0
11:15 AM	107	2	65	24	2	10	0	0	4	0	0	0	0	0
11:30 AM	119	0	78	27	2	9	0	0	3	0	0	0	0	0
11:45 AM	109	0	78	20	2	5	1	0	1	1	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/5/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	3418	29	2413	629	46	229	8	0	52	5	1	6	0	0
%		0.8	70.6	18.4	1.3	6.7	0.2	0.0	1.5	0.1	0.0	0.2	0.0	0.0

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River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/5/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	117	1	71	35	1	8	0	0	1	0	0	0	0	0
12:15 PM	119	1	78	29	2	8	0	0	1	0	0	0	0	0
12:30 PM	122	0	91	25	2	3	0	0	1	0	0	0	0	0
12:45 PM	103	0	76	20	1	5	0	0	1	0	0	0	0	0
1:00 PM	138	1	103	25	0	9	0	0	0	0	0	0	0	0
1:15 PM	94	2	62	18	1	9	0	0	2	0	0	0	0	0
1:30 PM	101	1	69	22	2	5	0	0	1	0	0	1	0	0
1:45 PM	118	1	74	30	3	5	1	0	3	1	0	0	0	0
2:00 PM	121	1	82	28	3	6	0	0	1	0	0	0	0	0
2:15 PM	110	0	81	16	1	7	2	0	3	0	0	0	0	0
2:30 PM	108	3	73	22	3	7	0	0	0	0	0	0	0	0
2:45 PM	105	2	78	17	1	6	0	0	1	0	0	0	0	0
3:00 PM	148	1	102	32	1	10	0	0	2	0	0	0	0	0
3:15 PM	119	2	81	27	1	7	0	0	0	0	0	1	0	0
3:30 PM	138	0	96	22	4	12	0	0	3	0	0	1	0	0
3:45 PM	119	1	76	24	2	15	0	0	1	0	0	0	0	0
4:00 PM	136	2	97	23	1	9	0	0	3	0	0	1	0	0
4:15 PM	118	1	81	20	4	9	2	0	1	0	0	0	0	0
4:30 PM	119	1	80	24	1	8	0	0	4	1	0	0	0	0
4:45 PM	122	0	88	17	3	12	0	0	2	0	0	0	0	0
5:00 PM	125	1	98	18	2	4	0	0	1	1	0	0	0	0
5:15 PM	146	4	102	27	3	10	0	0	0	0	0	0	0	0
5:30 PM	125	1	100	15	1	5	1	0	2	0	0	0	0	0
5:45 PM	112	1	86	21	0	4	0	0	0	0	0	0	0	0
6:00 PM	85	0	63	16	2	4	0	0	0	0	0	0	0	0
6:15 PM	83	1	66	12	0	4	0	0	0	0	0	0	0	0
6:30 PM	70	0	54	13	0	3	0	0	0	0	0	0	0	0
6:45 PM	56	0	44	7	0	5	0	0	0	0	0	0	0	0
7:00 PM	60	0	44	13	1	2	0	0	0	0	0	0	0	0
7:15 PM	48	1	32	11	0	4	0	0	0	0	0	0	0	0
7:30 PM	35	0	30	3	0	2	0	0	0	0	0	0	0	0
7:45 PM	39	0	28	6	0	4	0	0	1	0	0	0	0	0
8:00 PM	41	0	38	2	0	1	0	0	0	0	0	0	0	0
8:15 PM	35	0	29	5	0	1	0	0	0	0	0	0	0	0
8:30 PM	35	0	28	6	0	1	0	0	0	0	0	0	0	0
8:45 PM	28	0	21	7	0	0	0	0	0	0	0	0	0	0
9:00 PM	23	0	16	7	0	0	0	0	0	0	0	0	0	0
9:15 PM	31	0	26	5	0	0	0	0	0	0	0	0	0	0
9:30 PM	16	0	15	0	0	1	0	0	0	0	0	0	0	0
9:45 PM	12	0	10	0	0	2	0	0	0	0	0	0	0	0
10:00 PM	16	0	15	1	0	0	0	0	0	0	0	0	0	0
10:15 PM	15	0	13	0	0	2	0	0	0	0	0	0	0	0
10:30 PM	18	0	15	3	0	0	0	0	0	0	0	0	0	0
10:45 PM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	12	0	11	1	0	0	0	0	0	0	0	0	0	0
11:15 PM	15	0	14	1	0	0	0	0	0	0	0	0	0	0
11:30 PM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	4	0	2	1	0	1	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/5/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	3674	30	2653	677	46	220	6	0	35	3	0	4	0	0
%		0.8	72.2	18.4	1.3	6.0	0.2	0.0	1.0	0.1	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/6/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	4	0	3	0	0	1	0	0	0	0	0	0	0	0
2:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	3	0	2	0	0	0	1	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0
3:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
4:15 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
4:30 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
4:45 AM	19	0	12	3	0	4	0	0	0	0	0	0	0	0
5:00 AM	17	0	15	2	0	0	0	0	0	0	0	0	0	0
5:15 AM	23	0	15	6	0	1	0	0	1	0	0	0	0	0
5:30 AM	22	0	15	6	0	1	0	0	0	0	0	0	0	0
5:45 AM	34	0	19	9	0	4	0	0	1	0	0	1	0	0
6:00 AM	44	0	31	9	0	4	0	0	0	0	0	0	0	0
6:15 AM	57	0	42	12	0	3	0	0	0	0	0	0	0	0
6:30 AM	82	1	48	22	3	8	0	0	0	0	0	0	0	0
6:45 AM	91	1	63	17	1	9	0	0	0	0	0	0	0	0
7:00 AM	141	2	92	30	2	14	0	0	0	1	0	0	0	0
7:15 AM	168	0	123	30	4	8	0	0	1	0	0	2	0	0
7:30 AM	229	2	178	31	4	10	0	0	4	0	0	0	0	0
7:45 AM	230	6	159	37	8	16	1	0	3	0	0	0	0	0
8:00 AM	208	3	151	34	3	16	0	0	0	0	0	1	0	0
8:15 AM	165	2	113	35	3	12	0	0	0	0	0	0	0	0
8:30 AM	122	3	90	19	1	8	0	0	0	0	0	1	0	0
8:45 AM	141	2	100	26	3	9	1	0	0	0	0	0	0	0
9:00 AM	142	2	96	27	1	13	1	0	2	0	0	0	0	0
9:15 AM	104	0	67	27	1	8	1	0	0	0	0	0	0	0
9:30 AM	123	1	83	17	2	19	0	0	1	0	0	0	0	0
9:45 AM	118	0	86	21	1	10	0	0	0	0	0	0	0	0
10:00 AM	92	0	55	24	0	11	0	0	2	0	0	0	0	0
10:15 AM	91	1	55	18	4	12	1	0	0	0	0	0	0	0
10:30 AM	97	0	71	16	1	9	0	0	0	0	0	0	0	0
10:45 AM	106	0	73	26	0	7	0	0	0	0	0	0	0	0
11:00 AM	94	2	61	20	0	8	0	0	1	1	0	1	0	0
11:15 AM	83	0	53	19	1	9	1	0	0	0	0	0	0	0
11:30 AM	87	0	65	13	2	6	0	0	1	0	0	0	0	0
11:45 AM	129	0	90	27	2	6	1	0	3	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/6/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	3113	28	2166	589	47	246	8	0	20	3	0	6	0	0
%		0.9	69.6	18.9	1.5	7.9	0.3	0.0	0.6	0.1	0.0	0.2	0.0	0.0

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/6/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	94	0	52	35	0	7	0	0	0	0	0	0	0	0
12:15 PM	98	0	63	20	3	10	0	0	2	0	0	0	0	0
12:30 PM	64	0	43	14	0	5	1	0	0	0	0	1	0	0
12:45 PM	83	1	55	18	0	6	0	0	2	0	0	1	0	0
1:00 PM	130	0	98	18	1	12	1	0	0	0	0	0	0	0
1:15 PM	87	0	58	18	2	8	0	0	1	0	0	0	0	0
1:30 PM	81	0	56	16	3	6	0	0	0	0	0	0	0	0
1:45 PM	74	2	52	11	1	6	0	0	2	0	0	0	0	0
2:00 PM	97	0	64	25	0	5	0	0	3	0	0	0	0	0
2:15 PM	93	0	56	28	3	6	0	0	0	0	0	0	0	0
2:30 PM	98	1	70	18	0	8	0	0	1	0	0	0	0	0
2:45 PM	105	2	73	19	3	7	0	0	1	0	0	0	0	0
3:00 PM	102	0	74	21	1	5	0	0	0	0	0	1	0	0
3:15 PM	116	1	90	15	2	7	0	0	1	0	0	0	0	0
3:30 PM	90	2	66	14	2	5	0	0	1	0	0	0	0	0
3:45 PM	70	0	51	15	1	2	1	0	0	0	0	0	0	0
4:00 PM	115	2	87	14	4	7	1	0	0	0	0	0	0	0
4:15 PM	104	0	65	21	2	11	3	0	2	0	0	0	0	0
4:30 PM	103	2	73	20	2	6	0	0	0	0	0	0	0	0
4:45 PM	85	0	58	19	3	4	1	0	0	0	0	0	0	0
5:00 PM	134	1	105	20	3	4	0	0	1	0	0	0	0	0
5:15 PM	109	1	82	20	3	2	0	0	1	0	0	0	0	0
5:30 PM	108	0	85	19	0	4	0	0	0	0	0	0	0	0
5:45 PM	79	1	60	12	0	5	0	0	1	0	0	0	0	0
6:00 PM	89	0	68	14	0	6	0	0	0	1	0	0	0	0
6:15 PM	85	1	72	10	0	2	0	0	0	0	0	0	0	0
6:30 PM	58	0	46	8	0	4	0	0	0	0	0	0	0	0
6:45 PM	68	0	55	10	0	3	0	0	0	0	0	0	0	0
7:00 PM	55	1	46	7	0	1	0	0	0	0	0	0	0	0
7:15 PM	53	0	40	12	0	1	0	0	0	0	0	0	0	0
7:30 PM	48	0	37	9	0	1	0	0	1	0	0	0	0	0
7:45 PM	49	0	44	3	0	2	0	0	0	0	0	0	0	0
8:00 PM	38	0	29	8	1	0	0	0	0	0	0	0	0	0
8:15 PM	30	0	23	6	0	1	0	0	0	0	0	0	0	0
8:30 PM	38	0	30	4	0	3	0	0	1	0	0	0	0	0
8:45 PM	24	1	21	1	0	1	0	0	0	0	0	0	0	0
9:00 PM	33	0	25	7	0	1	0	0	0	0	0	0	0	0
9:15 PM	27	0	22	4	0	1	0	0	0	0	0	0	0	0
9:30 PM	23	0	19	3	0	1	0	0	0	0	0	0	0	0
9:45 PM	20	0	19	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	23	0	14	8	0	1	0	0	0	0	0	0	0	0
10:15 PM	14	0	10	4	0	0	0	0	0	0	0	0	0	0
10:30 PM	18	0	16	1	0	1	0	0	0	0	0	0	0	0
10:45 PM	17	0	15	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	18	0	17	1	0	0	0	0	0	0	0	0	0	0
11:15 PM	10	0	10	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
11:45 PM	10	0	9	1	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/6/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	3176	19	2331	575	40	178	8	0	21	1	0	3	0	0
%		0.6	73.4	18.1	1.3	5.6	0.3	0.0	0.7	0.0	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/5/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	8	17	12:00 PM	117	461
12:15 AM	3		12:15 PM	119	
12:30 AM	3		12:30 PM	122	
12:45 AM	3		12:45 PM	103	
1:00 AM	2	5	1:00 PM	138	451
1:15 AM	0		1:15 PM	94	
1:30 AM	1		1:30 PM	101	
1:45 AM	2		1:45 PM	118	
2:00 AM	1	7	2:00 PM	121	444
2:15 AM	2		2:15 PM	110	
2:30 AM	2		2:30 PM	108	
2:45 AM	2		2:45 PM	105	
3:00 AM	1	11	3:00 PM	148	524
3:15 AM	1		3:15 PM	119	
3:30 AM	4		3:30 PM	138	
3:45 AM	5		3:45 PM	119	
4:00 AM	5	31	4:00 PM	136	495
4:15 AM	4		4:15 PM	118	
4:30 AM	11		4:30 PM	119	
4:45 AM	11		4:45 PM	122	
5:00 AM	21	132	5:00 PM	125	508
5:15 AM	33		5:15 PM	146	
5:30 AM	37		5:30 PM	125	
5:45 AM	41		5:45 PM	112	
6:00 AM	49	287	6:00 PM	85	294
6:15 AM	61		6:15 PM	83	
6:30 AM	71		6:30 PM	70	
6:45 AM	106		6:45 PM	56	
7:00 AM	138	815	7:00 PM	60	182
7:15 AM	183		7:15 PM	48	
7:30 AM	252		7:30 PM	35	
7:45 AM	242		7:45 PM	39	
8:00 AM	196	724	8:00 PM	41	139
8:15 AM	193		8:15 PM	35	
8:30 AM	170		8:30 PM	35	
8:45 AM	165		8:45 PM	28	
9:00 AM	154	540	9:00 PM	23	82
9:15 AM	138		9:15 PM	31	
9:30 AM	116		9:30 PM	16	
9:45 AM	132		9:45 PM	12	
10:00 AM	107	400	10:00 PM	16	55
10:15 AM	91		10:15 PM	15	
10:30 AM	94		10:30 PM	18	
10:45 AM	108		10:45 PM	6	
11:00 AM	114	449	11:00 PM	12	39
11:15 AM	107		11:15 PM	15	
11:30 AM	119		11:30 PM	8	
11:45 AM	109		11:45 PM	4	

24 Hour Total 7092

12:00 AM - 12:00 PM	
12 Hour Count	3418
Peak Hour	7:30 AM
Peak Volume	883
Factor	0.88

12:00 PM - 12:00 AM	
12 Hour Count	3674
Peak Hour	3:00 PM
Peak Volume	524
Factor	0.89

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/6/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	6	15	12:00 PM	94	339
12:15 AM	1		12:15 PM	98	
12:30 AM	4		12:30 PM	64	
12:45 AM	4		12:45 PM	83	
1:00 AM	2	7	1:00 PM	130	372
1:15 AM	2		1:15 PM	87	
1:30 AM	2		1:30 PM	81	
1:45 AM	1		1:45 PM	74	
2:00 AM	1	9	2:00 PM	97	393
2:15 AM	4		2:15 PM	93	
2:30 AM	1		2:30 PM	98	
2:45 AM	3		2:45 PM	105	
3:00 AM	0	6	3:00 PM	102	378
3:15 AM	1		3:15 PM	116	
3:30 AM	1		3:30 PM	90	
3:45 AM	4		3:45 PM	70	
4:00 AM	4	36	4:00 PM	115	407
4:15 AM	5		4:15 PM	104	
4:30 AM	8		4:30 PM	103	
4:45 AM	19		4:45 PM	85	
5:00 AM	17	96	5:00 PM	134	430
5:15 AM	23		5:15 PM	109	
5:30 AM	22		5:30 PM	108	
5:45 AM	34		5:45 PM	79	
6:00 AM	44	274	6:00 PM	89	300
6:15 AM	57		6:15 PM	85	
6:30 AM	82		6:30 PM	58	
6:45 AM	91		6:45 PM	68	
7:00 AM	141	768	7:00 PM	55	205
7:15 AM	168		7:15 PM	53	
7:30 AM	229		7:30 PM	48	
7:45 AM	230		7:45 PM	49	
8:00 AM	208	636	8:00 PM	38	130
8:15 AM	165		8:15 PM	30	
8:30 AM	122		8:30 PM	38	
8:45 AM	141		8:45 PM	24	
9:00 AM	142	487	9:00 PM	33	103
9:15 AM	104		9:15 PM	27	
9:30 AM	123		9:30 PM	23	
9:45 AM	118		9:45 PM	20	
10:00 AM	92	386	10:00 PM	23	72
10:15 AM	91		10:15 PM	14	
10:30 AM	97		10:30 PM	18	
10:45 AM	106		10:45 PM	17	
11:00 AM	94	393	11:00 PM	18	47
11:15 AM	83		11:15 PM	10	
11:30 AM	87		11:30 PM	9	
11:45 AM	129		11:45 PM	10	

24 Hour Total 6289

12:00 AM - 12:00 PM	
12 Hour Count	3113
Peak Hour	7:15 AM
Peak Volume	835
Factor	0.91

12:00 PM - 12:00 AM	
12 Hour Count	3176
Peak Hour	4:45 PM
Peak Volume	436
Factor	0.81

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	47	0	35	4	1	2	1	0	1	1	0	2	0	0
12:15 AM	54	0	36	12	0	0	0	0	3	3	0	0	0	0
12:30 AM	47	0	29	7	2	1	0	0	7	1	0	0	0	0
12:45 AM	35	0	23	1	1	2	0	0	5	3	0	0	0	0
1:00 AM	37	1	21	6	1	0	1	0	3	4	0	0	0	0
1:15 AM	30	0	20	4	0	0	0	0	2	2	0	1	1	0
1:30 AM	20	0	9	5	0	0	0	0	4	2	0	0	0	0
1:45 AM	25	0	17	3	0	0	0	0	1	4	0	0	0	0
2:00 AM	40	0	25	4	0	1	1	0	4	5	0	0	0	0
2:15 AM	36	0	20	8	1	1	0	0	4	0	0	2	0	0
2:30 AM	32	0	17	3	1	0	0	0	5	5	0	0	1	0
2:45 AM	33	0	21	4	2	0	0	0	1	4	0	1	0	0
3:00 AM	21	0	8	3	0	0	0	0	5	3	0	2	0	0
3:15 AM	24	0	17	3	0	1	0	0	0	3	0	0	0	0
3:30 AM	26	0	13	4	1	1	0	0	5	2	0	0	0	0
3:45 AM	43	0	29	5	1	0	0	0	3	4	0	1	0	0
4:00 AM	31	0	22	2	1	1	0	0	2	2	0	1	0	0
4:15 AM	46	0	26	7	0	1	0	0	6	6	0	0	0	0
4:30 AM	44	0	24	7	1	2	0	0	5	2	0	2	1	0
4:45 AM	53	0	36	6	1	2	0	0	3	1	1	3	0	0
5:00 AM	63	0	35	13	1	5	0	0	3	4	0	2	0	0
5:15 AM	94	0	66	16	1	2	0	0	4	5	0	0	0	0
5:30 AM	100	1	70	20	0	2	1	0	3	3	0	0	0	0
5:45 AM	127	0	91	20	1	4	0	0	5	2	0	4	0	0
6:00 AM	141	0	90	27	4	2	1	0	10	5	0	2	0	0
6:15 AM	225	0	149	46	2	9	1	0	12	5	0	1	0	0
6:30 AM	274	0	183	52	3	17	3	0	13	3	0	0	0	0
6:45 AM	399	0	282	79	5	14	2	1	8	6	0	1	1	0
7:00 AM	434	0	318	81	2	13	3	0	11	6	0	0	0	0
7:15 AM	624	2	438	123	16	19	1	0	16	6	0	2	0	1
7:30 AM	734	3	509	126	28	20	4	1	28	6	0	9	0	0
7:45 AM	775	6	553	108	37	21	2	0	33	8	0	7	0	0
8:00 AM	737	2	525	113	21	31	3	0	29	7	0	5	1	0
8:15 AM	639	0	434	117	19	27	5	0	26	4	0	6	1	0
8:30 AM	620	2	420	110	23	25	1	0	27	9	0	3	0	0
8:45 AM	605	0	453	89	14	22	0	0	15	8	0	3	0	1
9:00 AM	434	0	302	82	9	17	1	0	13	5	0	5	0	0
9:15 AM	407	1	285	83	2	18	3	0	9	5	0	1	0	0
9:30 AM	377	0	237	81	7	19	3	0	19	9	1	1	0	0
9:45 AM	353	0	248	62	4	13	4	0	14	7	0	1	0	0
10:00 AM	340	1	229	67	3	16	1	0	14	9	0	0	0	0
10:15 AM	344	0	222	70	5	15	4	0	13	13	0	2	0	0
10:30 AM	362	1	244	62	3	22	4	0	14	11	1	0	0	0
10:45 AM	402	1	273	77	5	19	0	0	20	6	0	1	0	0
11:00 AM	361	0	232	79	4	24	1	0	17	2	1	1	0	0
11:15 AM	372	0	224	86	7	16	3	0	21	10	2	3	0	0
11:30 AM	402	0	260	95	5	17	4	0	9	10	0	2	0	0
11:45 AM	398	0	268	75	4	18	4	0	11	16	0	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	11867	21	8088	2157	249	462	62	2	486	247	6	79	6	2
%		0.2	68.2	18.2	2.1	3.9	0.5	0.0	4.1	2.1	0.1	0.7	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	385	0	276	68	3	17	2	0	13	6	0	0	0	0
12:15 PM	361	0	257	76	1	11	0	0	14	2	0	0	0	0
12:30 PM	409	2	291	67	10	9	4	0	15	10	0	1	0	0
12:45 PM	418	3	301	62	10	12	3	0	6	21	0	0	0	0
1:00 PM	419	0	294	70	8	16	3	0	9	15	0	4	0	0
1:15 PM	432	5	286	77	7	17	2	1	20	13	3	0	0	1
1:30 PM	443	1	308	84	4	21	3	0	11	10	1	0	0	0
1:45 PM	419	0	299	69	8	13	3	0	15	12	0	0	0	0
2:00 PM	391	0	257	75	6	21	9	0	10	12	0	1	0	0
2:15 PM	446	0	311	80	7	15	4	0	18	10	0	1	0	0
2:30 PM	494	0	359	85	3	18	3	0	12	13	0	1	0	0
2:45 PM	482	0	347	85	10	18	4	0	7	9	0	0	1	1
3:00 PM	529	0	356	107	18	21	2	0	12	12	0	1	0	0
3:15 PM	527	2	353	103	7	26	2	1	19	10	0	4	0	0
3:30 PM	531	2	373	107	8	16	4	0	10	8	2	1	0	0
3:45 PM	587	0	418	105	14	21	1	0	15	10	0	3	0	0
4:00 PM	589	0	408	111	18	27	2	0	13	6	0	4	0	0
4:15 PM	607	1	420	116	12	24	4	0	17	10	0	3	0	0
4:30 PM	529	2	370	102	13	19	1	0	9	8	0	4	1	0
4:45 PM	607	4	433	113	19	19	2	0	7	5	0	5	0	0
5:00 PM	609	4	424	116	20	21	2	0	15	5	0	2	0	0
5:15 PM	576	2	415	98	22	12	1	0	21	3	0	1	0	1
5:30 PM	540	1	405	100	9	10	2	0	10	3	0	0	0	0
5:45 PM	440	1	318	79	10	10	1	0	17	2	0	2	0	0
6:00 PM	418	1	312	66	12	12	0	0	12	2	0	1	0	0
6:15 PM	430	0	291	91	7	22	1	1	9	7	0	0	1	0
6:30 PM	371	0	268	71	7	11	0	0	7	4	1	2	0	0
6:45 PM	323	1	236	57	0	13	0	0	10	4	0	2	0	0
7:00 PM	302	1	211	63	3	14	0	0	8	2	0	0	0	0
7:15 PM	292	0	218	51	1	5	1	0	10	5	0	1	0	0
7:30 PM	229	0	180	32	0	6	0	0	7	4	0	0	0	0
7:45 PM	224	0	164	39	1	11	0	0	5	3	0	1	0	0
8:00 PM	255	0	191	43	1	10	1	0	8	1	0	0	0	0
8:15 PM	250	0	199	36	3	4	0	1	4	2	1	0	0	0
8:30 PM	224	0	164	37	0	8	1	0	6	8	0	0	0	0
8:45 PM	180	0	135	35	1	3	0	0	3	3	0	0	0	0
9:00 PM	157	0	116	28	3	1	0	0	5	3	1	0	0	0
9:15 PM	157	0	123	20	0	4	0	0	6	2	0	2	0	0
9:30 PM	134	0	101	18	0	3	0	0	6	5	0	1	0	0
9:45 PM	104	1	75	18	2	1	0	0	6	1	0	0	0	0
10:00 PM	101	0	78	11	0	1	0	0	7	4	0	0	0	0
10:15 PM	111	0	85	18	1	2	0	0	2	2	0	1	0	0
10:30 PM	99	0	73	11	1	0	1	0	7	5	0	1	0	0
10:45 PM	73	0	55	8	0	0	2	0	7	1	0	0	0	0
11:00 PM	76	0	58	11	0	3	0	0	2	2	0	0	0	0
11:15 PM	92	0	75	8	0	3	0	0	4	2	0	0	0	0
11:30 PM	59	0	47	4	1	0	0	0	5	2	0	0	0	0
11:45 PM	60	0	52	5	0	1	0	0	1	0	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	16491	34	11786	2936	291	552	71	4	462	289	9	51	3	3
%		0.2	71.5	17.8	1.8	3.3	0.4	0.0	2.8	1.8	0.1	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	57	0	39	8	0	3	0	0	2	5	0	0	0	0
12:15 AM	44	1	30	11	0	0	0	0	0	2	0	0	0	0
12:30 AM	44	0	31	5	1	0	0	0	1	5	1	0	0	0
12:45 AM	40	0	30	3	0	1	0	0	3	3	0	0	0	0
1:00 AM	37	0	25	5	1	1	0	0	3	2	0	0	0	0
1:15 AM	20	0	13	0	1	1	0	0	2	1	0	2	0	0
1:30 AM	25	0	12	4	1	0	0	0	3	3	0	1	1	0
1:45 AM	13	0	7	0	0	0	1	0	1	1	0	3	0	0
2:00 AM	21	0	12	2	0	1	0	0	2	3	0	1	0	0
2:15 AM	33	0	21	5	0	2	0	0	4	1	0	0	0	0
2:30 AM	28	0	17	3	2	0	0	0	2	3	0	1	0	0
2:45 AM	29	0	13	6	1	0	0	0	5	4	0	0	0	0
3:00 AM	36	0	19	5	0	2	0	0	7	3	0	0	0	0
3:15 AM	20	0	13	2	1	0	0	0	1	3	0	0	0	0
3:30 AM	29	0	17	5	0	0	0	0	3	3	0	1	0	0
3:45 AM	34	0	20	3	1	0	0	0	6	3	0	0	0	1
4:00 AM	31	0	18	6	0	1	0	0	3	2	0	1	0	0
4:15 AM	42	0	22	7	2	3	0	0	6	2	0	0	0	0
4:30 AM	48	0	26	6	0	1	0	0	10	5	0	0	0	0
4:45 AM	54	0	40	5	0	2	0	0	4	2	0	1	0	0
5:00 AM	68	0	46	8	0	4	1	0	5	2	0	2	0	0
5:15 AM	89	0	59	10	2	3	0	0	7	5	0	2	1	0
5:30 AM	103	0	72	16	1	3	0	0	5	3	0	2	1	0
5:45 AM	102	0	58	25	1	3	2	0	12	1	0	0	0	0
6:00 AM	132	0	99	11	2	2	1	0	9	5	0	3	0	0
6:15 AM	199	0	134	41	2	7	0	0	4	10	0	1	0	0
6:30 AM	262	1	186	39	1	13	0	0	10	10	1	1	0	0
6:45 AM	354	1	239	73	6	8	0	0	17	5	0	4	0	1
7:00 AM	386	0	275	72	2	15	0	0	19	3	0	0	0	0
7:15 AM	556	0	406	104	10	14	0	0	15	5	0	2	0	0
7:30 AM	670	3	495	109	14	17	0	0	23	5	0	4	0	0
7:45 AM	873	3	652	127	23	24	2	0	25	6	0	11	0	0
8:00 AM	679	2	483	120	13	24	3	0	24	8	0	2	0	0
8:15 AM	614	1	443	106	14	13	2	0	26	6	0	2	0	1
8:30 AM	525	1	361	93	12	27	4	0	18	8	0	1	0	0
8:45 AM	494	2	337	80	16	16	4	0	22	13	0	3	1	0
9:00 AM	405	0	298	71	4	12	3	0	11	6	0	0	0	0
9:15 AM	358	0	260	60	5	18	2	0	7	6	0	0	0	0
9:30 AM	328	1	221	52	4	18	3	0	19	8	0	2	0	0
9:45 AM	355	0	240	70	7	18	2	0	8	8	1	1	0	0
10:00 AM	325	0	234	57	6	12	1	0	9	5	0	1	0	0
10:15 AM	347	1	230	65	7	13	1	0	16	13	0	1	0	0
10:30 AM	351	0	227	67	8	10	2	0	16	20	0	1	0	0
10:45 AM	291	0	174	64	8	19	2	0	10	13	1	0	0	0
11:00 AM	306	0	216	59	4	11	2	0	6	6	1	1	0	0
11:15 AM	341	1	226	70	6	9	2	0	11	14	0	2	0	0
11:30 AM	374	0	254	72	10	18	3	0	11	5	0	1	0	0
11:45 AM	368	1	260	70	7	13	3	0	8	6	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10940	19	7610	1902	206	382	46	0	441	261	5	61	4	3
%		0.2	69.6	17.4	1.9	3.5	0.4	0.0	4.0	2.4	0.0	0.6	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	304	0	199	60	5	21	1	0	8	10	0	0	0	0
12:15 PM	331	0	227	66	6	14	3	0	8	6	0	1	0	0
12:30 PM	311	2	207	68	6	13	2	0	4	8	0	1	0	0
12:45 PM	376	0	262	68	10	15	2	0	12	7	0	0	0	0
1:00 PM	347	1	228	77	12	14	1	0	8	6	0	0	0	0
1:15 PM	386	0	248	85	9	20	0	0	12	10	0	2	0	0
1:30 PM	332	0	216	76	8	14	2	0	11	5	0	0	0	0
1:45 PM	370	1	236	80	7	17	0	0	17	11	0	1	0	0
2:00 PM	371	0	238	85	11	19	0	0	12	6	0	0	0	0
2:15 PM	363	0	248	69	8	15	1	0	13	8	0	1	0	0
2:30 PM	393	0	268	73	9	24	1	0	14	4	0	0	0	0
2:45 PM	432	1	291	91	3	16	2	0	20	7	0	1	0	0
3:00 PM	373	0	268	67	7	11	1	0	10	7	1	1	0	0
3:15 PM	453	1	338	69	4	13	1	0	16	10	0	1	0	0
3:30 PM	428	2	298	92	7	12	2	0	11	4	0	0	0	0
3:45 PM	507	1	358	94	5	26	0	0	12	8	0	3	0	0
4:00 PM	448	0	318	73	12	21	2	0	20	1	0	1	0	0
4:15 PM	471	1	345	88	3	15	1	0	13	3	0	2	0	0
4:30 PM	525	1	393	91	8	10	0	0	13	7	0	2	0	0
4:45 PM	538	1	389	105	16	11	1	0	12	3	0	0	0	0
5:00 PM	588	2	410	119	13	21	1	0	16	4	0	2	0	0
5:15 PM	584	1	430	97	19	19	0	0	11	5	0	2	0	0
5:30 PM	527	1	376	103	15	14	2	0	9	2	0	3	1	1
5:45 PM	497	1	381	73	8	9	0	0	20	5	0	0	0	0
6:00 PM	453	1	334	76	12	7	0	0	14	8	0	0	0	1
6:15 PM	431	0	315	67	10	14	0	0	16	9	0	0	0	0
6:30 PM	358	0	273	67	3	10	0	0	3	1	0	1	0	0
6:45 PM	363	1	274	72	1	8	1	0	4	2	0	0	0	0
7:00 PM	350	0	274	56	3	8	1	0	5	3	0	0	0	0
7:15 PM	328	0	239	61	5	8	1	0	7	7	0	0	0	0
7:30 PM	261	0	207	38	1	6	0	0	5	4	0	0	0	0
7:45 PM	253	0	187	49	2	4	0	0	8	3	0	0	0	0
8:00 PM	258	2	203	41	1	4	0	0	4	3	0	0	0	0
8:15 PM	237	0	185	35	0	8	0	0	7	2	0	0	0	0
8:30 PM	253	0	190	48	0	6	0	0	7	2	0	0	0	0
8:45 PM	184	0	144	32	3	1	0	0	2	0	0	2	0	0
9:00 PM	204	0	155	38	0	3	0	0	6	2	0	0	0	0
9:15 PM	181	0	145	25	0	2	1	0	6	2	0	0	0	0
9:30 PM	171	0	126	26	2	8	1	0	4	3	0	1	0	0
9:45 PM	110	0	89	12	0	1	0	0	5	3	0	0	0	0
10:00 PM	127	0	104	14	1	1	0	0	5	2	0	0	0	0
10:15 PM	125	0	97	16	3	3	0	0	2	3	0	1	0	0
10:30 PM	118	1	93	13	2	1	0	0	3	4	0	1	0	0
10:45 PM	104	1	84	12	0	1	0	0	4	2	0	0	0	0
11:00 PM	95	0	71	16	1	1	0	0	4	1	0	1	0	0
11:15 PM	124	0	105	13	0	0	0	0	4	1	0	1	0	0
11:30 PM	76	0	62	8	0	1	0	0	1	4	0	0	0	0
11:45 PM	66	0	52	4	0	0	1	0	3	5	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	15485	23	11180	2808	261	490	32	0	431	223	1	33	1	2
%		0.1	72.2	18.1	1.7	3.2	0.2	0.0	2.8	1.4	0.0	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/5/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	47	183	12:00 PM	385	1573
12:15 AM	54		12:15 PM	361	
12:30 AM	47		12:30 PM	409	
12:45 AM	35		12:45 PM	418	
1:00 AM	37	112	1:00 PM	419	1713
1:15 AM	30		1:15 PM	432	
1:30 AM	20		1:30 PM	443	
1:45 AM	25		1:45 PM	419	
2:00 AM	40	141	2:00 PM	391	1813
2:15 AM	36		2:15 PM	446	
2:30 AM	32		2:30 PM	494	
2:45 AM	33		2:45 PM	482	
3:00 AM	21	114	3:00 PM	529	2174
3:15 AM	24		3:15 PM	527	
3:30 AM	26		3:30 PM	531	
3:45 AM	43		3:45 PM	587	
4:00 AM	31	174	4:00 PM	589	2332
4:15 AM	46		4:15 PM	607	
4:30 AM	44		4:30 PM	529	
4:45 AM	53		4:45 PM	607	
5:00 AM	63	384	5:00 PM	609	2165
5:15 AM	94		5:15 PM	576	
5:30 AM	100		5:30 PM	540	
5:45 AM	127		5:45 PM	440	
6:00 AM	141	1039	6:00 PM	418	1542
6:15 AM	225		6:15 PM	430	
6:30 AM	274		6:30 PM	371	
6:45 AM	399		6:45 PM	323	
7:00 AM	434	2567	7:00 PM	302	1047
7:15 AM	624		7:15 PM	292	
7:30 AM	734		7:30 PM	229	
7:45 AM	775		7:45 PM	224	
8:00 AM	737	2601	8:00 PM	255	909
8:15 AM	639		8:15 PM	250	
8:30 AM	620		8:30 PM	224	
8:45 AM	605		8:45 PM	180	
9:00 AM	434	1571	9:00 PM	157	552
9:15 AM	407		9:15 PM	157	
9:30 AM	377		9:30 PM	134	
9:45 AM	353		9:45 PM	104	
10:00 AM	340	1448	10:00 PM	101	384
10:15 AM	344		10:15 PM	111	
10:30 AM	362		10:30 PM	99	
10:45 AM	402		10:45 PM	73	
11:00 AM	361	1533	11:00 PM	76	287
11:15 AM	372		11:15 PM	92	
11:30 AM	402		11:30 PM	59	
11:45 AM	398		11:45 PM	60	

24 Hour Total 28358

12:00 AM - 12:00 PM	
12 Hour Count	11867
Peak Hour	7:30 AM
Peak Volume	2885
Factor	0.93

12:00 PM - 12:00 AM	
12 Hour Count	16491
Peak Hour	4:15 PM
Peak Volume	2352
Factor	0.97

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/6/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	57	185	12:00 PM	304	1322
12:15 AM	44		12:15 PM	331	
12:30 AM	44		12:30 PM	311	
12:45 AM	40		12:45 PM	376	
1:00 AM	37	95	1:00 PM	347	1435
1:15 AM	20		1:15 PM	386	
1:30 AM	25		1:30 PM	332	
1:45 AM	13		1:45 PM	370	
2:00 AM	21	111	2:00 PM	371	1559
2:15 AM	33		2:15 PM	363	
2:30 AM	28		2:30 PM	393	
2:45 AM	29		2:45 PM	432	
3:00 AM	36	119	3:00 PM	373	1761
3:15 AM	20		3:15 PM	453	
3:30 AM	29		3:30 PM	428	
3:45 AM	34		3:45 PM	507	
4:00 AM	31	175	4:00 PM	448	1982
4:15 AM	42		4:15 PM	471	
4:30 AM	48		4:30 PM	525	
4:45 AM	54		4:45 PM	538	
5:00 AM	68	362	5:00 PM	588	2196
5:15 AM	89		5:15 PM	584	
5:30 AM	103		5:30 PM	527	
5:45 AM	102		5:45 PM	497	
6:00 AM	132	947	6:00 PM	453	1605
6:15 AM	199		6:15 PM	431	
6:30 AM	262		6:30 PM	358	
6:45 AM	354		6:45 PM	363	
7:00 AM	386	2485	7:00 PM	350	1192
7:15 AM	556		7:15 PM	328	
7:30 AM	670		7:30 PM	261	
7:45 AM	873		7:45 PM	253	
8:00 AM	679	2312	8:00 PM	258	932
8:15 AM	614		8:15 PM	237	
8:30 AM	525		8:30 PM	253	
8:45 AM	494		8:45 PM	184	
9:00 AM	405	1446	9:00 PM	204	666
9:15 AM	358		9:15 PM	181	
9:30 AM	328		9:30 PM	171	
9:45 AM	355		9:45 PM	110	
10:00 AM	325	1314	10:00 PM	127	474
10:15 AM	347		10:15 PM	125	
10:30 AM	351		10:30 PM	118	
10:45 AM	291		10:45 PM	104	
11:00 AM	306	1389	11:00 PM	95	361
11:15 AM	341		11:15 PM	124	
11:30 AM	374		11:30 PM	76	
11:45 AM	368		11:45 PM	66	

24 Hour Total 26425

12:00 AM - 12:00 PM	
12 Hour Count	10940
Peak Hour	7:30 AM
Peak Volume	2836
Factor	0.81

12:00 PM - 12:00 AM	
12 Hour Count	15485
Peak Hour	4:45 PM
Peak Volume	2237
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	52	0	36	9	0	0	0	0	0	7	0	0	0	0
12:15 AM	39	1	23	5	0	1	0	0	2	7	0	0	0	0
12:30 AM	34	0	17	9	0	0	0	0	1	7	0	0	0	0
12:45 AM	50	0	36	9	0	2	0	0	0	2	0	1	0	0
1:00 AM	22	0	17	1	0	0	0	0	0	4	0	0	0	0
1:15 AM	23	0	15	2	1	0	0	0	1	4	0	0	0	0
1:30 AM	22	0	12	4	0	0	1	0	0	5	0	0	0	0
1:45 AM	26	0	16	4	0	2	0	0	0	4	0	0	0	0
2:00 AM	24	0	14	4	1	0	1	0	1	3	0	0	0	0
2:15 AM	28	0	18	3	0	0	1	0	1	4	0	0	1	0
2:30 AM	24	0	15	3	0	1	0	0	0	5	0	0	0	0
2:45 AM	14	0	8	3	0	0	1	0	1	1	0	0	0	0
3:00 AM	25	0	9	5	1	2	0	0	0	8	0	0	0	0
3:15 AM	25	1	14	2	0	1	0	0	1	4	0	1	1	0
3:30 AM	31	0	18	7	0	2	0	0	3	0	0	1	0	0
3:45 AM	41	0	27	4	1	1	0	0	2	5	0	1	0	0
4:00 AM	45	0	25	8	0	6	0	0	2	4	0	0	0	0
4:15 AM	70	0	41	16	1	3	1	0	0	6	1	1	0	0
4:30 AM	72	0	42	18	1	4	1	0	2	4	0	0	0	0
4:45 AM	104	0	64	27	0	5	1	0	3	4	0	0	0	0
5:00 AM	158	1	104	34	0	8	0	0	4	6	0	1	0	0
5:15 AM	181	0	125	39	1	6	1	0	2	6	0	0	1	0
5:30 AM	244	0	145	70	5	11	2	0	2	8	0	1	0	0
5:45 AM	219	0	130	57	3	11	1	0	5	10	0	1	1	0
6:00 AM	222	2	135	54	9	10	3	0	4	4	0	1	0	0
6:15 AM	284	1	180	63	8	17	2	0	7	4	0	2	0	0
6:30 AM	380	0	239	87	6	27	2	1	10	7	0	1	0	0
6:45 AM	413	0	275	88	6	23	4	0	3	11	0	3	0	0
7:00 AM	458	0	304	92	13	18	4	0	11	10	0	5	1	0
7:15 AM	603	0	385	132	15	30	7	0	15	14	0	4	0	1
7:30 AM	673	7	459	140	23	15	2	1	14	5	0	5	0	2
7:45 AM	667	1	429	148	14	37	5	0	13	13	0	6	0	1
8:00 AM	544	2	360	98	13	36	4	0	21	6	0	3	1	0
8:15 AM	551	0	378	108	10	28	2	0	13	9	0	3	0	0
8:30 AM	483	2	303	96	21	29	1	0	18	11	0	1	1	0
8:45 AM	481	2	277	116	13	34	2	0	20	12	0	4	1	0
9:00 AM	425	1	282	81	12	25	3	0	10	7	0	3	1	0
9:15 AM	443	1	261	91	12	43	2	0	16	14	0	2	1	0
9:30 AM	391	3	224	88	10	27	3	0	12	23	0	1	0	0
9:45 AM	401	0	255	78	8	30	5	0	8	16	1	0	0	0
10:00 AM	324	0	208	62	5	16	5	0	10	17	0	0	1	0
10:15 AM	368	1	228	72	9	25	5	0	11	16	0	1	0	0
10:30 AM	366	1	230	79	9	16	1	0	16	13	1	0	0	0
10:45 AM	399	2	237	97	7	19	4	0	13	14	1	5	0	0
11:00 AM	374	1	250	77	6	17	5	0	5	13	0	0	0	0
11:15 AM	409	0	251	101	5	21	2	0	8	19	0	1	0	1
11:30 AM	397	1	260	82	7	12	4	0	11	18	0	0	1	1
11:45 AM	436	1	284	93	10	23	3	0	6	15	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	12065	32	7665	2566	266	644	91	2	308	409	4	60	12	6
%		0.3	63.5	21.3	2.2	5.3	0.8	0.0	2.6	3.4	0.0	0.5	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	423	0	275	99	4	17	1	0	9	17	0	1	0	0
12:15 PM	464	2	311	84	6	22	4	0	22	12	0	0	0	1
12:30 PM	447	0	291	93	12	23	1	0	12	11	0	4	0	0
12:45 PM	416	0	272	93	10	20	1	1	9	8	0	2	0	0
1:00 PM	453	0	323	73	12	13	1	0	13	15	0	3	0	0
1:15 PM	432	0	296	73	14	19	2	0	13	10	0	5	0	0
1:30 PM	405	3	266	75	17	19	5	0	13	6	0	1	0	0
1:45 PM	437	2	284	95	13	20	2	0	9	10	0	2	0	0
2:00 PM	421	0	258	105	11	27	0	0	8	12	0	0	0	0
2:15 PM	449	3	281	96	10	22	4	0	16	14	0	3	0	0
2:30 PM	428	0	281	92	8	24	0	0	10	11	0	2	0	0
2:45 PM	464	1	306	70	22	34	3	0	13	13	0	1	0	1
3:00 PM	476	1	315	90	12	27	0	0	19	8	0	4	0	0
3:15 PM	520	0	341	113	14	22	2	0	9	14	0	3	0	2
3:30 PM	571	1	386	104	10	26	3	0	20	17	0	4	0	0
3:45 PM	554	1	384	113	8	30	0	0	8	7	0	2	0	1
4:00 PM	543	2	360	113	9	31	3	0	12	10	0	3	0	0
4:15 PM	564	2	386	111	9	32	1	0	9	12	0	2	0	0
4:30 PM	494	2	331	96	19	24	4	0	9	6	0	3	0	0
4:45 PM	607	3	402	122	17	26	2	0	20	10	0	5	0	0
5:00 PM	690	0	474	129	18	35	3	0	17	8	1	5	0	0
5:15 PM	704	3	485	139	18	32	1	1	14	3	2	5	1	0
5:30 PM	660	2	464	137	16	16	2	0	10	6	0	7	0	0
5:45 PM	551	2	412	94	11	15	2	0	6	8	0	1	0	0
6:00 PM	523	2	352	110	13	18	0	0	18	6	0	3	0	1
6:15 PM	467	1	333	94	7	13	0	0	7	10	0	2	0	0
6:30 PM	399	0	290	75	3	19	0	0	2	10	0	0	0	0
6:45 PM	350	1	239	78	4	9	0	0	8	10	0	1	0	0
7:00 PM	309	0	212	65	2	17	0	0	6	6	0	1	0	0
7:15 PM	290	1	190	65	8	10	2	0	4	10	0	0	0	0
7:30 PM	288	0	207	58	3	9	0	0	3	7	0	1	0	0
7:45 PM	249	0	186	39	2	11	0	0	3	8	0	0	0	0
8:00 PM	250	0	175	51	2	12	1	0	5	2	0	1	1	0
8:15 PM	223	0	169	36	0	12	0	0	2	4	0	0	0	0
8:30 PM	233	0	174	43	3	4	0	0	0	6	0	1	2	0
8:45 PM	206	0	150	43	0	6	0	0	1	6	0	0	0	0
9:00 PM	162	0	117	31	0	5	1	0	3	5	0	0	0	0
9:15 PM	163	0	116	35	0	3	0	0	3	4	0	2	0	0
9:30 PM	164	0	117	33	2	1	2	0	2	7	0	0	0	0
9:45 PM	124	0	92	18	1	2	0	0	4	4	0	3	0	0
10:00 PM	96	0	70	20	0	3	0	0	2	1	0	0	0	0
10:15 PM	107	0	74	23	0	4	0	0	0	5	0	1	0	0
10:30 PM	99	0	71	19	1	2	1	0	1	4	0	0	0	0
10:45 PM	94	0	67	11	0	0	0	0	3	8	0	5	0	0
11:00 PM	85	0	66	11	0	1	0	0	0	3	0	4	0	0
11:15 PM	72	0	50	14	0	2	0	0	2	3	0	1	0	0
11:30 PM	45	0	32	8	0	1	0	0	2	2	0	0	0	0
11:45 PM	43	0	29	5	1	1	0	0	0	5	0	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	17214	35	11762	3394	352	741	54	2	381	384	3	96	4	6
%		0.2	68.3	19.7	2.0	4.3	0.3	0.0	2.2	2.2	0.0	0.6	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/6/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	47	0	32	7	0	1	0	0	2	3	0	2	0	0
12:15 AM	36	0	23	3	0	2	0	0	0	6	0	1	1	0
12:30 AM	37	0	25	7	1	0	0	0	0	3	0	1	0	0
12:45 AM	26	0	21	2	0	1	1	0	1	0	0	0	0	0
1:00 AM	25	0	12	3	1	2	1	0	1	5	0	0	0	0
1:15 AM	35	1	21	4	0	2	0	0	1	6	0	0	0	0
1:30 AM	40	0	27	6	0	0	0	0	1	6	0	0	0	0
1:45 AM	31	0	25	3	0	1	0	0	1	1	0	0	0	0
2:00 AM	25	0	14	2	0	0	1	0	3	5	0	0	0	0
2:15 AM	26	0	15	3	1	2	0	0	1	3	0	1	0	0
2:30 AM	19	0	12	4	0	1	0	0	0	1	0	1	0	0
2:45 AM	18	0	13	1	0	1	0	0	1	1	0	1	0	0
3:00 AM	22	0	6	4	0	0	0	0	3	6	0	3	0	0
3:15 AM	21	0	16	3	0	0	0	0	1	1	0	0	0	0
3:30 AM	33	0	16	8	2	3	1	0	1	1	0	0	1	0
3:45 AM	36	0	19	6	0	0	0	0	2	8	0	1	0	0
4:00 AM	40	0	20	9	0	2	0	0	1	8	0	0	0	0
4:15 AM	68	0	38	20	0	4	0	0	3	3	0	0	0	0
4:30 AM	68	0	41	16	0	0	2	0	1	8	0	0	0	0
4:45 AM	113	0	69	31	2	4	0	0	1	6	0	0	0	0
5:00 AM	153	0	105	32	3	4	1	0	1	5	0	2	0	0
5:15 AM	177	0	103	54	3	6	2	0	2	7	0	0	0	0
5:30 AM	204	0	142	48	3	2	2	0	4	3	0	0	0	0
5:45 AM	217	0	140	48	5	11	0	0	4	9	0	0	0	0
6:00 AM	194	0	99	62	4	10	0	0	3	13	0	3	0	0
6:15 AM	248	0	169	54	2	12	0	0	5	5	0	1	0	0
6:30 AM	328	2	212	75	5	21	1	0	9	3	0	0	0	0
6:45 AM	379	0	252	87	3	21	1	0	2	10	0	1	2	0
7:00 AM	464	1	315	92	11	27	0	0	10	7	0	0	1	0
7:15 AM	512	4	319	114	18	17	4	0	17	13	0	4	2	0
7:30 AM	653	5	456	116	25	14	1	0	24	7	0	4	0	1
7:45 AM	630	3	396	141	17	35	3	0	12	15	0	7	0	1
8:00 AM	528	2	357	113	3	31	1	0	8	7	0	6	0	0
8:15 AM	451	0	308	96	12	18	0	0	5	10	0	2	0	0
8:30 AM	441	0	304	83	6	25	1	0	10	10	0	2	0	0
8:45 AM	417	0	283	81	13	21	1	0	8	7	0	2	0	1
9:00 AM	398	1	253	89	7	29	0	0	7	8	0	4	0	0
9:15 AM	333	1	212	63	6	22	2	0	16	9	0	2	0	0
9:30 AM	368	0	216	68	10	44	1	0	12	12	0	5	0	0
9:45 AM	325	0	197	87	4	18	1	0	11	6	0	0	1	0
10:00 AM	357	0	200	103	4	20	0	0	10	20	0	0	0	0
10:15 AM	310	0	191	68	10	18	1	0	7	14	0	1	0	0
10:30 AM	372	1	248	62	7	17	1	0	17	19	0	0	0	0
10:45 AM	353	0	232	80	8	14	0	0	9	9	1	0	0	0
11:00 AM	368	2	227	79	4	20	2	0	16	16	1	1	0	0
11:15 AM	345	0	223	78	5	13	2	0	3	21	0	0	0	0
11:30 AM	345	1	210	88	7	18	2	0	8	10	1	0	0	0
11:45 AM	403	3	253	101	7	15	2	0	7	12	1	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/6/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	11039	27	7087	2404	219	549	38	0	272	368	4	60	8	3
%		0.2	64.2	21.8	2.0	5.0	0.3	0.0	2.5	3.3	0.0	0.5	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/6/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	307	0	192	73	8	17	0	0	10	6	0	1	0	0
12:15 PM	387	0	259	89	4	13	0	0	5	15	0	2	0	0
12:30 PM	319	1	200	68	6	13	1	0	15	15	0	0	0	0
12:45 PM	325	0	199	82	6	17	1	0	9	11	0	0	0	0
1:00 PM	327	0	216	68	5	20	1	0	5	11	0	1	0	0
1:15 PM	319	0	201	73	6	16	2	0	7	12	1	1	0	0
1:30 PM	349	0	229	81	10	10	0	0	9	9	0	1	0	0
1:45 PM	341	0	213	80	9	14	1	0	10	13	0	1	0	0
2:00 PM	327	0	200	83	9	21	2	0	7	5	0	0	0	0
2:15 PM	363	0	215	88	11	24	3	1	7	13	0	1	0	0
2:30 PM	413	0	261	93	6	28	0	0	9	14	0	2	0	0
2:45 PM	383	0	237	78	8	28	1	0	16	13	1	1	0	0
3:00 PM	428	1	268	95	5	32	1	0	9	15	0	2	0	0
3:15 PM	461	0	303	102	2	33	1	0	9	10	0	1	0	0
3:30 PM	461	1	297	99	10	29	1	1	9	10	0	4	0	0
3:45 PM	437	1	304	83	6	22	2	0	4	12	0	3	0	0
4:00 PM	461	0	293	97	17	32	2	0	11	5	0	4	0	0
4:15 PM	494	0	320	121	12	26	1	0	8	5	0	1	0	0
4:30 PM	501	1	363	88	4	22	1	0	10	8	0	4	0	0
4:45 PM	538	1	374	97	7	22	1	0	18	12	0	4	1	1
5:00 PM	640	3	443	122	9	25	1	0	12	17	0	6	1	1
5:15 PM	665	2	453	124	20	23	2	0	20	8	0	12	0	1
5:30 PM	631	2	450	116	12	21	3	0	17	9	0	1	0	0
5:45 PM	597	0	402	127	13	30	1	0	13	7	1	3	0	0
6:00 PM	486	1	347	97	4	21	1	0	8	6	0	1	0	0
6:15 PM	456	0	311	89	8	20	2	0	13	9	0	4	0	0
6:30 PM	403	1	271	89	5	21	1	0	3	11	0	1	0	0
6:45 PM	361	0	270	71	1	6	1	0	4	6	1	1	0	0
7:00 PM	321	0	223	70	0	11	2	0	3	8	0	4	0	0
7:15 PM	264	0	182	61	1	10	0	0	4	5	0	1	0	0
7:30 PM	272	1	190	64	1	9	0	0	3	3	0	1	0	0
7:45 PM	252	0	189	40	5	8	1	0	4	4	0	1	0	0
8:00 PM	263	0	181	55	3	10	1	0	2	8	0	1	2	0
8:15 PM	237	1	171	47	1	7	0	0	2	6	1	1	0	0
8:30 PM	191	0	127	42	0	10	0	0	2	7	0	2	1	0
8:45 PM	182	0	122	40	1	7	2	0	2	8	0	0	0	0
9:00 PM	169	1	126	27	1	8	1	0	2	3	0	0	0	0
9:15 PM	244	0	177	43	0	10	0	0	2	9	0	2	1	0
9:30 PM	175	0	126	34	1	3	0	0	4	7	0	0	0	0
9:45 PM	146	0	107	25	0	4	1	0	3	5	0	1	0	0
10:00 PM	132	0	89	25	1	9	0	0	1	7	0	0	0	0
10:15 PM	118	0	87	18	0	3	0	0	3	6	0	1	0	0
10:30 PM	125	0	84	26	1	3	1	0	3	6	0	1	0	0
10:45 PM	110	0	79	16	2	4	0	0	1	5	0	1	2	0
11:00 PM	146	0	92	30	4	7	0	0	2	3	0	8	0	0
11:15 PM	100	0	71	16	2	3	1	0	2	4	0	1	0	0
11:30 PM	69	0	52	12	1	2	0	0	0	1	0	1	0	0
11:45 PM	68	0	45	9	2	3	1	0	1	6	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/6/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	15764	18	10611	3273	250	737	45	2	323	398	5	91	8	3
%		0.1	67.3	20.8	1.6	4.7	0.3	0.0	2.0	2.5	0.0	0.6	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/5/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	52	175	12:00 PM	423	1750
12:15 AM	39		12:15 PM	464	
12:30 AM	34		12:30 PM	447	
12:45 AM	50		12:45 PM	416	
1:00 AM	22	93	1:00 PM	453	1727
1:15 AM	23		1:15 PM	432	
1:30 AM	22		1:30 PM	405	
1:45 AM	26		1:45 PM	437	
2:00 AM	24	90	2:00 PM	421	1762
2:15 AM	28		2:15 PM	449	
2:30 AM	24		2:30 PM	428	
2:45 AM	14		2:45 PM	464	
3:00 AM	25	122	3:00 PM	476	2121
3:15 AM	25		3:15 PM	520	
3:30 AM	31		3:30 PM	571	
3:45 AM	41		3:45 PM	554	
4:00 AM	45	291	4:00 PM	543	2208
4:15 AM	70		4:15 PM	564	
4:30 AM	72		4:30 PM	494	
4:45 AM	104		4:45 PM	607	
5:00 AM	158	802	5:00 PM	690	2605
5:15 AM	181		5:15 PM	704	
5:30 AM	244		5:30 PM	660	
5:45 AM	219		5:45 PM	551	
6:00 AM	222	1299	6:00 PM	523	1739
6:15 AM	284		6:15 PM	467	
6:30 AM	380		6:30 PM	399	
6:45 AM	413		6:45 PM	350	
7:00 AM	458	2401	7:00 PM	309	1136
7:15 AM	603		7:15 PM	290	
7:30 AM	673		7:30 PM	288	
7:45 AM	667		7:45 PM	249	
8:00 AM	544	2059	8:00 PM	250	912
8:15 AM	551		8:15 PM	223	
8:30 AM	483		8:30 PM	233	
8:45 AM	481		8:45 PM	206	
9:00 AM	425	1660	9:00 PM	162	613
9:15 AM	443		9:15 PM	163	
9:30 AM	391		9:30 PM	164	
9:45 AM	401		9:45 PM	124	
10:00 AM	324	1457	10:00 PM	96	396
10:15 AM	368		10:15 PM	107	
10:30 AM	366		10:30 PM	99	
10:45 AM	399		10:45 PM	94	
11:00 AM	374	1616	11:00 PM	85	245
11:15 AM	409		11:15 PM	72	
11:30 AM	397		11:30 PM	45	
11:45 AM	436		11:45 PM	43	

24 Hour Total 29279

12:00 AM - 12:00 PM	
12 Hour Count	12065
Peak Hour	7:15 AM
Peak Volume	2487
Factor	0.92

12:00 PM - 12:00 AM	
12 Hour Count	17214
Peak Hour	4:45 PM
Peak Volume	2661
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/6/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	47	146	12:00 PM	307	1338
12:15 AM	36		12:15 PM	387	
12:30 AM	37		12:30 PM	319	
12:45 AM	26		12:45 PM	325	
1:00 AM	25	131	1:00 PM	327	1336
1:15 AM	35		1:15 PM	319	
1:30 AM	40		1:30 PM	349	
1:45 AM	31		1:45 PM	341	
2:00 AM	25	88	2:00 PM	327	1486
2:15 AM	26		2:15 PM	363	
2:30 AM	19		2:30 PM	413	
2:45 AM	18		2:45 PM	383	
3:00 AM	22	112	3:00 PM	428	1787
3:15 AM	21		3:15 PM	461	
3:30 AM	33		3:30 PM	461	
3:45 AM	36		3:45 PM	437	
4:00 AM	40	289	4:00 PM	461	1994
4:15 AM	68		4:15 PM	494	
4:30 AM	68		4:30 PM	501	
4:45 AM	113		4:45 PM	538	
5:00 AM	153	751	5:00 PM	640	2533
5:15 AM	177		5:15 PM	665	
5:30 AM	204		5:30 PM	631	
5:45 AM	217		5:45 PM	597	
6:00 AM	194	1149	6:00 PM	486	1706
6:15 AM	248		6:15 PM	456	
6:30 AM	328		6:30 PM	403	
6:45 AM	379		6:45 PM	361	
7:00 AM	464	2259	7:00 PM	321	1109
7:15 AM	512		7:15 PM	264	
7:30 AM	653		7:30 PM	272	
7:45 AM	630		7:45 PM	252	
8:00 AM	528	1837	8:00 PM	263	873
8:15 AM	451		8:15 PM	237	
8:30 AM	441		8:30 PM	191	
8:45 AM	417		8:45 PM	182	
9:00 AM	398	1424	9:00 PM	169	734
9:15 AM	333		9:15 PM	244	
9:30 AM	368		9:30 PM	175	
9:45 AM	325		9:45 PM	146	
10:00 AM	357	1392	10:00 PM	132	485
10:15 AM	310		10:15 PM	118	
10:30 AM	372		10:30 PM	125	
10:45 AM	353		10:45 PM	110	
11:00 AM	368	1461	11:00 PM	146	383
11:15 AM	345		11:15 PM	100	
11:30 AM	345		11:30 PM	69	
11:45 AM	403		11:45 PM	68	

24 Hour Total 26803

12:00 AM - 12:00 PM	
12 Hour Count	11039
Peak Hour	7:15 AM
Peak Volume	2323
Factor	0.89

12:00 PM - 12:00 AM	
12 Hour Count	15764
Peak Hour	5:00 PM
Peak Volume	2533
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #16
2/5/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	6	0	5	0	0	1	0	0	0	0	0	0	0	0
12:15 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
12:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
1:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
2:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
3:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4:30 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
4:45 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
5:30 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
5:45 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	14	0	12	1	1	0	0	0	0	0	0	0	0	0
6:15 AM	22	0	15	6	1	0	0	0	0	0	0	0	0	0
6:30 AM	37	0	30	7	0	0	0	0	0	0	0	0	0	0
6:45 AM	43	0	34	5	0	4	0	0	0	0	0	0	0	0
7:00 AM	51	1	40	7	1	1	0	0	1	0	0	0	0	0
7:15 AM	77	0	50	16	2	8	0	0	1	0	0	0	0	0
7:30 AM	93	1	67	17	2	5	0	0	1	0	0	0	0	0
7:45 AM	115	1	69	34	3	6	1	0	1	0	0	0	0	0
8:00 AM	96	0	68	20	2	5	0	0	1	0	0	0	0	0
8:15 AM	114	0	65	34	3	8	0	0	3	0	0	1	0	0
8:30 AM	132	3	90	26	5	6	0	0	2	0	0	0	0	0
8:45 AM	154	2	109	29	4	7	0	0	3	0	0	0	0	0
9:00 AM	95	0	63	23	1	6	0	0	2	0	0	0	0	0
9:15 AM	75	0	48	18	3	5	0	0	1	0	0	0	0	0
9:30 AM	77	0	53	18	0	3	0	0	3	0	0	0	0	0
9:45 AM	84	0	61	15	0	7	1	0	0	0	0	0	0	0
10:00 AM	84	1	52	21	1	7	0	0	2	0	0	0	0	0
10:15 AM	85	1	63	18	1	1	0	0	1	0	0	0	0	0
10:30 AM	79	0	45	20	2	9	0	0	3	0	0	0	0	0
10:45 AM	80	1	57	17	0	4	0	0	1	0	0	0	0	0
11:00 AM	62	0	42	10	2	6	0	0	1	1	0	0	0	0
11:15 AM	73	0	56	16	1	0	0	0	0	0	0	0	0	0
11:30 AM	82	0	49	25	4	3	1	0	0	0	0	0	0	0
11:45 AM	80	1	57	17	0	5	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #16
2/5/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1998	12	1373	434	39	108	3	0	27	1	0	1	0	0
%		0.6	68.7	21.7	2.0	5.4	0.2	0.0	1.4	0.1	0.0	0.1	0.0	0.0

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Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	89	0	59	22	1	6	0	0	1	0	0	0	0	0
12:15 PM	91	0	63	19	1	8	0	0	0	0	0	0	0	0
12:30 PM	103	1	77	20	1	3	1	0	0	0	0	0	0	0
12:45 PM	109	0	78	23	2	3	0	0	3	0	0	0	0	0
1:00 PM	99	0	73	16	1	8	0	0	0	0	0	1	0	0
1:15 PM	99	0	72	20	0	6	0	0	0	1	0	0	0	0
1:30 PM	102	1	64	30	1	5	0	0	1	0	0	0	0	0
1:45 PM	111	0	90	17	1	3	0	0	0	0	0	0	0	0
2:00 PM	106	1	75	20	0	9	1	0	0	0	0	0	0	0
2:15 PM	103	2	68	23	1	7	0	0	0	1	1	0	0	0
2:30 PM	121	1	92	18	2	7	0	0	0	1	0	0	0	0
2:45 PM	134	0	100	28	1	4	0	0	0	0	0	1	0	0
3:00 PM	104	2	73	19	2	5	0	0	3	0	0	0	0	0
3:15 PM	141	2	101	26	3	8	0	0	1	0	0	0	0	0
3:30 PM	142	5	104	22	1	10	0	0	0	0	0	0	0	0
3:45 PM	146	2	102	29	2	8	0	1	0	1	0	1	0	0
4:00 PM	131	0	95	25	2	9	0	0	0	0	0	0	0	0
4:15 PM	142	3	102	26	0	9	1	0	1	0	0	0	0	0
4:30 PM	156	1	121	23	1	9	0	0	1	0	0	0	0	0
4:45 PM	152	2	111	27	3	8	0	0	1	0	0	0	0	0
5:00 PM	151	4	108	25	2	12	0	0	0	0	0	0	0	0
5:15 PM	220	3	162	34	8	10	0	0	1	0	0	2	0	0
5:30 PM	191	4	146	31	3	7	0	0	0	0	0	0	0	0
5:45 PM	143	0	111	25	2	4	0	0	0	0	0	1	0	0
6:00 PM	113	0	88	18	1	5	0	0	1	0	0	0	0	0
6:15 PM	128	1	99	23	0	5	0	0	0	0	0	0	0	0
6:30 PM	92	0	74	16	0	2	0	0	0	0	0	0	0	0
6:45 PM	78	0	59	17	0	2	0	0	0	0	0	0	0	0
7:00 PM	87	0	70	11	0	5	0	0	0	0	0	1	0	0
7:15 PM	77	0	68	8	0	1	0	0	0	0	0	0	0	0
7:30 PM	62	0	50	10	0	2	0	0	0	0	0	0	0	0
7:45 PM	68	0	54	13	0	1	0	0	0	0	0	0	0	0
8:00 PM	57	0	42	14	0	1	0	0	0	0	0	0	0	0
8:15 PM	51	0	42	7	0	2	0	0	0	0	0	0	0	0
8:30 PM	71	0	59	11	0	1	0	0	0	0	0	0	0	0
8:45 PM	43	0	31	11	0	1	0	0	0	0	0	0	0	0
9:00 PM	28	0	20	8	0	0	0	0	0	0	0	0	0	0
9:15 PM	23	0	20	3	0	0	0	0	0	0	0	0	0	0
9:30 PM	20	0	17	1	0	2	0	0	0	0	0	0	0	0
9:45 PM	31	0	24	5	0	2	0	0	0	0	0	0	0	0
10:00 PM	18	0	14	3	0	1	0	0	0	0	0	0	0	0
10:15 PM	18	0	16	2	0	0	0	0	0	0	0	0	0	0
10:30 PM	13	0	12	1	0	0	0	0	0	0	0	0	0	0
10:45 PM	19	0	17	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	17	0	16	1	0	0	0	0	0	0	0	0	0	0
11:15 PM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
11:30 PM	14	0	12	1	0	1	0	0	0	0	0	0	0	0
11:45 PM	11	0	9	2	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #16
2/5/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	4235	35	3169	757	42	202	3	1	14	4	1	7	0	0
%		0.8	74.8	17.9	1.0	4.8	0.1	0.0	0.3	0.1	0.0	0.2	0.0	0.0

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Site: #16
2/6/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	10	0	8	1	0	1	0	0	0	0	0	0	0	0
12:15 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
12:30 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
12:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1:30 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1:45 AM	3	0	2	0	0	1	0	0	0	0	0	0	0	0
2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	3	0	1	0	0	1	1	0	0	0	0	0	0	0
2:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
5:15 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
5:30 AM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	12	0	8	3	1	0	0	0	0	0	0	0	0	0
6:15 AM	29	0	20	8	0	0	1	0	0	0	0	0	0	0
6:30 AM	28	0	24	4	0	0	0	0	0	0	0	0	0	0
6:45 AM	45	0	28	10	0	6	0	0	1	0	0	0	0	0
7:00 AM	40	0	29	6	1	4	0	0	0	0	0	0	0	0
7:15 AM	74	2	51	12	3	5	0	0	1	0	0	0	0	0
7:30 AM	120	1	89	19	4	7	0	0	0	0	0	0	0	0
7:45 AM	167	3	105	43	4	7	1	0	3	0	0	1	0	0
8:00 AM	95	0	62	25	0	8	0	0	0	0	0	0	0	0
8:15 AM	101	0	66	27	3	4	0	0	1	0	0	0	0	0
8:30 AM	104	0	63	30	1	6	2	0	1	1	0	0	0	0
8:45 AM	110	1	82	20	1	4	1	0	1	0	0	0	0	0
9:00 AM	82	0	56	18	0	8	0	0	0	0	0	0	0	0
9:15 AM	84	0	56	19	1	7	0	0	1	0	0	0	0	0
9:30 AM	70	1	46	12	1	9	0	0	1	0	0	0	0	0
9:45 AM	70	0	51	12	0	6	0	0	0	1	0	0	0	0
10:00 AM	78	0	48	21	1	7	0	0	0	1	0	0	0	0
10:15 AM	83	0	57	15	3	7	0	0	1	0	0	0	0	0
10:30 AM	75	0	53	16	0	6	0	0	0	0	0	0	0	0
10:45 AM	60	1	46	11	1	1	0	0	0	0	0	0	0	0
11:00 AM	67	0	49	13	0	4	1	0	0	0	0	0	0	0
11:15 AM	60	1	43	15	0	0	1	0	0	0	0	0	0	0
11:30 AM	78	0	57	16	1	3	0	0	0	0	0	1	0	0
11:45 AM	96	0	73	15	2	6	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #16
2/6/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	1920	10	1338	402	28	118	8	0	11	3	0	2	0	0
%		0.5	69.7	20.9	1.5	6.1	0.4	0.0	0.6	0.2	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
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Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	80	1	60	16	0	3	0	0	0	0	0	0	0	0
12:15 PM	73	0	53	14	1	3	0	0	1	1	0	0	0	0
12:30 PM	75	1	51	18	2	3	0	0	0	0	0	0	0	0
12:45 PM	92	0	65	17	2	7	0	0	1	0	0	0	0	0
1:00 PM	69	0	41	23	0	5	0	0	0	0	0	0	0	0
1:15 PM	90	2	59	21	1	7	0	0	0	0	0	0	0	0
1:30 PM	73	1	50	16	0	5	0	0	1	0	0	0	0	0
1:45 PM	87	0	62	13	1	9	1	0	1	0	0	0	0	0
2:00 PM	72	0	51	17	0	4	0	0	0	0	0	0	0	0
2:15 PM	94	0	65	18	2	9	0	0	0	0	0	0	0	0
2:30 PM	91	3	65	20	1	2	0	0	0	0	0	0	0	0
2:45 PM	116	0	85	23	3	3	0	0	2	0	0	0	0	0
3:00 PM	86	1	61	18	0	5	1	0	0	0	0	0	0	0
3:15 PM	110	2	81	17	2	8	0	0	0	0	0	0	0	0
3:30 PM	113	1	80	23	4	3	1	0	0	1	0	0	0	0
3:45 PM	129	1	102	19	2	3	0	0	2	0	0	0	0	0
4:00 PM	121	1	78	22	2	14	1	0	3	0	0	0	0	0
4:15 PM	113	0	92	16	2	3	0	0	0	0	0	0	0	0
4:30 PM	140	2	105	20	1	9	0	0	2	1	0	0	0	0
4:45 PM	158	0	117	28	3	10	0	0	0	0	0	0	0	0
5:00 PM	147	1	108	31	1	5	0	0	1	0	0	0	0	0
5:15 PM	166	2	120	27	4	8	0	0	4	0	0	1	0	0
5:30 PM	152	1	111	31	0	8	0	0	0	0	0	1	0	0
5:45 PM	140	1	103	32	0	4	0	0	0	0	0	0	0	0
6:00 PM	113	0	80	27	0	6	0	0	0	0	0	0	0	0
6:15 PM	112	0	92	18	0	1	0	0	1	0	0	0	0	0
6:30 PM	97	0	71	21	0	4	0	0	1	0	0	0	0	0
6:45 PM	91	0	72	15	1	3	0	0	0	0	0	0	0	0
7:00 PM	80	0	65	12	0	3	0	0	0	0	0	0	0	0
7:15 PM	63	1	51	6	3	2	0	0	0	0	0	0	0	0
7:30 PM	59	0	48	5	0	6	0	0	0	0	0	0	0	0
7:45 PM	54	0	44	8	0	2	0	0	0	0	0	0	0	0
8:00 PM	49	0	44	5	0	0	0	0	0	0	0	0	0	0
8:15 PM	45	0	37	5	0	3	0	0	0	0	0	0	0	0
8:30 PM	41	0	34	7	0	0	0	0	0	0	0	0	0	0
8:45 PM	40	0	28	12	0	0	0	0	0	0	0	0	0	0
9:00 PM	40	0	33	6	0	1	0	0	0	0	0	0	0	0
9:15 PM	59	0	46	10	0	3	0	0	0	0	0	0	0	0
9:30 PM	36	0	30	5	0	1	0	0	0	0	0	0	0	0
9:45 PM	36	0	28	7	0	1	0	0	0	0	0	0	0	0
10:00 PM	26	0	21	4	0	1	0	0	0	0	0	0	0	0
10:15 PM	19	0	18	1	0	0	0	0	0	0	0	0	0	0
10:30 PM	23	0	22	1	0	0	0	0	0	0	0	0	0	0
10:45 PM	23	0	17	6	0	0	0	0	0	0	0	0	0	0
11:00 PM	20	0	18	2	0	0	0	0	0	0	0	0	0	0
11:15 PM	20	0	18	2	0	0	0	0	0	0	0	0	0	0
11:30 PM	15	0	12	3	0	0	0	0	0	0	0	0	0	0
11:45 PM	7	0	7	0	0	0	0	0	0	0	0	0	0	0

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Thursday

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NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	3755	22	2801	688	38	177	4	0	20	3	0	2	0	0
%		0.6	74.6	18.3	1.0	4.7	0.1	0.0	0.5	0.1	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

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Site: #16
2/5/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	6	23	12:00 PM	89	392
12:15 AM	11		12:15 PM	91	
12:30 AM	4		12:30 PM	103	
12:45 AM	2		12:45 PM	109	
1:00 AM	4	8	1:00 PM	99	411
1:15 AM	2		1:15 PM	99	
1:30 AM	0		1:30 PM	102	
1:45 AM	2		1:45 PM	111	
2:00 AM	1	7	2:00 PM	106	464
2:15 AM	2		2:15 PM	103	
2:30 AM	2		2:30 PM	121	
2:45 AM	2		2:45 PM	134	
3:00 AM	4	11	3:00 PM	104	533
3:15 AM	2		3:15 PM	141	
3:30 AM	3		3:30 PM	142	
3:45 AM	2		3:45 PM	146	
4:00 AM	3	19	4:00 PM	131	581
4:15 AM	2		4:15 PM	142	
4:30 AM	8		4:30 PM	156	
4:45 AM	6		4:45 PM	152	
5:00 AM	5	26	5:00 PM	151	705
5:15 AM	9		5:15 PM	220	
5:30 AM	6		5:30 PM	191	
5:45 AM	6		5:45 PM	143	
6:00 AM	14	116	6:00 PM	113	411
6:15 AM	22		6:15 PM	128	
6:30 AM	37		6:30 PM	92	
6:45 AM	43		6:45 PM	78	
7:00 AM	51	336	7:00 PM	87	294
7:15 AM	77		7:15 PM	77	
7:30 AM	93		7:30 PM	62	
7:45 AM	115		7:45 PM	68	
8:00 AM	96	496	8:00 PM	57	222
8:15 AM	114		8:15 PM	51	
8:30 AM	132		8:30 PM	71	
8:45 AM	154		8:45 PM	43	
9:00 AM	95	331	9:00 PM	28	102
9:15 AM	75		9:15 PM	23	
9:30 AM	77		9:30 PM	20	
9:45 AM	84		9:45 PM	31	
10:00 AM	84	328	10:00 PM	18	68
10:15 AM	85		10:15 PM	18	
10:30 AM	79		10:30 PM	13	
10:45 AM	80		10:45 PM	19	
11:00 AM	62	297	11:00 PM	17	52
11:15 AM	73		11:15 PM	10	
11:30 AM	82		11:30 PM	14	
11:45 AM	80		11:45 PM	11	

24 Hour Total 6233

12:00 AM - 12:00 PM	
12 Hour Count	1998
Peak Hour	8:00 AM
Peak Volume	496
Factor	0.81

12:00 PM - 12:00 AM	
12 Hour Count	4235
Peak Hour	4:45 PM
Peak Volume	714
Factor	0.81

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #16
2/6/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	10	24	12:00 PM	80	320
12:15 AM	7		12:15 PM	73	
12:30 AM	3		12:30 PM	75	
12:45 AM	4		12:45 PM	92	
1:00 AM	4	17	1:00 PM	69	319
1:15 AM	5		1:15 PM	90	
1:30 AM	5		1:30 PM	73	
1:45 AM	3		1:45 PM	87	
2:00 AM	2	8	2:00 PM	72	373
2:15 AM	3		2:15 PM	94	
2:30 AM	1		2:30 PM	91	
2:45 AM	2		2:45 PM	116	
3:00 AM	2	8	3:00 PM	86	438
3:15 AM	2		3:15 PM	110	
3:30 AM	4		3:30 PM	113	
3:45 AM	0		3:45 PM	129	
4:00 AM	5	10	4:00 PM	121	532
4:15 AM	2		4:15 PM	113	
4:30 AM	2		4:30 PM	140	
4:45 AM	1		4:45 PM	158	
5:00 AM	4	25	5:00 PM	147	605
5:15 AM	6		5:15 PM	166	
5:30 AM	8		5:30 PM	152	
5:45 AM	7		5:45 PM	140	
6:00 AM	12	114	6:00 PM	113	413
6:15 AM	29		6:15 PM	112	
6:30 AM	28		6:30 PM	97	
6:45 AM	45		6:45 PM	91	
7:00 AM	40	401	7:00 PM	80	256
7:15 AM	74		7:15 PM	63	
7:30 AM	120		7:30 PM	59	
7:45 AM	167		7:45 PM	54	
8:00 AM	95	410	8:00 PM	49	175
8:15 AM	101		8:15 PM	45	
8:30 AM	104		8:30 PM	41	
8:45 AM	110		8:45 PM	40	
9:00 AM	82	306	9:00 PM	40	171
9:15 AM	84		9:15 PM	59	
9:30 AM	70		9:30 PM	36	
9:45 AM	70		9:45 PM	36	
10:00 AM	78	296	10:00 PM	26	91
10:15 AM	83		10:15 PM	19	
10:30 AM	75		10:30 PM	23	
10:45 AM	60		10:45 PM	23	
11:00 AM	67	301	11:00 PM	20	62
11:15 AM	60		11:15 PM	20	
11:30 AM	78		11:30 PM	15	
11:45 AM	96		11:45 PM	7	

24 Hour Total 5675

12:00 AM - 12:00 PM

12 Hour Count	1920
Peak Hour	7:30 AM
Peak Volume	483
Factor	0.72

12:00 PM - 12:00 AM

12 Hour Count	3755
Peak Hour	4:45 PM
Peak Volume	623
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/5/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	13	0	12	0	0	1	0	0	0	0	0	0	0	0
12:15 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
12:30 AM	10	0	7	2	0	1	0	0	0	0	0	0	0	0
12:45 AM	8	0	4	3	0	0	0	0	0	1	0	0	0	0
1:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	7	0	5	1	1	0	0	0	0	0	0	0	0	0
1:45 AM	6	0	3	3	0	0	0	0	0	0	0	0	0	0
2:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
3:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:45 AM	10	0	8	1	0	0	0	0	1	0	0	0	0	0
4:00 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
4:15 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
4:30 AM	11	0	8	2	0	0	0	0	0	1	0	0	0	0
4:45 AM	14	0	9	2	0	3	0	0	0	0	0	0	0	0
5:00 AM	12	0	8	4	0	0	0	0	0	0	0	0	0	0
5:15 AM	24	0	16	4	0	2	1	0	0	1	0	0	0	0
5:30 AM	31	0	20	10	0	1	0	0	0	0	0	0	0	0
5:45 AM	45	0	32	10	0	3	0	0	0	0	0	0	0	0
6:00 AM	61	0	44	9	1	5	0	0	0	2	0	0	0	0
6:15 AM	104	0	75	17	2	8	0	0	2	0	0	0	0	0
6:30 AM	115	0	94	15	2	3	1	0	0	0	0	0	0	0
6:45 AM	177	0	127	38	2	3	0	0	3	2	0	2	0	0
7:00 AM	212	3	142	43	4	10	0	0	5	0	0	5	0	0
7:15 AM	301	1	217	53	2	21	0	0	6	0	0	1	0	0
7:30 AM	353	4	274	45	6	9	3	0	6	1	0	4	1	0
7:45 AM	443	2	333	63	9	14	1	1	13	1	0	6	0	0
8:00 AM	484	4	359	61	11	18	4	0	14	2	0	11	0	0
8:15 AM	429	3	326	64	5	12	0	0	13	1	0	5	0	0
8:30 AM	356	2	260	56	5	18	0	0	9	2	0	4	0	0
8:45 AM	351	4	264	53	5	12	0	0	10	1	0	2	0	0
9:00 AM	244	3	179	36	4	12	4	0	5	1	0	0	0	0
9:15 AM	195	1	146	26	2	11	1	0	4	1	0	3	0	0
9:30 AM	165	0	123	26	0	11	1	0	3	1	0	0	0	0
9:45 AM	169	1	125	24	2	6	2	0	4	1	0	3	0	1
10:00 AM	148	4	92	32	2	12	0	0	6	0	0	0	0	0
10:15 AM	149	0	109	25	1	6	4	0	0	2	0	2	0	0
10:30 AM	175	0	122	32	0	15	2	0	1	2	0	1	0	0
10:45 AM	159	0	118	27	3	6	2	0	2	0	0	1	0	0
11:00 AM	156	1	111	24	1	11	2	0	5	0	0	1	0	0
11:15 AM	165	0	118	32	0	9	2	0	2	0	0	2	0	0
11:30 AM	153	0	117	18	2	14	1	0	1	0	0	0	0	0
11:45 AM	159	0	124	20	1	10	3	0	1	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/5/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	5674	33	4182	890	73	267	34	1	116	23	0	53	1	1
%		0.6	73.7	15.7	1.3	4.7	0.6	0.0	2.0	0.4	0.0	0.9	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/5/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	157	0	109	31	2	10	3	0	0	2	0	0	0	0
12:15 PM	153	0	114	24	1	7	2	0	3	2	0	0	0	0
12:30 PM	157	2	111	21	5	8	2	0	6	0	0	2	0	0
12:45 PM	217	1	167	31	0	13	0	0	2	0	0	3	0	0
1:00 PM	203	0	145	32	4	12	4	0	4	1	0	1	0	0
1:15 PM	191	0	140	28	3	11	0	0	6	2	0	1	0	0
1:30 PM	179	1	124	36	1	10	1	0	5	1	0	0	0	0
1:45 PM	162	1	118	32	2	6	1	0	1	1	0	0	0	0
2:00 PM	170	1	133	20	4	6	1	0	3	2	0	0	0	0
2:15 PM	139	0	95	31	0	10	2	0	1	0	0	0	0	0
2:30 PM	153	0	113	26	1	10	1	0	0	2	0	0	0	0
2:45 PM	167	0	114	29	1	13	2	0	4	1	0	3	0	0
3:00 PM	178	1	139	22	1	10	1	0	3	0	0	1	0	0
3:15 PM	160	0	117	30	2	9	2	0	0	0	0	0	0	0
3:30 PM	149	0	110	25	0	9	1	0	1	2	0	1	0	0
3:45 PM	132	0	106	14	1	8	1	0	2	0	0	0	0	0
4:00 PM	144	0	110	21	2	8	0	0	2	0	0	1	0	0
4:15 PM	151	0	113	23	2	11	1	0	1	0	0	0	0	0
4:30 PM	142	1	101	21	3	13	0	0	2	1	0	0	0	0
4:45 PM	181	0	135	26	3	14	0	0	2	0	0	1	0	0
5:00 PM	135	1	105	23	2	4	0	0	0	0	0	0	0	0
5:15 PM	187	0	138	36	2	6	0	0	4	0	0	1	0	0
5:30 PM	177	0	131	33	1	10	0	0	2	0	0	0	0	0
5:45 PM	181	1	143	29	2	5	0	0	0	1	0	0	0	0
6:00 PM	146	1	114	18	1	8	0	0	3	0	0	1	0	0
6:15 PM	144	1	118	20	2	3	0	0	0	0	0	0	0	0
6:30 PM	133	0	107	21	0	3	0	0	2	0	0	0	0	0
6:45 PM	134	1	105	17	1	7	0	0	2	0	0	1	0	0
7:00 PM	137	1	112	18	0	4	0	0	2	0	0	0	0	0
7:15 PM	104	0	94	5	1	4	0	0	0	0	0	0	0	0
7:30 PM	76	0	60	10	1	4	0	0	1	0	0	0	0	0
7:45 PM	58	0	48	7	0	2	0	0	0	0	0	1	0	0
8:00 PM	61	0	49	8	0	2	0	0	2	0	0	0	0	0
8:15 PM	58	0	46	11	0	0	0	0	1	0	0	0	0	0
8:30 PM	57	0	50	6	0	1	0	0	0	0	0	0	0	0
8:45 PM	65	0	52	8	0	3	0	0	1	0	0	1	0	0
9:00 PM	42	0	34	6	0	2	0	0	0	0	0	0	0	0
9:15 PM	40	0	33	6	0	1	0	0	0	0	0	0	0	0
9:30 PM	39	0	35	2	1	1	0	0	0	0	0	0	0	0
9:45 PM	39	0	29	7	1	1	1	0	0	0	0	0	0	0
10:00 PM	32	0	25	7	0	0	0	0	0	0	0	0	0	0
10:15 PM	38	0	34	4	0	0	0	0	0	0	0	0	0	0
10:30 PM	25	0	21	4	0	0	0	0	0	0	0	0	0	0
10:45 PM	19	0	17	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	17	0	14	2	0	1	0	0	0	0	0	0	0	0
11:15 PM	22	0	19	3	0	0	0	0	0	0	0	0	0	0
11:30 PM	28	1	19	5	0	3	0	0	0	0	0	0	0	0
11:45 PM	25	0	21	2	0	0	2	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/5/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	5504	15	4187	843	53	273	28	0	68	18	0	19	0	0
%		0.3	76.1	15.3	1.0	5.0	0.5	0.0	1.2	0.3	0.0	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/6/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	12	0	7	5	0	0	0	0	0	0	0	0	0	0
12:15 AM	17	0	11	4	0	2	0	0	0	0	0	0	0	0
12:30 AM	17	0	12	4	0	0	0	0	1	0	0	0	0	0
12:45 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	8	0	6	1	1	0	0	0	0	0	0	0	0	0
1:15 AM	13	1	12	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	5	0	2	2	0	1	0	0	0	0	0	0	0	0
1:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
2:15 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
2:30 AM	9	0	5	3	0	1	0	0	0	0	0	0	0	0
2:45 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	4	0	3	0	0	1	0	0	0	0	0	0	0	0
3:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	5	0	4	0	0	0	0	0	0	1	0	0	0	0
4:15 AM	6	0	2	1	0	1	1	0	1	0	0	0	0	0
4:30 AM	10	0	7	1	0	2	0	0	0	0	0	0	0	0
4:45 AM	15	0	7	5	0	2	0	0	0	1	0	0	0	0
5:00 AM	23	0	19	3	0	1	0	0	0	0	0	0	0	0
5:15 AM	26	0	19	5	0	1	0	0	1	0	0	0	0	0
5:30 AM	41	0	25	12	0	4	0	0	0	0	0	0	0	0
5:45 AM	43	0	27	8	0	5	0	0	0	1	0	2	0	0
6:00 AM	64	0	45	11	2	5	0	0	0	1	0	0	0	0
6:15 AM	112	0	83	19	1	7	0	0	1	1	0	0	0	0
6:30 AM	135	0	114	10	2	7	0	0	2	0	0	0	0	0
6:45 AM	171	0	132	25	1	9	0	0	1	0	0	3	0	0
7:00 AM	193	0	133	44	1	9	1	0	2	0	0	3	0	0
7:15 AM	292	1	210	57	2	12	0	0	7	0	0	3	0	0
7:30 AM	335	4	252	50	2	15	0	0	6	1	0	5	0	0
7:45 AM	397	1	318	46	3	14	3	0	9	1	0	2	0	0
8:00 AM	454	3	351	57	5	17	4	0	9	1	0	7	0	0
8:15 AM	417	3	297	70	5	14	1	0	16	1	0	8	1	1
8:30 AM	355	0	270	56	4	11	0	0	8	0	0	6	0	0
8:45 AM	339	5	269	42	4	6	0	0	6	0	0	7	0	0
9:00 AM	252	0	186	46	5	11	1	0	1	1	0	1	0	0
9:15 AM	210	1	149	38	3	13	1	0	5	0	0	0	0	0
9:30 AM	172	1	122	30	1	15	0	0	2	0	0	1	0	0
9:45 AM	160	2	115	30	1	7	0	0	3	1	0	1	0	0
10:00 AM	158	0	109	26	1	16	0	0	2	1	0	3	0	0
10:15 AM	154	0	95	40	1	16	0	0	1	0	0	1	0	0
10:30 AM	142	1	98	28	1	10	1	0	1	2	0	0	0	0
10:45 AM	153	0	111	29	1	6	2	0	1	1	0	2	0	0
11:00 AM	164	1	111	36	1	9	0	0	3	2	0	1	0	0
11:15 AM	149	3	109	23	1	4	1	0	5	2	0	1	0	0
11:30 AM	193	0	141	33	4	11	0	0	1	2	0	0	0	1
11:45 AM	184	2	136	25	2	14	2	0	2	0	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/6/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	5658	29	4166	932	55	279	18	0	97	21	0	58	1	2
%		0.5	73.6	16.5	1.0	4.9	0.3	0.0	1.7	0.4	0.0	1.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/6/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	139	0	103	21	2	6	3	0	4	0	0	0	0	0
12:15 PM	153	0	106	30	2	9	2	0	3	0	0	1	0	0
12:30 PM	177	1	133	31	0	8	2	0	1	0	0	1	0	0
12:45 PM	197	1	141	30	2	17	3	0	3	0	0	0	0	0
1:00 PM	199	0	142	39	1	11	2	0	2	0	0	2	0	0
1:15 PM	190	1	149	24	2	8	1	0	4	1	0	0	0	0
1:30 PM	175	1	119	35	1	13	2	0	3	1	0	0	0	0
1:45 PM	180	3	128	38	2	6	0	0	0	1	0	2	0	0
2:00 PM	137	0	99	26	3	7	0	0	2	0	0	0	0	0
2:15 PM	160	1	109	28	4	10	1	0	5	1	0	1	0	0
2:30 PM	143	0	105	28	0	5	0	0	2	2	0	1	0	0
2:45 PM	168	2	115	29	2	14	1	0	3	1	0	1	0	0
3:00 PM	160	1	110	35	1	10	0	0	3	0	0	0	0	0
3:15 PM	144	0	104	24	2	11	0	0	2	0	0	0	0	1
3:30 PM	153	1	116	21	0	15	0	0	0	0	0	0	0	0
3:45 PM	166	0	131	25	2	6	0	0	1	1	0	0	0	0
4:00 PM	170	1	121	33	2	9	0	0	4	0	0	0	0	0
4:15 PM	156	1	131	13	1	7	0	0	3	0	0	0	0	0
4:30 PM	142	0	107	18	4	11	0	0	1	1	0	0	0	0
4:45 PM	156	0	114	33	2	7	0	0	0	0	0	0	0	0
5:00 PM	151	0	123	20	0	5	0	0	1	1	0	1	0	0
5:15 PM	146	0	120	19	0	3	0	0	3	1	0	0	0	0
5:30 PM	143	0	115	19	0	7	0	0	2	0	0	0	0	0
5:45 PM	162	3	118	29	0	8	0	0	3	0	0	1	0	0
6:00 PM	135	0	106	24	0	4	0	0	0	0	0	1	0	0
6:15 PM	138	1	115	15	1	4	0	0	0	1	0	1	0	0
6:30 PM	157	1	133	12	1	6	0	0	2	0	0	2	0	0
6:45 PM	100	0	82	14	0	2	0	0	1	0	0	1	0	0
7:00 PM	91	0	74	14	0	1	0	0	1	0	0	1	0	0
7:15 PM	103	0	80	20	0	1	0	0	1	0	0	1	0	0
7:30 PM	75	0	64	10	0	1	0	0	0	0	0	0	0	0
7:45 PM	82	0	69	11	0	1	0	0	1	0	0	0	0	0
8:00 PM	47	0	38	5	0	3	0	0	0	0	0	1	0	0
8:15 PM	65	0	53	11	0	1	0	0	0	0	0	0	0	0
8:30 PM	57	0	50	6	1	0	0	0	0	0	0	0	0	0
8:45 PM	41	0	32	8	0	1	0	0	0	0	0	0	0	0
9:00 PM	33	0	24	7	0	2	0	0	0	0	0	0	0	0
9:15 PM	62	0	54	8	0	0	0	0	0	0	0	0	0	0
9:30 PM	57	0	46	8	1	1	0	0	1	0	0	0	0	0
9:45 PM	32	0	25	6	1	0	0	0	0	0	0	0	0	0
10:00 PM	44	0	37	4	0	3	0	0	0	0	0	0	0	0
10:15 PM	27	0	24	1	0	2	0	0	0	0	0	0	0	0
10:30 PM	22	0	19	2	0	1	0	0	0	0	0	0	0	0
10:45 PM	21	0	20	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	22	0	16	5	0	1	0	0	0	0	0	0	0	0
11:15 PM	20	0	18	2	0	0	0	0	0	0	0	0	0	0
11:30 PM	20	0	18	2	0	0	0	0	0	0	0	0	0	0
11:45 PM	29	0	25	3	0	1	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/6/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	5347	19	4081	847	40	249	17	0	62	12	0	19	0	1
%		0.4	76.3	15.8	0.7	4.7	0.3	0.0	1.2	0.2	0.0	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	51	0	38	6	1	0	0	0	1	3	0	2	0	0
12:15 AM	37	0	24	10	0	1	1	0	0	0	0	0	1	0
12:30 AM	33	0	25	1	0	1	0	0	5	0	0	1	0	0
12:45 AM	49	0	33	9	2	0	0	0	2	2	0	1	0	0
1:00 AM	30	0	16	5	0	2	0	0	6	0	0	1	0	0
1:15 AM	36	0	27	1	0	1	0	0	4	2	0	1	0	0
1:30 AM	21	0	14	5	0	0	0	0	1	1	0	0	0	0
1:45 AM	17	1	11	2	0	1	0	0	1	1	0	0	0	0
2:00 AM	20	0	11	3	0	0	0	0	3	1	0	2	0	0
2:15 AM	15	0	5	3	0	0	0	0	6	0	0	0	1	0
2:30 AM	31	0	27	2	0	1	0	0	0	0	0	1	0	0
2:45 AM	46	1	26	5	2	1	0	0	4	3	0	4	0	0
3:00 AM	29	0	12	3	2	3	0	0	5	3	0	0	1	0
3:15 AM	34	0	24	4	0	0	1	0	4	0	0	1	0	0
3:30 AM	31	0	17	7	0	0	0	0	4	2	0	1	0	0
3:45 AM	34	0	22	2	0	2	0	0	5	2	0	1	0	0
4:00 AM	35	0	22	3	0	1	0	0	3	4	0	2	0	0
4:15 AM	49	0	30	8	1	0	0	0	8	1	0	1	0	0
4:30 AM	58	0	32	13	1	4	1	0	4	1	0	2	0	0
4:45 AM	86	0	46	18	1	3	1	0	10	4	0	2	1	0
5:00 AM	100	0	59	27	0	4	1	0	3	3	0	3	0	0
5:15 AM	123	0	71	30	0	6	0	0	5	7	0	4	0	0
5:30 AM	172	0	110	45	2	5	0	0	6	2	0	2	0	0
5:45 AM	204	3	110	63	3	8	3	0	6	7	0	1	0	0
6:00 AM	170	0	101	46	1	9	0	0	9	2	0	2	0	0
6:15 AM	261	1	159	56	8	16	0	0	12	6	0	3	0	0
6:30 AM	312	2	201	71	3	13	1	0	13	7	0	1	0	0
6:45 AM	410	2	273	80	6	20	2	0	10	14	0	3	0	0
7:00 AM	468	0	321	101	10	16	2	0	12	5	0	1	0	0
7:15 AM	619	4	410	117	12	36	1	0	24	10	0	4	0	1
7:30 AM	721	3	491	132	25	37	4	0	16	6	0	7	0	0
7:45 AM	711	2	467	132	36	32	4	1	26	8	0	1	0	2
8:00 AM	589	2	395	116	10	32	0	1	20	9	0	4	0	0
8:15 AM	587	2	396	120	12	24	3	0	22	6	0	2	0	0
8:30 AM	494	4	333	99	9	29	0	0	12	3	0	5	0	0
8:45 AM	473	1	311	107	8	22	0	0	12	9	2	1	0	0
9:00 AM	326	1	202	58	6	31	4	0	14	4	6	0	0	0
9:15 AM	341	0	220	64	7	26	3	0	10	8	1	2	0	0
9:30 AM	341	0	218	74	3	29	0	0	10	4	2	1	0	0
9:45 AM	279	2	182	58	2	15	2	0	13	4	0	1	0	0
10:00 AM	254	0	162	50	5	12	3	0	14	8	0	0	0	0
10:15 AM	271	0	179	50	3	19	3	0	9	8	0	0	0	0
10:30 AM	280	1	171	64	8	16	3	0	13	4	0	0	0	0
10:45 AM	281	1	184	62	2	15	1	0	10	6	0	0	0	0
11:00 AM	286	1	185	51	8	16	1	0	15	9	0	0	0	0
11:15 AM	284	1	180	67	3	8	4	0	13	8	0	0	0	0
11:30 AM	279	2	172	53	6	12	3	0	13	12	5	0	1	0
11:45 AM	259	0	148	53	1	21	4	0	11	15	4	1	0	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10637	37	6873	2156	209	550	56	2	429	224	20	72	5	4
%		0.3	64.6	20.3	2.0	5.2	0.5	0.0	4.0	2.1	0.2	0.7	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	242	1	127	57	7	22	2	0	14	9	2	1	0	0
12:15 PM	241	2	149	48	5	14	1	0	12	10	0	0	0	0
12:30 PM	294	0	182	67	1	25	3	0	10	5	0	1	0	0
12:45 PM	290	0	197	57	7	12	2	0	7	7	0	1	0	0
1:00 PM	248	1	165	48	5	11	0	0	9	8	0	1	0	0
1:15 PM	265	1	158	60	5	20	4	1	11	3	0	1	1	0
1:30 PM	282	1	193	44	5	18	4	0	5	10	1	1	0	0
1:45 PM	284	1	183	51	4	15	5	0	11	6	8	0	0	0
2:00 PM	256	0	160	54	5	16	0	0	8	12	0	1	0	0
2:15 PM	254	0	159	59	1	14	1	0	12	8	0	0	0	0
2:30 PM	292	3	172	51	4	34	3	0	14	11	0	0	0	0
2:45 PM	290	2	177	66	7	16	1	0	13	7	0	1	0	0
3:00 PM	317	0	193	65	8	23	4	0	17	7	0	0	0	0
3:15 PM	344	0	249	59	4	18	1	0	9	4	0	0	0	0
3:30 PM	378	1	265	72	5	15	2	0	8	8	0	2	0	0
3:45 PM	330	2	215	75	2	18	0	0	10	7	0	1	0	0
4:00 PM	342	1	223	74	9	19	3	0	7	4	0	2	0	0
4:15 PM	322	2	223	55	3	23	0	0	9	7	0	0	0	0
4:30 PM	348	1	244	55	5	16	4	0	12	7	0	3	0	1
4:45 PM	305	0	208	69	3	12	1	0	6	5	0	1	0	0
5:00 PM	332	2	221	74	3	14	1	0	10	6	0	1	0	0
5:15 PM	336	3	228	78	1	8	2	0	9	4	0	1	2	0
5:30 PM	371	3	277	60	0	14	0	1	13	2	0	1	0	0
5:45 PM	348	0	248	62	4	19	3	0	7	5	0	0	0	0
6:00 PM	281	0	193	49	4	20	1	0	8	4	0	2	0	0
6:15 PM	299	0	213	64	0	9	1	0	7	5	0	0	0	0
6:30 PM	212	0	139	51	1	11	1	0	5	3	0	0	0	1
6:45 PM	228	0	160	38	1	12	1	0	10	5	0	1	0	0
7:00 PM	182	0	130	36	2	4	1	0	5	4	0	0	0	0
7:15 PM	187	2	137	26	5	8	1	0	5	3	0	0	0	0
7:30 PM	162	0	118	24	1	8	0	0	7	3	0	1	0	0
7:45 PM	143	0	107	21	1	8	2	0	2	2	0	0	0	0
8:00 PM	128	0	86	25	1	5	0	0	7	4	0	0	0	0
8:15 PM	139	0	99	27	1	3	1	0	3	4	0	1	0	0
8:30 PM	121	0	90	20	0	5	0	0	3	3	0	0	0	0
8:45 PM	115	1	79	24	1	3	0	0	4	3	0	0	0	0
9:00 PM	114	0	84	13	2	4	1	0	6	2	0	2	0	0
9:15 PM	93	0	69	16	0	2	0	0	4	2	0	0	0	0
9:30 PM	76	0	55	14	0	2	0	0	2	3	0	0	0	0
9:45 PM	71	0	55	10	1	1	0	0	4	0	0	0	0	0
10:00 PM	72	0	51	11	1	3	0	0	4	2	0	0	0	0
10:15 PM	75	0	46	16	1	8	0	0	2	2	0	0	0	0
10:30 PM	45	0	35	6	1	1	0	0	1	1	0	0	0	0
10:45 PM	56	0	42	5	2	2	0	0	2	3	0	0	0	0
11:00 PM	59	0	48	5	0	1	0	0	5	0	0	0	0	0
11:15 PM	108	0	83	15	0	3	0	0	5	1	0	1	0	0
11:30 PM	88	0	77	7	1	1	1	0	1	0	0	0	0	0
11:45 PM	56	0	38	5	0	2	0	0	7	2	0	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10421	30	7050	1988	130	542	58	2	352	223	11	30	3	2
%		0.3	67.7	19.1	1.2	5.2	0.6	0.0	3.4	2.1	0.1	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	51	0	32	12	1	2	2	0	1	1	0	0	0	0
12:15 AM	43	0	36	3	1	0	0	0	1	1	0	0	1	0
12:30 AM	34	0	24	2	2	2	0	0	2	1	0	1	0	0
12:45 AM	23	0	12	4	0	0	0	0	2	5	0	0	0	0
1:00 AM	33	0	20	6	0	2	0	0	1	1	0	2	1	0
1:15 AM	29	1	14	5	0	2	0	0	3	4	0	0	0	0
1:30 AM	25	0	13	3	0	2	0	0	2	5	0	0	0	0
1:45 AM	26	0	18	2	0	0	2	0	0	2	0	1	1	0
2:00 AM	20	0	8	5	0	0	1	0	1	5	0	0	0	0
2:15 AM	18	0	9	2	0	2	1	0	1	2	0	1	0	0
2:30 AM	21	0	9	2	0	0	0	0	2	5	0	3	0	0
2:45 AM	47	0	32	2	2	2	0	0	2	6	0	1	0	0
3:00 AM	55	0	39	4	1	2	0	0	3	3	0	3	0	0
3:15 AM	42	0	36	2	0	0	0	0	1	2	0	1	0	0
3:30 AM	38	0	24	3	0	3	0	0	6	0	0	1	1	0
3:45 AM	45	0	26	9	1	2	0	0	2	1	0	3	1	0
4:00 AM	48	0	29	6	1	5	0	0	3	3	0	1	0	0
4:15 AM	27	0	14	7	0	0	0	0	2	3	0	1	0	0
4:30 AM	79	0	44	21	0	5	0	0	5	2	0	2	0	0
4:45 AM	84	1	46	22	1	2	0	0	4	5	0	3	0	0
5:00 AM	99	0	51	28	3	6	0	0	6	4	0	1	0	0
5:15 AM	121	1	74	25	1	5	0	0	10	4	0	0	1	0
5:30 AM	168	0	89	51	3	6	0	0	11	3	0	5	0	0
5:45 AM	161	0	91	48	1	9	0	0	10	1	0	1	0	0
6:00 AM	192	0	119	38	7	10	2	0	12	2	0	1	1	0
6:15 AM	279	2	168	61	3	20	1	0	12	8	1	3	0	0
6:30 AM	350	1	211	82	7	27	2	0	14	4	0	2	0	0
6:45 AM	418	2	280	91	5	21	2	0	11	3	0	3	0	0
7:00 AM	459	5	312	86	6	22	3	1	15	5	0	4	0	0
7:15 AM	620	2	433	118	9	33	2	0	13	8	0	2	0	0
7:30 AM	764	2	537	135	25	28	3	0	19	7	1	6	0	1
7:45 AM	734	1	488	149	27	34	1	0	20	8	0	6	0	0
8:00 AM	621	2	418	120	19	32	1	0	20	6	0	3	0	0
8:15 AM	637	7	408	134	24	37	2	0	18	6	0	1	0	0
8:30 AM	458	4	295	95	8	19	3	0	23	10	0	1	0	0
8:45 AM	454	1	296	99	9	21	2	0	19	5	0	2	0	0
9:00 AM	371	1	237	84	7	17	2	0	13	6	2	1	0	1
9:15 AM	365	1	246	70	6	17	3	0	10	9	1	0	1	1
9:30 AM	316	2	184	59	6	23	3	2	24	12	1	0	0	0
9:45 AM	314	0	203	61	4	21	1	0	11	12	0	1	0	0
10:00 AM	277	0	157	66	4	17	2	0	20	9	0	2	0	0
10:15 AM	268	0	170	49	9	17	1	1	12	9	0	0	0	0
10:30 AM	275	0	173	61	3	14	1	0	10	8	2	2	0	1
10:45 AM	271	1	173	56	8	18	4	0	6	4	0	1	0	0
11:00 AM	240	1	151	48	2	11	3	0	14	9	0	1	0	0
11:15 AM	262	0	160	66	3	15	2	0	11	3	2	0	0	0
11:30 AM	271	0	161	64	5	15	1	0	10	13	1	1	0	0
11:45 AM	293	1	180	56	5	20	1	0	14	13	3	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10846	39	6950	2222	229	568	54	4	432	248	14	74	8	4
%		0.4	64.1	20.5	2.1	5.2	0.5	0.0	4.0	2.3	0.1	0.7	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	248	1	153	47	4	17	1	0	13	7	3	1	0	1
12:15 PM	270	0	171	63	4	12	4	0	11	5	0	0	0	0
12:30 PM	268	1	161	52	4	16	3	1	16	13	1	0	0	0
12:45 PM	253	1	162	56	4	15	1	0	7	6	0	1	0	0
1:00 PM	256	0	167	53	5	17	1	0	6	7	0	0	0	0
1:15 PM	281	1	189	50	5	14	1	0	11	9	0	1	0	0
1:30 PM	278	1	176	50	10	16	2	0	8	13	0	0	2	0
1:45 PM	250	0	161	59	3	9	1	0	6	10	0	1	0	0
2:00 PM	282	2	171	63	3	16	4	0	10	10	2	1	0	0
2:15 PM	278	1	187	51	9	9	2	0	9	10	0	0	0	0
2:30 PM	298	2	188	56	5	15	5	0	15	11	1	0	0	0
2:45 PM	311	3	204	66	2	16	3	0	8	4	4	0	0	1
3:00 PM	303	0	185	66	7	13	3	0	16	8	5	0	0	0
3:15 PM	361	3	263	52	5	16	1	0	12	8	1	0	0	0
3:30 PM	347	0	236	65	7	19	2	0	7	11	0	0	0	0
3:45 PM	339	1	213	85	5	15	2	0	10	4	0	3	0	1
4:00 PM	344	1	233	73	3	15	2	0	12	4	0	1	0	0
4:15 PM	356	6	226	75	5	19	3	0	12	10	0	0	0	0
4:30 PM	352	0	249	64	4	16	2	0	12	5	0	0	0	0
4:45 PM	371	0	249	67	5	21	2	0	12	14	0	0	0	1
5:00 PM	358	2	238	79	5	18	1	0	8	5	0	1	0	1
5:15 PM	348	2	229	68	6	18	1	0	17	6	0	1	0	0
5:30 PM	357	0	262	59	0	18	1	0	11	5	0	1	0	0
5:45 PM	340	1	230	80	4	8	2	0	12	2	0	1	0	0
6:00 PM	305	0	216	56	4	12	1	0	11	5	0	0	0	0
6:15 PM	280	1	189	64	2	11	2	0	7	4	0	0	0	0
6:30 PM	254	0	172	48	3	16	0	0	5	9	0	1	0	0
6:45 PM	250	1	163	59	1	12	1	0	5	8	0	0	0	0
7:00 PM	246	0	168	43	6	13	1	0	5	6	4	0	0	0
7:15 PM	187	0	129	31	0	9	4	0	5	8	0	1	0	0
7:30 PM	201	0	147	37	3	9	1	0	3	1	0	0	0	0
7:45 PM	160	0	105	36	0	8	1	0	5	5	0	0	0	0
8:00 PM	176	0	137	20	0	5	0	0	7	7	0	0	0	0
8:15 PM	156	0	120	20	2	4	1	0	4	4	0	1	0	0
8:30 PM	169	1	123	24	0	9	2	0	6	4	0	0	0	0
8:45 PM	155	0	107	29	0	6	0	0	7	6	0	0	0	0
9:00 PM	147	1	103	26	2	6	1	0	4	3	0	1	0	0
9:15 PM	134	0	91	25	1	5	2	0	6	3	0	1	0	0
9:30 PM	115	0	83	20	0	6	0	0	3	3	0	0	0	0
9:45 PM	105	0	75	14	0	2	1	0	9	3	0	1	0	0
10:00 PM	103	0	71	20	2	3	0	0	5	2	0	0	0	0
10:15 PM	83	0	61	11	1	3	0	0	3	4	0	0	0	0
10:30 PM	76	1	61	9	1	1	0	0	2	1	0	0	0	0
10:45 PM	67	0	43	13	0	1	0	1	6	3	0	0	0	0
11:00 PM	69	0	54	8	0	1	0	0	1	3	0	2	0	0
11:15 PM	116	0	94	11	0	0	0	0	5	5	0	1	0	0
11:30 PM	95	0	73	9	2	2	1	0	3	4	0	1	0	0
11:45 PM	72	0	61	7	0	4	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	11170	34	7549	2139	144	516	69	2	378	288	21	23	2	5
%		0.3	67.6	19.1	1.3	4.6	0.6	0.0	3.4	2.6	0.2	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/29/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	51	170	12:00 PM	242	1067
12:15 AM	37		12:15 PM	241	
12:30 AM	33		12:30 PM	294	
12:45 AM	49		12:45 PM	290	
1:00 AM	30	104	1:00 PM	248	1079
1:15 AM	36		1:15 PM	265	
1:30 AM	21		1:30 PM	282	
1:45 AM	17		1:45 PM	284	
2:00 AM	20	112	2:00 PM	256	1092
2:15 AM	15		2:15 PM	254	
2:30 AM	31		2:30 PM	292	
2:45 AM	46		2:45 PM	290	
3:00 AM	29	128	3:00 PM	317	1369
3:15 AM	34		3:15 PM	344	
3:30 AM	31		3:30 PM	378	
3:45 AM	34		3:45 PM	330	
4:00 AM	35	228	4:00 PM	342	1317
4:15 AM	49		4:15 PM	322	
4:30 AM	58		4:30 PM	348	
4:45 AM	86		4:45 PM	305	
5:00 AM	100	599	5:00 PM	332	1387
5:15 AM	123		5:15 PM	336	
5:30 AM	172		5:30 PM	371	
5:45 AM	204		5:45 PM	348	
6:00 AM	170	1153	6:00 PM	281	1020
6:15 AM	261		6:15 PM	299	
6:30 AM	312		6:30 PM	212	
6:45 AM	410		6:45 PM	228	
7:00 AM	468	2519	7:00 PM	182	674
7:15 AM	619		7:15 PM	187	
7:30 AM	721		7:30 PM	162	
7:45 AM	711		7:45 PM	143	
8:00 AM	589	2143	8:00 PM	128	503
8:15 AM	587		8:15 PM	139	
8:30 AM	494		8:30 PM	121	
8:45 AM	473		8:45 PM	115	
9:00 AM	326	1287	9:00 PM	114	354
9:15 AM	341		9:15 PM	93	
9:30 AM	341		9:30 PM	76	
9:45 AM	279		9:45 PM	71	
10:00 AM	254	1086	10:00 PM	72	248
10:15 AM	271		10:15 PM	75	
10:30 AM	280		10:30 PM	45	
10:45 AM	281		10:45 PM	56	
11:00 AM	286	1108	11:00 PM	59	311
11:15 AM	284		11:15 PM	108	
11:30 AM	279		11:30 PM	88	
11:45 AM	259		11:45 PM	56	

24 Hour Total 21058

12:00 AM - 12:00 PM	
12 Hour Count	10637
Peak Hour	7:15 AM
Peak Volume	2640
Factor	0.92

12:00 PM - 12:00 AM	
12 Hour Count	10421
Peak Hour	3:15 PM
Peak Volume	1394
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/30/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	51	151	12:00 PM	248	1039
12:15 AM	43		12:15 PM	270	
12:30 AM	34		12:30 PM	268	
12:45 AM	23		12:45 PM	253	
1:00 AM	33	113	1:00 PM	256	1065
1:15 AM	29		1:15 PM	281	
1:30 AM	25		1:30 PM	278	
1:45 AM	26		1:45 PM	250	
2:00 AM	20	106	2:00 PM	282	1169
2:15 AM	18		2:15 PM	278	
2:30 AM	21		2:30 PM	298	
2:45 AM	47		2:45 PM	311	
3:00 AM	55	180	3:00 PM	303	1350
3:15 AM	42		3:15 PM	361	
3:30 AM	38		3:30 PM	347	
3:45 AM	45		3:45 PM	339	
4:00 AM	48	238	4:00 PM	344	1423
4:15 AM	27		4:15 PM	356	
4:30 AM	79		4:30 PM	352	
4:45 AM	84		4:45 PM	371	
5:00 AM	99	549	5:00 PM	358	1403
5:15 AM	121		5:15 PM	348	
5:30 AM	168		5:30 PM	357	
5:45 AM	161		5:45 PM	340	
6:00 AM	192	1239	6:00 PM	305	1089
6:15 AM	279		6:15 PM	280	
6:30 AM	350		6:30 PM	254	
6:45 AM	418		6:45 PM	250	
7:00 AM	459	2577	7:00 PM	246	794
7:15 AM	620		7:15 PM	187	
7:30 AM	764		7:30 PM	201	
7:45 AM	734		7:45 PM	160	
8:00 AM	621	2170	8:00 PM	176	656
8:15 AM	637		8:15 PM	156	
8:30 AM	458		8:30 PM	169	
8:45 AM	454		8:45 PM	155	
9:00 AM	371	1366	9:00 PM	147	501
9:15 AM	365		9:15 PM	134	
9:30 AM	316		9:30 PM	115	
9:45 AM	314		9:45 PM	105	
10:00 AM	277	1091	10:00 PM	103	329
10:15 AM	268		10:15 PM	83	
10:30 AM	275		10:30 PM	76	
10:45 AM	271		10:45 PM	67	
11:00 AM	240	1066	11:00 PM	69	352
11:15 AM	262		11:15 PM	116	
11:30 AM	271		11:30 PM	95	
11:45 AM	293		11:45 PM	72	

24 Hour Total 22016

12:00 AM - 12:00 PM	
12 Hour Count	10846
Peak Hour	7:30 AM
Peak Volume	2756
Factor	0.90

12:00 PM - 12:00 AM	
12 Hour Count	11170
Peak Hour	4:15 PM
Peak Volume	1437
Factor	0.97

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/5/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	13	38	12:00 PM	157	684
12:15 AM	7		12:15 PM	153	
12:30 AM	10		12:30 PM	157	
12:45 AM	8		12:45 PM	217	
1:00 AM	2	21	1:00 PM	203	735
1:15 AM	6		1:15 PM	191	
1:30 AM	7		1:30 PM	179	
1:45 AM	6		1:45 PM	162	
2:00 AM	8	21	2:00 PM	170	629
2:15 AM	1		2:15 PM	139	
2:30 AM	9		2:30 PM	153	
2:45 AM	3		2:45 PM	167	
3:00 AM	2	20	3:00 PM	178	619
3:15 AM	3		3:15 PM	160	
3:30 AM	5		3:30 PM	149	
3:45 AM	10		3:45 PM	132	
4:00 AM	6	39	4:00 PM	144	618
4:15 AM	8		4:15 PM	151	
4:30 AM	11		4:30 PM	142	
4:45 AM	14		4:45 PM	181	
5:00 AM	12	112	5:00 PM	135	680
5:15 AM	24		5:15 PM	187	
5:30 AM	31		5:30 PM	177	
5:45 AM	45		5:45 PM	181	
6:00 AM	61	457	6:00 PM	146	557
6:15 AM	104		6:15 PM	144	
6:30 AM	115		6:30 PM	133	
6:45 AM	177		6:45 PM	134	
7:00 AM	212	1309	7:00 PM	137	375
7:15 AM	301		7:15 PM	104	
7:30 AM	353		7:30 PM	76	
7:45 AM	443		7:45 PM	58	
8:00 AM	484	1620	8:00 PM	61	241
8:15 AM	429		8:15 PM	58	
8:30 AM	356		8:30 PM	57	
8:45 AM	351		8:45 PM	65	
9:00 AM	244	773	9:00 PM	42	160
9:15 AM	195		9:15 PM	40	
9:30 AM	165		9:30 PM	39	
9:45 AM	169		9:45 PM	39	
10:00 AM	148	631	10:00 PM	32	114
10:15 AM	149		10:15 PM	38	
10:30 AM	175		10:30 PM	25	
10:45 AM	159		10:45 PM	19	
11:00 AM	156	633	11:00 PM	17	92
11:15 AM	165		11:15 PM	22	
11:30 AM	153		11:30 PM	28	
11:45 AM	159		11:45 PM	25	

24 Hour Total 11178

12:00 AM - 12:00 PM	
12 Hour Count	5674
Peak Hour	7:45 AM
Peak Volume	1712
Factor	0.88

12:00 PM - 12:00 AM	
12 Hour Count	5504
Peak Hour	12:45 PM
Peak Volume	790
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/6/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	12	57	12:00 PM	139	666
12:15 AM	17		12:15 PM	153	
12:30 AM	17		12:30 PM	177	
12:45 AM	11		12:45 PM	197	
1:00 AM	8	30	1:00 PM	199	744
1:15 AM	13		1:15 PM	190	
1:30 AM	5		1:30 PM	175	
1:45 AM	4		1:45 PM	180	
2:00 AM	9	29	2:00 PM	137	608
2:15 AM	6		2:15 PM	160	
2:30 AM	9		2:30 PM	143	
2:45 AM	5		2:45 PM	168	
3:00 AM	4	18	3:00 PM	160	623
3:15 AM	3		3:15 PM	144	
3:30 AM	4		3:30 PM	153	
3:45 AM	7		3:45 PM	166	
4:00 AM	5	36	4:00 PM	170	624
4:15 AM	6		4:15 PM	156	
4:30 AM	10		4:30 PM	142	
4:45 AM	15		4:45 PM	156	
5:00 AM	23	133	5:00 PM	151	602
5:15 AM	26		5:15 PM	146	
5:30 AM	41		5:30 PM	143	
5:45 AM	43		5:45 PM	162	
6:00 AM	64	482	6:00 PM	135	530
6:15 AM	112		6:15 PM	138	
6:30 AM	135		6:30 PM	157	
6:45 AM	171		6:45 PM	100	
7:00 AM	193	1217	7:00 PM	91	351
7:15 AM	292		7:15 PM	103	
7:30 AM	335		7:30 PM	75	
7:45 AM	397		7:45 PM	82	
8:00 AM	454	1565	8:00 PM	47	210
8:15 AM	417		8:15 PM	65	
8:30 AM	355		8:30 PM	57	
8:45 AM	339		8:45 PM	41	
9:00 AM	252	794	9:00 PM	33	184
9:15 AM	210		9:15 PM	62	
9:30 AM	172		9:30 PM	57	
9:45 AM	160		9:45 PM	32	
10:00 AM	158	607	10:00 PM	44	114
10:15 AM	154		10:15 PM	27	
10:30 AM	142		10:30 PM	22	
10:45 AM	153		10:45 PM	21	
11:00 AM	164	690	11:00 PM	22	91
11:15 AM	149		11:15 PM	20	
11:30 AM	193		11:30 PM	20	
11:45 AM	184		11:45 PM	29	

24 Hour Total 11005

12:00 AM - 12:00 PM	
12 Hour Count	5658
Peak Hour	7:45 AM
Peak Volume	1623
Factor	0.89

12:00 PM - 12:00 AM	
12 Hour Count	5347
Peak Hour	12:30 PM
Peak Volume	763
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/5/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	14	0	11	3	0	0	0	0	0	0	0	0	0	0
12:15 AM	13	0	13	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	9	1	6	1	0	0	0	0	1	0	0	0	0	0
12:45 AM	13	0	10	2	0	1	0	0	0	0	0	0	0	0
1:00 AM	13	0	11	1	0	1	0	0	0	0	0	0	0	0
1:15 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
1:30 AM	8	0	6	1	0	1	0	0	0	0	0	0	0	0
1:45 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	9	0	7	1	0	0	1	0	0	0	0	0	0	0
2:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	3	0	2	0	0	0	1	0	0	0	0	0	0	0
2:45 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
3:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	6	0	3	3	0	0	0	0	0	0	0	0	0	0
4:00 AM	9	0	5	3	0	0	0	0	0	1	0	0	0	0
4:15 AM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	14	0	12	1	0	0	1	0	0	0	0	0	0	0
4:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
5:15 AM	20	0	13	4	1	2	0	0	0	0	0	0	0	0
5:30 AM	22	0	14	4	0	2	1	0	0	1	0	0	0	0
5:45 AM	25	0	15	7	0	2	0	0	0	1	0	0	0	0
6:00 AM	24	0	16	5	0	1	1	0	0	1	0	0	0	0
6:15 AM	34	0	26	4	1	2	0	0	1	0	0	0	0	0
6:30 AM	50	0	32	16	0	2	0	0	0	0	0	0	0	0
6:45 AM	62	0	46	12	0	3	0	0	0	1	0	0	0	0
7:00 AM	61	0	48	9	2	1	1	0	0	0	0	0	0	0
7:15 AM	95	0	71	18	2	3	0	0	0	0	0	1	0	0
7:30 AM	103	0	71	17	2	7	3	0	1	1	0	1	0	0
7:45 AM	132	0	84	31	3	10	2	0	1	0	0	1	0	0
8:00 AM	121	0	87	24	4	5	1	0	0	0	0	0	0	0
8:15 AM	138	0	91	31	2	9	2	0	2	1	0	0	0	0
8:30 AM	135	0	86	22	5	12	2	0	7	0	0	0	1	0
8:45 AM	126	2	92	23	0	7	0	0	0	2	0	0	0	0
9:00 AM	120	2	79	24	4	8	1	0	1	0	0	1	0	0
9:15 AM	119	0	70	38	2	4	1	0	1	2	0	1	0	0
9:30 AM	107	2	71	28	0	5	1	0	0	0	0	0	0	0
9:45 AM	109	0	73	20	0	12	1	0	3	0	0	0	0	0
10:00 AM	113	1	81	26	1	1	1	0	1	1	0	0	0	0
10:15 AM	109	0	71	21	2	7	2	0	5	1	0	0	0	0
10:30 AM	108	0	79	22	0	4	1	0	2	0	0	0	0	0
10:45 AM	120	0	77	23	3	12	1	0	2	1	0	1	0	0
11:00 AM	148	0	106	32	0	8	0	0	1	1	0	0	0	0
11:15 AM	137	0	95	33	1	6	0	0	1	1	0	0	0	0
11:30 AM	181	1	127	42	1	6	0	0	4	0	0	0	0	0
11:45 AM	179	0	133	36	1	3	2	0	3	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/5/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	2866	9	1989	596	37	147	27	0	37	17	0	6	1	0
%		0.3	69.4	20.8	1.3	5.1	0.9	0.0	1.3	0.6	0.0	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/5/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	208	1	146	40	0	16	1	0	4	0	0	0	0	0
12:15 PM	190	2	140	31	4	11	0	0	2	0	0	0	0	0
12:30 PM	160	0	108	38	1	9	1	0	2	0	0	1	0	0
12:45 PM	185	0	135	33	1	10	1	0	3	1	0	1	0	0
1:00 PM	187	0	137	36	0	10	0	0	3	0	0	1	0	0
1:15 PM	190	0	144	31	3	8	1	0	3	0	0	0	0	0
1:30 PM	150	0	115	30	2	2	0	0	1	0	0	0	0	0
1:45 PM	144	0	101	31	1	7	2	0	2	0	0	0	0	0
2:00 PM	142	0	99	28	1	9	0	0	4	0	0	1	0	0
2:15 PM	172	0	126	29	1	8	0	0	5	1	0	2	0	0
2:30 PM	154	1	108	29	4	9	0	0	3	0	0	0	0	0
2:45 PM	176	1	131	29	1	5	3	0	3	0	0	3	0	0
3:00 PM	182	0	128	36	2	8	0	0	5	0	0	3	0	0
3:15 PM	196	1	147	35	3	8	0	0	1	1	0	0	0	0
3:30 PM	217	3	160	36	1	10	0	0	6	0	0	1	0	0
3:45 PM	228	0	173	43	4	5	0	0	3	0	0	0	0	0
4:00 PM	232	0	168	40	3	8	1	0	8	0	0	4	0	0
4:15 PM	242	0	165	52	6	11	1	0	5	0	0	2	0	0
4:30 PM	251	0	187	43	3	11	0	0	5	0	0	2	0	0
4:45 PM	286	0	199	53	10	9	0	0	10	0	0	5	0	0
5:00 PM	295	3	187	64	9	11	0	0	12	0	0	7	0	2
5:15 PM	272	6	171	46	14	2	1	0	18	0	0	14	0	0
5:30 PM	323	0	225	61	8	10	0	0	9	1	0	9	0	0
5:45 PM	270	2	193	55	6	4	0	0	10	0	0	0	0	0
6:00 PM	236	2	175	45	0	7	0	0	4	1	0	2	0	0
6:15 PM	198	0	155	36	0	3	0	0	3	0	0	1	0	0
6:30 PM	156	2	120	26	3	3	0	0	2	0	0	0	0	0
6:45 PM	141	0	108	31	0	1	0	0	1	0	0	0	0	0
7:00 PM	154	0	128	24	0	0	0	0	2	0	0	0	0	0
7:15 PM	141	0	113	19	0	5	0	0	3	0	0	1	0	0
7:30 PM	109	1	86	20	0	0	0	0	1	0	0	1	0	0
7:45 PM	122	0	100	20	0	0	0	0	1	0	0	1	0	0
8:00 PM	105	0	81	19	0	4	0	0	1	0	0	0	0	0
8:15 PM	81	0	56	21	0	3	0	0	0	0	0	1	0	0
8:30 PM	82	0	66	14	0	2	0	0	0	0	0	0	0	0
8:45 PM	67	0	56	8	0	2	1	0	0	0	0	0	0	0
9:00 PM	79	1	69	6	0	2	1	0	0	0	0	0	0	0
9:15 PM	72	0	57	12	0	3	0	0	0	0	0	0	0	0
9:30 PM	75	0	66	7	1	0	0	0	0	0	0	1	0	0
9:45 PM	59	0	49	9	0	1	0	0	0	0	0	0	0	0
10:00 PM	112	1	93	13	2	2	0	0	0	0	0	1	0	0
10:15 PM	110	1	88	18	0	1	0	0	2	0	0	0	0	0
10:30 PM	32	0	24	7	0	1	0	0	0	0	0	0	0	0
10:45 PM	22	0	20	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	18	0	14	4	0	0	0	0	0	0	0	0	0	0
11:15 PM	20	0	17	1	0	1	0	0	0	1	0	0	0	0
11:30 PM	29	0	21	7	0	1	0	0	0	0	0	0	0	0
11:45 PM	25	0	23	2	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/5/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	7297	28	5378	1320	94	243	14	0	147	6	0	65	0	2
%		0.4	73.7	18.1	1.3	3.3	0.2	0.0	2.0	0.1	0.0	0.9	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/6/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
12:15 AM	15	0	12	2	0	0	1	0	0	0	0	0	0	0
12:30 AM	23	1	17	4	0	1	0	0	0	0	0	0	0	0
12:45 AM	12	0	10	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	14	0	12	2	0	0	0	0	0	0	0	0	0	0
1:15 AM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
1:30 AM	15	0	13	2	0	0	0	0	0	0	0	0	0	0
1:45 AM	11	0	11	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	14	0	14	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2:30 AM	15	0	13	1	0	1	0	0	0	0	0	0	0	0
2:45 AM	9	0	4	3	0	1	0	0	0	1	0	0	0	0
3:00 AM	10	0	7	0	0	2	1	0	0	0	0	0	0	0
3:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:45 AM	6	0	3	3	0	0	0	0	0	0	0	0	0	0
4:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
4:15 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	13	0	12	0	0	1	0	0	0	0	0	0	0	0
4:45 AM	9	0	6	2	0	1	0	0	0	0	0	0	0	0
5:00 AM	15	0	13	2	0	0	0	0	0	0	0	0	0	0
5:15 AM	18	0	12	3	1	2	0	0	0	0	0	0	0	0
5:30 AM	15	0	9	4	0	1	0	0	1	0	0	0	0	0
5:45 AM	20	0	16	3	0	1	0	0	0	0	0	0	0	0
6:00 AM	31	0	20	8	0	2	0	0	1	0	0	0	0	0
6:15 AM	19	0	13	5	0	1	0	0	0	0	0	0	0	0
6:30 AM	34	0	22	8	0	2	1	0	1	0	0	0	0	0
6:45 AM	60	0	45	9	0	4	1	0	1	0	0	0	0	0
7:00 AM	67	0	55	5	1	4	0	0	1	1	0	0	0	0
7:15 AM	99	0	77	14	1	5	0	0	1	1	0	0	0	0
7:30 AM	104	0	78	15	0	6	2	0	1	1	0	1	0	0
7:45 AM	94	0	72	14	2	5	0	0	0	1	0	0	0	0
8:00 AM	110	0	80	26	1	1	0	0	1	0	0	1	0	0
8:15 AM	138	0	90	31	3	9	1	0	1	0	0	3	0	0
8:30 AM	112	0	71	29	3	5	0	0	2	2	0	0	0	0
8:45 AM	116	1	76	27	1	10	1	0	0	0	0	0	0	0
9:00 AM	123	0	80	29	1	11	0	0	0	1	0	1	0	0
9:15 AM	98	0	69	20	0	8	0	0	1	0	0	0	0	0
9:30 AM	90	0	62	15	2	8	0	0	1	2	0	0	0	0
9:45 AM	102	0	72	20	2	7	0	0	1	0	0	0	0	0
10:00 AM	116	0	83	25	0	6	0	0	1	1	0	0	0	0
10:15 AM	121	0	92	12	2	13	1	0	1	0	0	0	0	0
10:30 AM	130	1	94	25	1	3	0	0	3	1	0	2	0	0
10:45 AM	143	0	92	35	2	10	0	0	4	0	0	0	0	0
11:00 AM	137	3	92	28	3	5	1	0	2	2	0	1	0	0
11:15 AM	159	0	119	25	2	9	0	0	2	1	0	1	0	0
11:30 AM	177	1	108	50	4	8	1	0	4	1	0	0	0	0
11:45 AM	183	1	128	44	2	6	0	0	2	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/6/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	2838	8	2008	559	34	159	11	0	33	16	0	10	0	0
%		0.3	70.8	19.7	1.2	5.6	0.4	0.0	1.2	0.6	0.0	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

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2/6/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	188	0	122	40	2	15	3	0	3	2	0	1	0	0
12:15 PM	195	2	147	33	0	6	1	0	2	1	1	2	0	0
12:30 PM	153	0	101	37	3	6	1	0	4	0	0	1	0	0
12:45 PM	159	0	108	43	1	6	1	0	0	0	0	0	0	0
1:00 PM	185	1	135	33	1	6	4	0	4	1	0	0	0	0
1:15 PM	204	0	145	42	4	9	3	0	0	0	0	0	1	0
1:30 PM	182	1	124	40	0	11	3	0	2	0	0	1	0	0
1:45 PM	169	0	122	37	2	7	0	0	1	0	0	0	0	0
2:00 PM	163	0	112	35	0	10	1	0	4	0	0	1	0	0
2:15 PM	168	1	121	34	1	5	0	0	5	0	0	1	0	0
2:30 PM	182	1	142	26	0	6	0	0	1	1	0	5	0	0
2:45 PM	180	0	130	29	4	10	0	0	4	1	0	2	0	0
3:00 PM	199	0	164	23	2	6	0	0	3	1	0	0	0	0
3:15 PM	201	4	135	37	4	11	0	0	7	1	0	2	0	0
3:30 PM	208	1	152	39	4	8	0	0	3	0	0	1	0	0
3:45 PM	207	2	132	48	3	12	0	0	7	0	0	3	0	0
4:00 PM	223	2	158	46	2	5	0	0	9	0	0	1	0	0
4:15 PM	252	1	171	59	5	10	0	0	6	0	0	0	0	0
4:30 PM	231	2	161	43	7	10	2	0	6	0	0	0	0	0
4:45 PM	283	1	189	62	3	10	0	0	13	0	0	5	0	0
5:00 PM	318	2	241	48	5	6	0	0	10	0	0	5	0	1
5:15 PM	296	3	197	57	14	6	0	1	8	0	0	8	0	2
5:30 PM	293	1	199	51	12	11	1	0	12	0	1	5	0	0
5:45 PM	231	1	153	51	3	10	0	0	9	0	0	3	1	0
6:00 PM	237	0	166	49	2	8	0	1	11	0	0	0	0	0
6:15 PM	162	0	122	33	0	5	0	0	2	0	0	0	0	0
6:30 PM	165	0	133	27	0	3	0	0	1	0	0	1	0	0
6:45 PM	135	0	109	17	0	7	0	0	2	0	0	0	0	0
7:00 PM	141	0	104	27	1	4	0	0	3	0	0	2	0	0
7:15 PM	147	1	122	21	0	3	0	0	0	0	0	0	0	0
7:30 PM	110	0	89	19	1	0	0	0	1	0	0	0	0	0
7:45 PM	95	1	80	8	0	4	0	0	2	0	0	0	0	0
8:00 PM	100	0	84	14	0	1	0	0	0	0	0	1	0	0
8:15 PM	82	0	66	13	0	3	0	0	0	0	0	0	0	0
8:30 PM	88	0	68	17	0	3	0	0	0	0	0	0	0	0
8:45 PM	85	0	67	14	0	4	0	0	0	0	0	0	0	0
9:00 PM	103	0	81	16	1	3	1	0	1	0	0	0	0	0
9:15 PM	89	1	72	11	0	5	0	0	0	0	0	0	0	0
9:30 PM	60	1	49	9	1	0	0	0	0	0	0	0	0	0
9:45 PM	37	0	35	1	0	1	0	0	0	0	0	0	0	0
10:00 PM	44	0	40	3	0	1	0	0	0	0	0	0	0	0
10:15 PM	48	0	44	4	0	0	0	0	0	0	0	0	0	0
10:30 PM	33	0	25	6	0	1	1	0	0	0	0	0	0	0
10:45 PM	26	0	22	4	0	0	0	0	0	0	0	0	0	0
11:00 PM	31	0	26	5	0	0	0	0	0	0	0	0	0	0
11:15 PM	32	0	22	8	0	1	0	0	1	0	0	0	0	0
11:30 PM	26	0	23	3	0	0	0	0	0	0	0	0	0	0
11:45 PM	20	0	17	1	0	1	1	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/6/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	7166	30	5227	1323	88	260	23	2	147	8	2	51	2	3
%		0.4	72.9	18.5	1.2	3.6	0.3	0.0	2.1	0.1	0.0	0.7	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	37	0	19	8	1	0	1	0	2	4	0	2	0	0
12:15 AM	23	0	18	3	0	0	0	0	0	2	0	0	0	0
12:30 AM	26	0	22	1	0	0	0	0	1	2	0	0	0	0
12:45 AM	26	0	12	7	1	1	1	0	0	4	0	0	0	0
1:00 AM	13	0	7	0	0	0	1	0	1	3	0	1	0	0
1:15 AM	20	0	7	3	0	0	0	0	3	7	0	0	0	0
1:30 AM	16	0	9	2	0	0	0	0	3	2	0	0	0	0
1:45 AM	17	0	7	4	0	0	1	0	2	2	0	1	0	0
2:00 AM	24	0	15	3	1	0	0	0	1	4	0	0	0	0
2:15 AM	39	0	20	6	1	1	1	0	0	10	0	0	0	0
2:30 AM	18	0	11	3	0	0	0	0	1	3	0	0	0	0
2:45 AM	21	0	12	1	2	1	0	0	1	3	0	1	0	0
3:00 AM	15	0	9	0	1	1	0	0	1	3	0	0	0	0
3:15 AM	26	0	11	5	0	0	0	0	1	6	0	2	1	0
3:30 AM	24	1	11	1	1	1	0	0	0	7	1	1	0	0
3:45 AM	29	0	12	2	0	2	2	0	3	7	0	1	0	0
4:00 AM	41	0	18	6	1	3	1	0	4	8	0	0	0	0
4:15 AM	45	0	30	5	1	1	0	0	2	6	0	0	0	0
4:30 AM	47	1	27	7	0	1	0	0	5	5	0	0	0	1
4:45 AM	75	0	48	11	0	3	0	0	6	6	0	1	0	0
5:00 AM	104	1	68	20	0	3	3	0	2	7	0	0	0	0
5:15 AM	145	0	107	22	1	3	0	0	3	8	0	1	0	0
5:30 AM	131	0	99	18	1	5	1	0	2	5	0	0	0	0
5:45 AM	196	0	143	29	2	8	2	0	2	10	0	0	0	0
6:00 AM	141	0	100	22	1	3	3	0	1	9	0	1	1	0
6:15 AM	167	0	109	27	6	13	2	0	4	5	0	1	0	0
6:30 AM	180	0	118	36	1	7	3	0	5	10	0	0	0	0
6:45 AM	235	0	153	51	6	10	1	0	7	7	0	0	0	0
7:00 AM	241	0	163	45	6	8	2	0	7	10	0	0	0	0
7:15 AM	282	2	192	46	7	16	1	0	8	9	0	1	0	0
7:30 AM	281	1	172	53	2	23	4	0	13	10	0	3	0	0
7:45 AM	270	1	163	61	2	19	6	0	4	12	1	1	0	0
8:00 AM	267	0	158	58	4	15	4	0	14	11	0	1	2	0
8:15 AM	257	0	152	55	6	19	3	0	4	17	0	1	0	0
8:30 AM	228	1	127	55	6	10	6	0	4	15	0	1	3	0
8:45 AM	245	1	149	52	3	13	3	0	5	16	2	0	0	1
9:00 AM	202	1	106	43	9	14	4	0	9	15	0	1	0	0
9:15 AM	205	0	120	34	9	14	6	0	6	13	0	3	0	0
9:30 AM	231	0	109	68	4	13	6	0	10	21	0	0	0	0
9:45 AM	215	2	133	44	4	11	2	0	7	12	0	0	0	0
10:00 AM	221	0	135	39	5	11	10	0	6	14	0	1	0	0
10:15 AM	218	4	121	54	5	12	6	1	3	10	2	0	0	0
10:30 AM	224	0	123	49	4	12	8	0	13	14	0	1	0	0
10:45 AM	202	0	104	38	8	14	3	0	11	23	0	1	0	0
11:00 AM	216	0	127	39	4	9	4	0	6	27	0	0	0	0
11:15 AM	236	0	138	48	5	17	3	0	7	16	0	2	0	0
11:30 AM	240	0	126	57	12	11	10	0	8	15	0	1	0	0
11:45 AM	227	0	133	53	6	8	4	0	10	10	0	3	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6589	16	3973	1294	139	336	118	1	218	445	6	34	7	2
%		0.2	60.3	19.6	2.1	5.1	1.8	0.0	3.3	6.8	0.1	0.5	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	288	1	169	62	6	19	5	0	12	13	0	1	0	0
12:15 PM	287	1	177	58	4	12	10	0	8	15	0	2	0	0
12:30 PM	278	0	169	60	3	14	4	0	13	14	0	1	0	0
12:45 PM	267	1	162	60	4	12	3	0	15	9	0	1	0	0
1:00 PM	291	3	176	54	3	15	4	0	14	22	0	0	0	0
1:15 PM	316	1	193	63	6	18	9	0	12	12	0	2	0	0
1:30 PM	342	1	210	76	10	14	6	0	8	15	0	2	0	0
1:45 PM	359	1	244	67	6	15	4	0	9	12	0	1	0	0
2:00 PM	318	0	217	56	3	17	3	0	5	14	0	2	1	0
2:15 PM	313	0	205	54	5	19	1	0	9	17	1	1	0	1
2:30 PM	354	1	219	64	7	25	4	0	15	17	1	1	0	0
2:45 PM	356	0	238	64	4	14	3	0	14	17	2	0	0	0
3:00 PM	378	1	242	70	6	19	3	0	16	20	0	1	0	0
3:15 PM	429	1	282	85	7	28	1	0	14	11	0	0	0	0
3:30 PM	374	2	251	78	4	19	3	0	8	8	0	1	0	0
3:45 PM	454	1	323	75	7	20	2	0	10	15	0	1	0	0
4:00 PM	426	0	284	92	8	20	2	0	11	7	0	2	0	0
4:15 PM	470	3	323	89	5	19	5	0	13	10	0	2	0	1
4:30 PM	431	3	277	99	6	20	0	0	8	17	0	0	0	1
4:45 PM	553	2	369	130	11	27	1	0	5	5	0	3	0	0
5:00 PM	505	0	350	84	6	32	2	0	15	12	0	3	0	1
5:15 PM	601	3	409	113	19	25	1	0	19	10	0	2	0	0
5:30 PM	519	1	382	96	9	12	2	0	9	4	1	3	0	0
5:45 PM	475	0	348	101	0	12	0	0	5	5	0	4	0	0
6:00 PM	395	2	274	90	3	14	1	0	6	4	0	0	1	0
6:15 PM	353	1	258	67	2	13	0	0	5	5	0	2	0	0
6:30 PM	346	0	246	73	9	8	0	0	3	6	0	0	1	0
6:45 PM	293	1	197	65	0	16	1	1	2	9	0	1	0	0
7:00 PM	256	1	177	55	0	10	1	0	5	7	0	0	0	0
7:15 PM	262	0	182	51	4	12	2	0	6	3	0	2	0	0
7:30 PM	224	1	158	50	0	6	0	0	2	7	0	0	0	0
7:45 PM	233	0	172	39	2	5	0	0	4	9	0	2	0	0
8:00 PM	227	1	162	42	0	11	0	0	5	6	0	0	0	0
8:15 PM	219	2	172	32	1	6	0	0	1	4	0	1	0	0
8:30 PM	194	0	147	30	0	6	0	0	1	8	0	2	0	0
8:45 PM	188	0	134	39	2	3	1	0	4	5	0	0	0	0
9:00 PM	178	0	128	36	2	4	0	0	2	5	0	1	0	0
9:15 PM	177	1	133	21	2	2	0	0	5	10	1	2	0	0
9:30 PM	134	0	101	21	0	3	0	0	3	5	0	1	0	0
9:45 PM	139	0	105	19	3	3	0	0	5	3	0	1	0	0
10:00 PM	94	0	69	12	1	2	0	0	6	3	0	1	0	0
10:15 PM	75	0	46	16	0	2	0	0	1	7	0	2	1	0
10:30 PM	67	1	44	12	0	0	0	0	2	4	0	4	0	0
10:45 PM	83	0	58	14	0	3	0	0	1	6	0	1	0	0
11:00 PM	61	0	45	5	1	2	0	0	1	3	0	4	0	0
11:15 PM	47	0	31	4	0	1	0	0	4	5	0	2	0	0
11:30 PM	34	1	19	6	1	2	1	0	0	4	0	0	0	0
11:45 PM	36	0	19	8	0	1	0	0	1	5	0	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	13699	39	9296	2657	182	582	85	1	342	434	6	67	4	4
%		0.3	67.9	19.4	1.3	4.2	0.6	0.0	2.5	3.2	0.0	0.5	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	28	0	17	5	0	2	0	0	1	1	0	2	0	0
12:15 AM	27	0	17	5	0	0	0	0	0	4	0	1	0	0
12:30 AM	29	0	18	6	0	0	1	0	1	3	0	0	0	0
12:45 AM	18	0	12	2	0	1	1	0	0	1	0	1	0	0
1:00 AM	20	0	9	2	0	0	1	0	2	4	0	2	0	0
1:15 AM	21	0	14	2	1	0	1	0	0	3	0	0	0	0
1:30 AM	18	0	12	2	0	0	0	0	0	4	0	0	0	0
1:45 AM	25	0	14	2	0	2	0	0	2	5	0	0	0	0
2:00 AM	20	0	7	4	1	1	0	0	1	6	0	0	0	0
2:15 AM	30	0	21	6	0	1	0	0	0	2	0	0	0	0
2:30 AM	20	0	13	2	0	0	0	0	1	3	0	1	0	0
2:45 AM	16	0	6	2	0	1	1	0	0	6	0	0	0	0
3:00 AM	23	0	8	6	0	0	1	0	1	7	0	0	0	0
3:15 AM	27	0	15	5	0	0	1	0	1	5	0	0	0	0
3:30 AM	21	0	11	3	0	1	1	0	2	3	0	0	0	0
3:45 AM	34	0	19	4	1	0	0	0	1	9	0	0	0	0
4:00 AM	43	0	26	5	0	3	0	0	4	5	0	0	0	0
4:15 AM	45	0	29	7	2	0	0	0	2	5	0	0	0	0
4:30 AM	55	0	35	12	0	2	1	0	2	3	0	0	0	0
4:45 AM	77	0	50	8	0	5	1	0	3	7	0	2	1	0
5:00 AM	89	0	57	20	2	3	1	0	0	6	0	0	0	0
5:15 AM	145	0	111	18	3	2	1	0	0	9	0	1	0	0
5:30 AM	160	0	110	27	1	6	0	0	7	8	1	0	0	0
5:45 AM	181	1	133	29	4	3	2	0	3	6	0	0	0	0
6:00 AM	129	1	91	22	2	6	0	0	1	6	0	0	0	0
6:15 AM	175	1	109	41	0	8	3	0	5	8	0	0	0	0
6:30 AM	167	1	98	34	4	15	1	0	4	10	0	0	0	0
6:45 AM	210	1	149	37	1	8	1	0	2	11	0	0	0	0
7:00 AM	225	0	150	42	3	11	2	0	8	8	0	1	0	0
7:15 AM	243	0	155	60	3	11	1	0	4	6	0	2	1	0
7:30 AM	291	2	172	63	6	11	8	1	9	19	0	0	0	0
7:45 AM	293	2	191	53	3	25	2	0	4	9	1	2	1	0
8:00 AM	271	0	168	65	1	17	4	0	2	13	0	1	0	0
8:15 AM	256	0	148	58	3	21	2	0	6	17	0	1	0	0
8:30 AM	238	0	145	49	3	16	1	0	3	20	0	1	0	0
8:45 AM	267	1	155	45	7	20	4	0	13	17	0	3	2	0
9:00 AM	226	1	126	50	5	13	10	0	3	16	0	2	0	0
9:15 AM	229	0	133	49	2	12	10	0	10	13	0	0	0	0
9:30 AM	239	1	131	62	3	10	4	0	6	21	0	0	0	1
9:45 AM	206	0	112	54	5	11	2	0	5	16	0	1	0	0
10:00 AM	225	0	139	47	2	7	3	0	9	18	0	0	0	0
10:15 AM	225	1	110	56	12	13	4	0	8	20	0	1	0	0
10:30 AM	245	3	116	62	10	13	4	0	12	25	0	0	0	0
10:45 AM	278	0	151	54	13	9	8	0	7	30	1	3	2	0
11:00 AM	237	1	135	54	5	9	8	0	6	18	1	0	0	0
11:15 AM	244	1	148	48	1	11	9	0	8	18	0	0	0	0
11:30 AM	242	1	154	47	7	12	4	0	6	11	0	0	0	0
11:45 AM	287	0	160	65	11	16	6	0	11	13	2	1	1	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	6820	19	4110	1401	127	338	115	1	186	478	6	29	8	2
%		0.3	60.3	20.5	1.9	5.0	1.7	0.0	2.7	7.0	0.1	0.4	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	277	0	180	43	7	19	4	0	3	21	0	0	0	0
12:15 PM	278	0	186	48	3	12	6	0	11	12	0	0	0	0
12:30 PM	297	1	194	57	3	8	8	0	10	15	1	0	0	0
12:45 PM	328	2	212	63	3	17	3	0	10	18	0	0	0	0
1:00 PM	333	1	209	67	6	20	6	0	10	12	0	1	1	0
1:15 PM	351	2	211	76	6	15	8	0	13	17	0	2	1	0
1:30 PM	318	2	210	60	4	13	3	0	8	18	0	0	0	0
1:45 PM	338	0	229	57	7	18	5	0	8	12	0	1	1	0
2:00 PM	343	1	227	62	4	17	3	0	6	23	0	0	0	0
2:15 PM	349	1	221	70	5	25	7	0	9	10	0	1	0	0
2:30 PM	371	2	230	73	9	23	3	0	10	21	0	0	0	0
2:45 PM	345	3	215	78	6	14	5	0	7	12	1	2	2	0
3:00 PM	362	1	217	79	5	25	6	0	7	20	0	2	0	0
3:15 PM	398	0	246	92	4	26	7	0	11	10	0	1	0	1
3:30 PM	401	2	264	90	4	13	2	0	10	14	0	2	0	0
3:45 PM	461	2	306	96	10	21	5	0	8	13	0	0	0	0
4:00 PM	433	2	289	98	2	16	5	0	11	10	0	0	0	0
4:15 PM	478	3	315	102	8	20	3	0	11	11	0	5	0	0
4:30 PM	504	0	349	93	7	28	3	0	8	15	0	1	0	0
4:45 PM	531	0	357	116	11	21	9	0	9	7	0	0	1	0
5:00 PM	541	6	373	99	10	24	3	0	13	13	0	0	0	0
5:15 PM	592	2	398	118	16	24	3	0	16	11	1	3	0	0
5:30 PM	589	5	400	114	14	31	1	0	10	11	0	3	0	0
5:45 PM	488	1	338	93	11	19	2	0	14	6	0	3	0	1
6:00 PM	478	3	333	90	7	24	2	0	8	10	0	1	0	0
6:15 PM	411	1	285	82	8	14	3	0	11	6	0	1	0	0
6:30 PM	349	3	236	72	4	17	0	0	6	9	0	2	0	0
6:45 PM	322	3	222	69	1	7	2	0	6	9	0	3	0	0
7:00 PM	310	0	223	58	0	17	1	0	4	7	0	0	0	0
7:15 PM	307	1	229	53	0	6	1	0	1	14	0	1	0	1
7:30 PM	272	1	192	48	3	12	0	0	10	5	0	1	0	0
7:45 PM	272	0	203	47	2	7	1	0	2	9	0	1	0	0
8:00 PM	233	0	173	34	2	15	0	0	3	6	0	0	0	0
8:15 PM	233	1	173	38	0	7	1	0	4	7	0	2	0	0
8:30 PM	201	0	146	34	1	9	0	0	1	7	2	0	1	0
8:45 PM	202	0	156	26	1	4	1	0	5	9	0	0	0	0
9:00 PM	215	0	163	37	0	5	1	0	2	6	0	1	0	0
9:15 PM	180	0	136	35	0	2	0	0	4	3	0	0	0	0
9:30 PM	194	0	144	32	0	4	1	0	6	4	0	2	1	0
9:45 PM	138	1	102	20	1	2	1	0	2	5	0	4	0	0
10:00 PM	100	0	71	14	1	3	1	0	2	7	0	1	0	0
10:15 PM	100	0	72	14	1	3	0	0	3	5	0	1	1	0
10:30 PM	86	0	65	15	0	0	0	0	0	4	0	1	1	0
10:45 PM	73	0	51	15	0	1	0	0	2	4	0	0	0	0
11:00 PM	78	0	48	11	2	1	1	0	6	4	0	5	0	0
11:15 PM	65	0	41	9	0	2	1	0	4	4	0	3	1	0
11:30 PM	58	0	40	8	2	2	0	0	1	4	0	1	0	0
11:45 PM	53	0	29	6	0	4	0	0	5	7	0	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	14636	53	9909	2811	201	637	128	0	331	487	5	60	11	3
%		0.4	67.7	19.2	1.4	4.4	0.9	0.0	2.3	3.3	0.0	0.4	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/29/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	37	112	12:00 PM	288	1120
12:15 AM	23		12:15 PM	287	
12:30 AM	26		12:30 PM	278	
12:45 AM	26		12:45 PM	267	
1:00 AM	13	66	1:00 PM	291	1308
1:15 AM	20		1:15 PM	316	
1:30 AM	16		1:30 PM	342	
1:45 AM	17		1:45 PM	359	
2:00 AM	24	102	2:00 PM	318	1341
2:15 AM	39		2:15 PM	313	
2:30 AM	18		2:30 PM	354	
2:45 AM	21		2:45 PM	356	
3:00 AM	15	94	3:00 PM	378	1635
3:15 AM	26		3:15 PM	429	
3:30 AM	24		3:30 PM	374	
3:45 AM	29		3:45 PM	454	
4:00 AM	41	208	4:00 PM	426	1880
4:15 AM	45		4:15 PM	470	
4:30 AM	47		4:30 PM	431	
4:45 AM	75		4:45 PM	553	
5:00 AM	104	576	5:00 PM	505	2100
5:15 AM	145		5:15 PM	601	
5:30 AM	131		5:30 PM	519	
5:45 AM	196		5:45 PM	475	
6:00 AM	141	723	6:00 PM	395	1387
6:15 AM	167		6:15 PM	353	
6:30 AM	180		6:30 PM	346	
6:45 AM	235		6:45 PM	293	
7:00 AM	241	1074	7:00 PM	256	975
7:15 AM	282		7:15 PM	262	
7:30 AM	281		7:30 PM	224	
7:45 AM	270		7:45 PM	233	
8:00 AM	267	997	8:00 PM	227	828
8:15 AM	257		8:15 PM	219	
8:30 AM	228		8:30 PM	194	
8:45 AM	245		8:45 PM	188	
9:00 AM	202	853	9:00 PM	178	628
9:15 AM	205		9:15 PM	177	
9:30 AM	231		9:30 PM	134	
9:45 AM	215		9:45 PM	139	
10:00 AM	221	865	10:00 PM	94	319
10:15 AM	218		10:15 PM	75	
10:30 AM	224		10:30 PM	67	
10:45 AM	202		10:45 PM	83	
11:00 AM	216	919	11:00 PM	61	178
11:15 AM	236		11:15 PM	47	
11:30 AM	240		11:30 PM	34	
11:45 AM	227		11:45 PM	36	

24 Hour Total 20288

12:00 AM - 12:00 PM	
12 Hour Count	6589
Peak Hour	7:15 AM
Peak Volume	1100
Factor	0.98

12:00 PM - 12:00 AM	
12 Hour Count	13699
Peak Hour	4:45 PM
Peak Volume	2178
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/30/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	28	102	12:00 PM	277	1180
12:15 AM	27		12:15 PM	278	
12:30 AM	29		12:30 PM	297	
12:45 AM	18		12:45 PM	328	
1:00 AM	20	84	1:00 PM	333	1340
1:15 AM	21		1:15 PM	351	
1:30 AM	18		1:30 PM	318	
1:45 AM	25		1:45 PM	338	
2:00 AM	20	86	2:00 PM	343	1408
2:15 AM	30		2:15 PM	349	
2:30 AM	20		2:30 PM	371	
2:45 AM	16		2:45 PM	345	
3:00 AM	23	105	3:00 PM	362	1622
3:15 AM	27		3:15 PM	398	
3:30 AM	21		3:30 PM	401	
3:45 AM	34		3:45 PM	461	
4:00 AM	43	220	4:00 PM	433	1946
4:15 AM	45		4:15 PM	478	
4:30 AM	55		4:30 PM	504	
4:45 AM	77		4:45 PM	531	
5:00 AM	89	575	5:00 PM	541	2210
5:15 AM	145		5:15 PM	592	
5:30 AM	160		5:30 PM	589	
5:45 AM	181		5:45 PM	488	
6:00 AM	129	681	6:00 PM	478	1560
6:15 AM	175		6:15 PM	411	
6:30 AM	167		6:30 PM	349	
6:45 AM	210		6:45 PM	322	
7:00 AM	225	1052	7:00 PM	310	1161
7:15 AM	243		7:15 PM	307	
7:30 AM	291		7:30 PM	272	
7:45 AM	293		7:45 PM	272	
8:00 AM	271	1032	8:00 PM	233	869
8:15 AM	256		8:15 PM	233	
8:30 AM	238		8:30 PM	201	
8:45 AM	267		8:45 PM	202	
9:00 AM	226	900	9:00 PM	215	727
9:15 AM	229		9:15 PM	180	
9:30 AM	239		9:30 PM	194	
9:45 AM	206		9:45 PM	138	
10:00 AM	225	973	10:00 PM	100	359
10:15 AM	225		10:15 PM	100	
10:30 AM	245		10:30 PM	86	
10:45 AM	278		10:45 PM	73	
11:00 AM	237	1010	11:00 PM	78	254
11:15 AM	244		11:15 PM	65	
11:30 AM	242		11:30 PM	58	
11:45 AM	287		11:45 PM	53	

24 Hour Total 21456

12:00 AM - 12:00 PM	
12 Hour Count	6820
Peak Hour	7:30 AM
Peak Volume	1111
Factor	0.95

12:00 PM - 12:00 AM	
12 Hour Count	14636
Peak Hour	4:45 PM
Peak Volume	2253
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/5/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	14	49	12:00 PM	208	743
12:15 AM	13		12:15 PM	190	
12:30 AM	9		12:30 PM	160	
12:45 AM	13		12:45 PM	185	
1:00 AM	13	34	1:00 PM	187	671
1:15 AM	8		1:15 PM	190	
1:30 AM	8		1:30 PM	150	
1:45 AM	5		1:45 PM	144	
2:00 AM	9	23	2:00 PM	142	644
2:15 AM	3		2:15 PM	172	
2:30 AM	3		2:30 PM	154	
2:45 AM	8		2:45 PM	176	
3:00 AM	2	20	3:00 PM	182	823
3:15 AM	9		3:15 PM	196	
3:30 AM	3		3:30 PM	217	
3:45 AM	6		3:45 PM	228	
4:00 AM	9	34	4:00 PM	232	1011
4:15 AM	8		4:15 PM	242	
4:30 AM	14		4:30 PM	251	
4:45 AM	3		4:45 PM	286	
5:00 AM	8	75	5:00 PM	295	1160
5:15 AM	20		5:15 PM	272	
5:30 AM	22		5:30 PM	323	
5:45 AM	25		5:45 PM	270	
6:00 AM	24	170	6:00 PM	236	731
6:15 AM	34		6:15 PM	198	
6:30 AM	50		6:30 PM	156	
6:45 AM	62		6:45 PM	141	
7:00 AM	61	391	7:00 PM	154	526
7:15 AM	95		7:15 PM	141	
7:30 AM	103		7:30 PM	109	
7:45 AM	132		7:45 PM	122	
8:00 AM	121	520	8:00 PM	105	335
8:15 AM	138		8:15 PM	81	
8:30 AM	135		8:30 PM	82	
8:45 AM	126		8:45 PM	67	
9:00 AM	120	455	9:00 PM	79	285
9:15 AM	119		9:15 PM	72	
9:30 AM	107		9:30 PM	75	
9:45 AM	109		9:45 PM	59	
10:00 AM	113	450	10:00 PM	112	276
10:15 AM	109		10:15 PM	110	
10:30 AM	108		10:30 PM	32	
10:45 AM	120		10:45 PM	22	
11:00 AM	148	645	11:00 PM	18	92
11:15 AM	137		11:15 PM	20	
11:30 AM	181		11:30 PM	29	
11:45 AM	179		11:45 PM	25	

24 Hour Total 10163

12:00 AM - 12:00 PM	
12 Hour Count	2866
Peak Hour	11:00 AM
Peak Volume	645
Factor	0.89

12:00 PM - 12:00 AM	
12 Hour Count	7297
Peak Hour	4:45 PM
Peak Volume	1176
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/6/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	10	60	12:00 PM	188	695
12:15 AM	15		12:15 PM	195	
12:30 AM	23		12:30 PM	153	
12:45 AM	12		12:45 PM	159	
1:00 AM	14	49	1:00 PM	185	740
1:15 AM	9		1:15 PM	204	
1:30 AM	15		1:30 PM	182	
1:45 AM	11		1:45 PM	169	
2:00 AM	14	46	2:00 PM	163	693
2:15 AM	8		2:15 PM	168	
2:30 AM	15		2:30 PM	182	
2:45 AM	9		2:45 PM	180	
3:00 AM	10	22	3:00 PM	199	815
3:15 AM	1		3:15 PM	201	
3:30 AM	5		3:30 PM	208	
3:45 AM	6		3:45 PM	207	
4:00 AM	3	30	4:00 PM	223	989
4:15 AM	5		4:15 PM	252	
4:30 AM	13		4:30 PM	231	
4:45 AM	9		4:45 PM	283	
5:00 AM	15	68	5:00 PM	318	1138
5:15 AM	18		5:15 PM	296	
5:30 AM	15		5:30 PM	293	
5:45 AM	20		5:45 PM	231	
6:00 AM	31	144	6:00 PM	237	699
6:15 AM	19		6:15 PM	162	
6:30 AM	34		6:30 PM	165	
6:45 AM	60		6:45 PM	135	
7:00 AM	67	364	7:00 PM	141	493
7:15 AM	99		7:15 PM	147	
7:30 AM	104		7:30 PM	110	
7:45 AM	94		7:45 PM	95	
8:00 AM	110	476	8:00 PM	100	355
8:15 AM	138		8:15 PM	82	
8:30 AM	112		8:30 PM	88	
8:45 AM	116		8:45 PM	85	
9:00 AM	123	413	9:00 PM	103	289
9:15 AM	98		9:15 PM	89	
9:30 AM	90		9:30 PM	60	
9:45 AM	102		9:45 PM	37	
10:00 AM	116	510	10:00 PM	44	151
10:15 AM	121		10:15 PM	48	
10:30 AM	130		10:30 PM	33	
10:45 AM	143		10:45 PM	26	
11:00 AM	137	656	11:00 PM	31	109
11:15 AM	159		11:15 PM	32	
11:30 AM	177		11:30 PM	26	
11:45 AM	183		11:45 PM	20	

24 Hour Total 10004

12:00 AM - 12:00 PM	
12 Hour Count	2838
Peak Hour	11:00 AM
Peak Volume	656
Factor	0.90

12:00 PM - 12:00 AM	
12 Hour Count	7166
Peak Hour	4:45 PM
Peak Volume	1190
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	67	0	60	3	1	1	0	0	1	1	0	0	0	0
12:15 AM	43	1	29	9	0	4	0	0	0	0	0	0	0	0
12:30 AM	40	0	33	3	0	0	0	0	2	2	0	0	0	0
12:45 AM	37	0	30	5	0	0	0	0	1	1	0	0	0	0
1:00 AM	46	0	35	5	0	3	0	0	1	2	0	0	0	0
1:15 AM	27	0	23	2	0	1	0	0	0	1	0	0	0	0
1:30 AM	21	0	15	6	0	0	0	0	0	0	0	0	0	0
1:45 AM	17	0	13	2	0	0	0	0	1	1	0	0	0	0
2:00 AM	19	0	13	6	0	0	0	0	0	0	0	0	0	0
2:15 AM	20	0	13	2	0	1	0	0	2	1	0	0	1	0
2:30 AM	46	0	38	6	0	1	0	0	0	0	0	1	0	0
2:45 AM	43	0	30	8	0	2	0	0	1	2	0	0	0	0
3:00 AM	44	0	31	8	0	2	0	0	2	1	0	0	0	0
3:15 AM	32	0	21	8	0	0	0	0	0	2	0	1	0	0
3:30 AM	30	0	23	3	0	0	0	0	2	2	0	0	0	0
3:45 AM	38	0	26	2	0	3	0	0	2	3	0	2	0	0
4:00 AM	45	0	32	7	0	1	0	0	4	1	0	0	0	0
4:15 AM	54	0	39	7	0	1	0	0	4	3	0	0	0	0
4:30 AM	80	0	59	17	0	2	1	0	0	1	0	0	0	0
4:45 AM	102	0	69	24	1	4	0	0	3	1	0	0	0	0
5:00 AM	176	0	119	47	1	4	0	0	3	0	0	2	0	0
5:15 AM	211	0	141	50	2	12	0	0	2	2	0	2	0	0
5:30 AM	261	0	189	61	0	6	0	0	2	3	0	0	0	0
5:45 AM	280	0	174	83	2	16	0	0	5	0	0	0	0	0
6:00 AM	275	1	178	77	3	7	0	0	6	2	0	1	0	0
6:15 AM	283	1	192	70	0	13	0	0	5	2	0	0	0	0
6:30 AM	381	0	252	86	4	19	2	0	11	5	0	2	0	0
6:45 AM	485	2	362	80	5	22	1	0	8	2	0	3	0	0
7:00 AM	543	3	396	97	7	19	1	0	12	6	0	2	0	0
7:15 AM	735	5	515	140	11	34	4	0	19	5	0	1	0	1
7:30 AM	805	9	562	136	28	37	1	0	27	2	0	3	0	0
7:45 AM	795	6	563	147	14	29	3	0	20	6	0	7	0	0
8:00 AM	658	5	471	130	6	23	1	0	15	5	0	1	0	1
8:15 AM	629	5	426	122	21	24	1	0	17	5	0	8	0	0
8:30 AM	613	1	438	117	13	24	0	0	11	6	0	3	0	0
8:45 AM	556	5	391	106	6	23	0	1	13	5	0	4	2	0
9:00 AM	382	2	247	83	9	24	1	0	5	3	5	3	0	0
9:15 AM	438	3	295	85	9	27	1	0	10	2	1	4	1	0
9:30 AM	391	4	284	53	7	22	2	0	7	4	3	5	0	0
9:45 AM	372	0	280	58	0	21	2	0	6	4	0	1	0	0
10:00 AM	319	0	223	61	5	15	1	0	6	5	0	3	0	0
10:15 AM	344	1	235	76	3	17	0	0	7	4	0	1	0	0
10:30 AM	366	1	260	64	3	21	2	0	12	3	0	0	0	0
10:45 AM	357	0	253	68	4	11	2	0	9	8	0	2	0	0
11:00 AM	303	1	212	50	9	15	1	0	6	7	0	1	1	0
11:15 AM	378	0	260	81	2	13	1	1	14	6	0	0	0	0
11:30 AM	355	0	245	61	10	8	4	0	12	10	4	1	0	0
11:45 AM	321	1	218	63	1	10	3	0	13	9	3	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	12863	57	9013	2485	187	542	35	2	309	146	16	64	5	2
%		0.4	70.1	19.3	1.5	4.2	0.3	0.0	2.4	1.1	0.1	0.5	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	319	1	216	62	4	21	2	0	6	5	2	0	0	0
12:15 PM	363	1	241	83	5	10	3	0	12	7	0	1	0	0
12:30 PM	384	1	278	71	4	18	0	0	8	4	0	0	0	0
12:45 PM	380	0	264	81	2	21	0	1	7	4	0	0	0	0
1:00 PM	350	0	245	62	4	16	0	0	11	8	0	3	1	0
1:15 PM	355	1	240	72	8	21	3	0	7	3	0	0	0	0
1:30 PM	343	2	244	49	8	24	1	0	10	3	1	1	0	0
1:45 PM	360	2	264	54	4	16	1	0	3	6	6	4	0	0
2:00 PM	386	2	266	69	6	20	2	0	12	9	0	0	0	0
2:15 PM	348	0	257	59	4	15	0	0	9	3	0	0	0	1
2:30 PM	363	0	268	58	3	24	0	0	7	3	0	0	0	0
2:45 PM	418	2	299	86	6	11	0	0	7	6	0	1	0	0
3:00 PM	413	1	288	82	3	21	2	0	9	7	0	0	0	0
3:15 PM	435	2	327	72	5	18	1	0	6	4	0	0	0	0
3:30 PM	445	2	335	70	8	23	0	0	3	2	0	2	0	0
3:45 PM	407	2	300	60	7	22	0	0	9	7	0	0	0	0
4:00 PM	408	1	303	77	1	10	2	0	7	6	0	1	0	0
4:15 PM	442	2	353	66	4	5	3	0	6	3	0	0	0	0
4:30 PM	439	1	350	54	9	13	0	0	7	1	0	4	0	0
4:45 PM	395	1	289	72	8	12	0	0	12	1	0	0	0	0
5:00 PM	475	2	353	93	3	13	0	0	8	3	0	0	0	0
5:15 PM	465	0	372	61	4	14	0	0	11	3	0	0	0	0
5:30 PM	532	1	420	85	7	8	0	0	8	1	0	1	1	0
5:45 PM	455	2	359	65	3	18	1	0	6	1	0	0	0	0
6:00 PM	432	1	346	59	4	12	0	0	5	4	1	0	0	0
6:15 PM	394	1	302	72	2	6	0	0	7	2	0	1	1	0
6:30 PM	334	3	247	58	3	8	1	0	9	3	0	2	0	0
6:45 PM	323	3	251	44	1	14	1	0	7	2	0	0	0	0
7:00 PM	255	1	199	39	2	7	1	0	3	3	0	0	0	0
7:15 PM	226	3	178	32	1	6	0	0	5	1	0	0	0	0
7:30 PM	246	0	195	41	1	4	0	1	3	1	0	0	0	0
7:45 PM	191	0	153	29	1	2	0	0	2	4	0	0	0	0
8:00 PM	205	0	164	33	1	5	0	0	1	1	0	0	0	0
8:15 PM	191	1	154	27	1	3	0	0	4	1	0	0	0	0
8:30 PM	164	0	130	22	0	6	0	0	5	1	0	0	0	0
8:45 PM	186	0	143	29	1	6	1	0	4	2	0	0	0	0
9:00 PM	177	0	144	23	1	0	0	0	5	4	0	0	0	0
9:15 PM	164	1	138	20	0	1	1	0	1	2	0	0	0	0
9:30 PM	127	0	103	18	1	2	0	0	1	2	0	0	0	0
9:45 PM	135	1	110	17	1	1	0	0	2	2	0	1	0	0
10:00 PM	119	0	103	13	0	1	0	0	1	1	0	0	0	0
10:15 PM	110	0	85	16	1	5	0	0	0	3	0	0	0	0
10:30 PM	87	0	68	12	3	0	0	0	4	0	0	0	0	0
10:45 PM	84	0	72	7	1	1	0	0	1	2	0	0	0	0
11:00 PM	75	0	68	3	0	1	0	0	2	1	0	0	0	0
11:15 PM	109	0	90	16	0	2	0	0	0	1	0	0	0	0
11:30 PM	92	0	80	9	1	1	0	0	0	1	0	0	0	0
11:45 PM	70	0	58	10	0	0	0	0	1	0	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/29/2020
Wednesday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	14176	44	10712	2312	147	488	26	2	264	144	10	23	3	1
%		0.3	75.6	16.3	1.0	3.4	0.2	0.0	1.9	1.0	0.1	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	71	0	53	12	0	1	1	0	1	3	0	0	0	0
12:15 AM	36	0	31	4	0	0	0	0	1	0	0	0	0	0
12:30 AM	43	0	35	3	1	2	0	0	1	1	0	0	0	0
12:45 AM	27	0	19	3	0	2	0	0	2	1	0	0	0	0
1:00 AM	22	0	18	2	0	0	1	0	1	0	0	0	0	0
1:15 AM	26	0	19	4	0	0	0	0	1	2	0	0	0	0
1:30 AM	18	0	14	3	0	0	0	0	1	0	0	0	0	0
1:45 AM	22	0	16	4	0	1	0	0	0	1	0	0	0	0
2:00 AM	23	0	17	3	0	0	0	0	1	2	0	0	0	0
2:15 AM	21	0	19	1	0	0	0	0	1	0	0	0	0	0
2:30 AM	12	0	9	0	0	0	0	0	1	1	0	1	0	0
2:45 AM	50	0	35	5	0	2	1	0	3	4	0	0	0	0
3:00 AM	53	0	43	6	0	0	0	0	3	1	0	0	0	0
3:15 AM	34	0	28	4	0	0	0	0	1	1	0	0	0	0
3:30 AM	43	0	29	7	0	0	0	0	2	3	0	1	1	0
3:45 AM	39	0	33	3	1	1	0	0	1	0	0	0	0	0
4:00 AM	50	0	32	11	1	3	0	0	1	2	0	0	0	0
4:15 AM	40	0	25	13	0	0	0	0	1	1	0	0	0	0
4:30 AM	111	0	74	26	0	6	1	0	1	2	0	1	0	0
4:45 AM	105	0	76	18	2	0	0	0	6	1	0	2	0	0
5:00 AM	159	0	91	48	4	7	2	0	2	4	0	1	0	0
5:15 AM	195	1	141	37	1	8	0	0	4	3	0	0	0	0
5:30 AM	256	1	167	64	1	7	1	0	6	8	0	1	0	0
5:45 AM	258	1	159	81	1	8	0	0	6	0	0	2	0	0
6:00 AM	282	0	182	73	4	13	1	1	4	4	0	0	0	0
6:15 AM	293	1	202	61	0	16	0	0	8	3	0	2	0	0
6:30 AM	386	2	272	70	5	20	0	0	10	5	0	1	0	1
6:45 AM	516	3	372	105	9	19	0	0	4	3	0	0	0	1
7:00 AM	591	3	438	104	12	22	2	0	7	3	0	0	0	0
7:15 AM	692	2	469	128	23	39	1	1	17	6	0	6	0	0
7:30 AM	841	7	596	150	25	30	0	0	22	3	1	6	0	1
7:45 AM	745	5	526	126	25	31	2	0	19	3	0	8	0	0
8:00 AM	678	4	495	114	14	28	1	0	15	6	0	1	0	0
8:15 AM	667	5	440	149	16	27	1	0	16	8	0	5	0	0
8:30 AM	589	1	389	129	19	25	2	0	12	7	1	4	0	0
8:45 AM	528	3	364	108	10	24	1	0	10	5	0	3	0	0
9:00 AM	502	4	330	115	4	23	0	0	17	5	3	1	0	0
9:15 AM	477	2	305	99	10	39	1	0	10	5	5	1	0	0
9:30 AM	391	3	249	88	7	20	4	0	9	7	3	1	0	0
9:45 AM	388	3	261	84	7	21	2	0	6	3	0	0	1	0
10:00 AM	304	0	204	70	4	11	1	0	9	5	0	0	0	0
10:15 AM	320	5	227	59	1	15	2	0	5	6	0	0	0	0
10:30 AM	377	2	263	76	2	14	3	0	7	6	3	1	0	0
10:45 AM	385	2	267	78	6	17	1	0	8	6	0	0	0	0
11:00 AM	334	1	228	68	5	15	1	0	10	6	0	0	0	0
11:15 AM	348	0	225	86	8	12	2	0	9	4	2	0	0	0
11:30 AM	358	1	228	79	7	19	0	0	13	9	0	1	1	0
11:45 AM	356	3	237	75	5	17	4	0	5	6	3	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	13062	65	8952	2656	240	565	39	2	300	165	21	51	3	3
%		0.5	68.5	20.3	1.8	4.3	0.3	0.0	2.3	1.3	0.2	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	380	2	267	65	10	13	2	0	11	6	3	1	0	0
12:15 PM	368	2	243	83	4	21	1	0	10	4	0	0	0	0
12:30 PM	367	2	239	80	6	17	0	0	12	9	1	1	0	0
12:45 PM	370	3	265	68	3	17	0	1	10	3	0	0	0	0
1:00 PM	414	1	312	66	5	12	0	0	9	6	1	2	0	0
1:15 PM	393	1	283	75	3	18	0	0	6	7	0	0	0	0
1:30 PM	399	1	284	72	8	13	3	0	8	8	0	2	0	0
1:45 PM	347	4	230	77	4	15	1	0	7	8	0	1	0	0
2:00 PM	388	4	279	61	1	22	1	0	10	6	0	3	0	1
2:15 PM	361	1	254	62	8	16	1	0	9	6	0	4	0	0
2:30 PM	412	1	273	89	7	14	2	0	10	10	2	3	0	1
2:45 PM	394	1	280	77	7	12	0	0	9	4	2	1	0	1
3:00 PM	412	2	288	77	5	18	3	0	8	6	3	0	0	2
3:15 PM	438	1	325	72	4	17	1	0	7	8	0	3	0	0
3:30 PM	497	1	362	89	15	15	0	0	7	7	0	1	0	0
3:45 PM	434	4	320	75	6	15	1	0	5	5	0	3	0	0
4:00 PM	460	1	333	89	4	10	2	0	11	8	0	2	0	0
4:15 PM	463	2	334	83	15	19	0	0	4	4	0	2	0	0
4:30 PM	435	2	326	73	5	14	1	0	7	3	0	4	0	0
4:45 PM	484	2	346	82	7	20	1	0	13	11	1	1	0	0
5:00 PM	494	2	375	79	6	24	1	0	4	2	0	1	0	0
5:15 PM	514	2	386	84	6	20	1	0	4	7	0	2	1	1
5:30 PM	548	7	413	82	7	22	1	0	11	4	0	1	0	0
5:45 PM	496	1	379	83	8	11	3	0	7	2	0	2	0	0
6:00 PM	484	1	381	75	3	15	0	0	8	0	0	1	0	0
6:15 PM	438	2	345	72	2	12	1	0	2	2	0	0	0	0
6:30 PM	373	2	272	67	3	17	1	0	3	6	0	2	0	0
6:45 PM	352	1	253	66	1	16	0	0	7	6	0	2	0	0
7:00 PM	372	1	290	52	2	17	1	0	5	3	0	1	0	0
7:15 PM	292	2	219	43	2	10	5	0	6	3	1	1	0	0
7:30 PM	286	0	226	49	1	6	0	0	1	3	0	0	0	0
7:45 PM	242	1	181	47	0	6	0	0	4	3	0	0	0	0
8:00 PM	260	1	197	50	2	3	0	0	3	4	0	0	0	0
8:15 PM	245	2	189	38	1	8	1	0	5	1	0	0	0	0
8:30 PM	211	0	162	36	0	6	0	0	2	4	1	0	0	0
8:45 PM	192	0	146	29	0	8	0	0	3	5	0	1	0	0
9:00 PM	196	1	151	27	1	7	1	0	3	4	0	1	0	0
9:15 PM	205	0	161	32	2	6	3	0	1	0	0	0	0	0
9:30 PM	175	1	134	32	0	4	0	0	3	1	0	0	0	0
9:45 PM	132	0	106	13	0	3	0	0	4	5	0	1	0	0
10:00 PM	162	0	132	21	1	3	0	0	2	3	0	0	0	0
10:15 PM	132	0	105	17	1	4	0	0	3	2	0	0	0	0
10:30 PM	103	1	88	11	0	2	0	0	0	1	0	0	0	0
10:45 PM	104	0	83	15	2	2	0	0	1	1	0	0	0	0
11:00 PM	113	0	89	17	0	1	1	0	1	4	0	0	0	0
11:15 PM	118	0	98	14	0	0	0	0	2	3	0	1	0	0
11:30 PM	100	0	83	10	1	2	0	0	2	2	0	0	0	0
11:45 PM	75	0	60	11	0	0	0	0	1	3	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/30/2020
Thursday

Half Day Classification

SB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	15630	66	11547	2687	179	553	40	1	271	213	15	51	1	6
%		0.4	73.9	17.2	1.1	3.5	0.3	0.0	1.7	1.4	0.1	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/29/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	67	187	12:00 PM	319	1446
12:15 AM	43		12:15 PM	363	
12:30 AM	40		12:30 PM	384	
12:45 AM	37		12:45 PM	380	
1:00 AM	46	111	1:00 PM	350	1408
1:15 AM	27		1:15 PM	355	
1:30 AM	21		1:30 PM	343	
1:45 AM	17		1:45 PM	360	
2:00 AM	19	128	2:00 PM	386	1515
2:15 AM	20		2:15 PM	348	
2:30 AM	46		2:30 PM	363	
2:45 AM	43		2:45 PM	418	
3:00 AM	44	144	3:00 PM	413	1700
3:15 AM	32		3:15 PM	435	
3:30 AM	30		3:30 PM	445	
3:45 AM	38		3:45 PM	407	
4:00 AM	45	281	4:00 PM	408	1684
4:15 AM	54		4:15 PM	442	
4:30 AM	80		4:30 PM	439	
4:45 AM	102		4:45 PM	395	
5:00 AM	176	928	5:00 PM	475	1927
5:15 AM	211		5:15 PM	465	
5:30 AM	261		5:30 PM	532	
5:45 AM	280		5:45 PM	455	
6:00 AM	275	1424	6:00 PM	432	1483
6:15 AM	283		6:15 PM	394	
6:30 AM	381		6:30 PM	334	
6:45 AM	485		6:45 PM	323	
7:00 AM	543	2878	7:00 PM	255	918
7:15 AM	735		7:15 PM	226	
7:30 AM	805		7:30 PM	246	
7:45 AM	795		7:45 PM	191	
8:00 AM	658	2456	8:00 PM	205	746
8:15 AM	629		8:15 PM	191	
8:30 AM	613		8:30 PM	164	
8:45 AM	556		8:45 PM	186	
9:00 AM	382	1583	9:00 PM	177	603
9:15 AM	438		9:15 PM	164	
9:30 AM	391		9:30 PM	127	
9:45 AM	372		9:45 PM	135	
10:00 AM	319	1386	10:00 PM	119	400
10:15 AM	344		10:15 PM	110	
10:30 AM	366		10:30 PM	87	
10:45 AM	357		10:45 PM	84	
11:00 AM	303	1357	11:00 PM	75	346
11:15 AM	378		11:15 PM	109	
11:30 AM	355		11:30 PM	92	
11:45 AM	321		11:45 PM	70	

24 Hour Total 27039

12:00 AM - 12:00 PM	
12 Hour Count	12863
Peak Hour	7:15 AM
Peak Volume	2993
Factor	0.93

12:00 PM - 12:00 AM	
12 Hour Count	14176
Peak Hour	5:00 PM
Peak Volume	1927
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/30/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	71	177	12:00 PM	380	1485
12:15 AM	36		12:15 PM	368	
12:30 AM	43		12:30 PM	367	
12:45 AM	27		12:45 PM	370	
1:00 AM	22	88	1:00 PM	414	1553
1:15 AM	26		1:15 PM	393	
1:30 AM	18		1:30 PM	399	
1:45 AM	22		1:45 PM	347	
2:00 AM	23	106	2:00 PM	388	1555
2:15 AM	21		2:15 PM	361	
2:30 AM	12		2:30 PM	412	
2:45 AM	50		2:45 PM	394	
3:00 AM	53	169	3:00 PM	412	1781
3:15 AM	34		3:15 PM	438	
3:30 AM	43		3:30 PM	497	
3:45 AM	39		3:45 PM	434	
4:00 AM	50	306	4:00 PM	460	1842
4:15 AM	40		4:15 PM	463	
4:30 AM	111		4:30 PM	435	
4:45 AM	105		4:45 PM	484	
5:00 AM	159	868	5:00 PM	494	2052
5:15 AM	195		5:15 PM	514	
5:30 AM	256		5:30 PM	548	
5:45 AM	258		5:45 PM	496	
6:00 AM	282	1477	6:00 PM	484	1647
6:15 AM	293		6:15 PM	438	
6:30 AM	386		6:30 PM	373	
6:45 AM	516		6:45 PM	352	
7:00 AM	591	2869	7:00 PM	372	1192
7:15 AM	692		7:15 PM	292	
7:30 AM	841		7:30 PM	286	
7:45 AM	745		7:45 PM	242	
8:00 AM	678	2462	8:00 PM	260	908
8:15 AM	667		8:15 PM	245	
8:30 AM	589		8:30 PM	211	
8:45 AM	528		8:45 PM	192	
9:00 AM	502	1758	9:00 PM	196	708
9:15 AM	477		9:15 PM	205	
9:30 AM	391		9:30 PM	175	
9:45 AM	388		9:45 PM	132	
10:00 AM	304	1386	10:00 PM	162	501
10:15 AM	320		10:15 PM	132	
10:30 AM	377		10:30 PM	103	
10:45 AM	385		10:45 PM	104	
11:00 AM	334	1396	11:00 PM	113	406
11:15 AM	348		11:15 PM	118	
11:30 AM	358		11:30 PM	100	
11:45 AM	356		11:45 PM	75	

24 Hour Total 28692

12:00 AM - 12:00 PM	
12 Hour Count	13062
Peak Hour	7:15 AM
Peak Volume	2956
Factor	0.88

12:00 PM - 12:00 AM	
12 Hour Count	15630
Peak Hour	5:00 PM
Peak Volume	2052
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	33	0	25	4	0	1	0	0	1	2	0	0	0	0
12:15 AM	24	0	17	5	0	1	0	0	1	0	0	0	0	0
12:30 AM	26	0	17	5	1	1	0	0	2	0	0	0	0	0
12:45 AM	23	0	15	5	1	1	0	0	1	0	0	0	0	0
1:00 AM	18	0	14	2	0	0	0	0	1	1	0	0	0	0
1:15 AM	33	0	20	4	0	2	0	0	4	3	0	0	0	0
1:30 AM	14	0	8	3	0	0	0	0	2	1	0	0	0	0
1:45 AM	15	0	5	4	0	0	0	0	3	2	0	1	0	0
2:00 AM	14	0	10	1	0	1	0	0	1	1	0	0	0	0
2:15 AM	19	0	14	2	0	0	1	0	0	1	0	0	1	0
2:30 AM	17	0	9	2	0	1	0	0	3	2	0	0	0	0
2:45 AM	24	0	17	4	0	2	0	0	0	1	0	0	0	0
3:00 AM	15	0	12	1	0	1	0	0	1	0	0	0	0	0
3:15 AM	26	0	14	6	1	1	0	0	1	2	0	0	1	0
3:30 AM	28	0	22	3	0	0	0	0	2	1	0	0	0	0
3:45 AM	29	0	17	4	1	1	1	0	1	4	0	0	0	0
4:00 AM	41	0	27	2	1	1	1	0	4	5	0	0	0	0
4:15 AM	40	0	30	6	0	1	0	0	0	3	0	0	0	0
4:30 AM	42	0	29	6	0	1	0	0	4	2	0	0	0	0
4:45 AM	64	0	45	11	1	3	0	0	2	2	0	0	0	0
5:00 AM	87	0	68	12	0	1	0	0	0	5	0	1	0	0
5:15 AM	99	1	70	19	1	3	0	0	1	4	0	0	0	0
5:30 AM	125	0	102	13	1	1	1	0	4	2	0	1	0	0
5:45 AM	136	0	113	15	2	0	0	0	2	3	0	1	0	0
6:00 AM	146	0	104	22	2	7	1	0	5	4	0	1	0	0
6:15 AM	154	0	104	28	3	7	2	1	4	4	0	1	0	0
6:30 AM	205	0	144	42	4	7	0	0	5	3	0	0	0	0
6:45 AM	300	1	208	65	6	8	1	0	5	5	0	1	0	0
7:00 AM	278	0	209	47	3	6	1	0	4	7	0	1	0	0
7:15 AM	335	2	240	63	4	13	1	0	6	6	0	0	0	0
7:30 AM	422	1	311	71	7	18	3	0	6	3	0	2	0	0
7:45 AM	479	1	352	87	5	20	3	0	6	5	0	0	0	0
8:00 AM	404	1	292	68	5	18	1	0	13	4	0	2	0	0
8:15 AM	369	0	249	70	5	18	1	0	11	15	0	0	0	0
8:30 AM	355	0	246	67	7	19	0	0	2	12	1	1	0	0
8:45 AM	365	0	269	58	5	19	3	0	4	5	1	1	0	0
9:00 AM	279	0	184	54	9	14	3	0	9	4	0	2	0	0
9:15 AM	239	0	171	44	4	7	1	0	2	10	0	0	0	0
9:30 AM	307	1	183	76	7	14	2	0	6	17	0	1	0	0
9:45 AM	299	1	208	61	3	11	5	0	2	4	0	4	0	0
10:00 AM	328	2	207	75	9	13	4	0	11	7	0	0	0	0
10:15 AM	309	0	198	74	1	17	4	1	4	9	0	0	1	0
10:30 AM	300	3	207	54	5	18	3	0	4	6	0	0	0	0
10:45 AM	311	3	206	59	6	16	4	0	6	9	0	2	0	0
11:00 AM	339	1	230	64	2	15	2	0	8	15	2	0	0	0
11:15 AM	328	1	225	64	5	14	3	0	7	6	1	2	0	0
11:30 AM	362	1	225	85	8	14	9	0	7	9	0	4	0	0
11:45 AM	374	0	254	86	2	17	2	0	7	6	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	8579	20	5946	1623	127	354	63	2	185	222	5	29	3	0
%		0.2	69.3	18.9	1.5	4.1	0.7	0.0	2.2	2.6	0.1	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	381	1	269	70	9	15	1	0	9	6	0	1	0	0
12:15 PM	390	2	246	97	1	19	7	0	11	5	0	2	0	0
12:30 PM	372	1	271	62	3	12	2	0	14	6	0	1	0	0
12:45 PM	403	0	277	74	7	18	4	0	15	6	1	1	0	0
1:00 PM	392	0	273	72	5	19	2	0	9	10	0	2	0	0
1:15 PM	417	2	270	90	11	20	11	0	5	5	1	2	0	0
1:30 PM	425	0	301	82	10	17	0	0	5	8	0	2	0	0
1:45 PM	431	1	318	75	4	13	3	0	9	8	0	0	0	0
2:00 PM	428	1	305	74	8	24	2	0	7	7	0	0	0	0
2:15 PM	426	2	278	94	2	27	1	0	9	6	1	5	0	1
2:30 PM	456	0	319	87	7	31	1	0	7	4	0	0	0	0
2:45 PM	519	0	357	93	13	28	1	0	9	16	0	2	0	0
3:00 PM	453	3	287	81	25	29	0	0	19	9	0	0	0	0
3:15 PM	526	3	361	101	19	18	1	0	18	4	1	0	0	0
3:30 PM	541	1	366	111	11	28	3	0	10	10	0	1	0	0
3:45 PM	599	3	424	104	14	24	3	0	17	7	0	3	0	0
4:00 PM	631	2	448	116	11	35	2	0	9	3	0	4	0	1
4:15 PM	641	3	454	114	24	20	0	0	16	7	0	2	1	0
4:30 PM	666	3	457	140	17	27	0	0	15	3	0	4	0	0
4:45 PM	714	2	478	159	21	31	1	0	14	5	0	3	0	0
5:00 PM	692	2	488	127	21	28	3	0	12	6	0	4	0	1
5:15 PM	733	4	526	136	14	20	1	0	22	3	0	7	0	0
5:30 PM	618	1	447	128	8	18	1	0	8	4	0	3	0	0
5:45 PM	585	1	417	119	8	20	2	1	10	4	0	3	0	0
6:00 PM	543	4	396	97	11	15	0	0	8	8	0	3	1	0
6:15 PM	463	3	344	77	11	9	0	0	12	3	0	4	0	0
6:30 PM	433	0	312	93	7	12	1	0	6	1	0	1	0	0
6:45 PM	385	0	281	77	3	13	1	0	4	4	0	1	1	0
7:00 PM	353	0	258	71	3	14	1	0	3	3	0	0	0	0
7:15 PM	365	2	275	63	3	12	1	0	6	3	0	0	0	0
7:30 PM	284	0	201	64	5	8	0	0	2	4	0	0	0	0
7:45 PM	297	0	231	49	1	7	0	0	6	3	0	0	0	0
8:00 PM	293	1	218	60	2	8	0	0	3	1	0	0	0	0
8:15 PM	276	0	212	53	1	8	0	0	1	1	0	0	0	0
8:30 PM	240	0	196	35	0	2	0	0	6	1	0	0	0	0
8:45 PM	261	1	190	51	0	10	1	0	6	2	0	0	0	0
9:00 PM	192	1	140	39	0	5	0	0	3	4	0	0	0	0
9:15 PM	194	0	165	22	0	4	0	0	0	1	0	2	0	0
9:30 PM	146	0	121	21	1	1	0	0	1	0	0	1	0	0
9:45 PM	149	0	122	20	0	2	0	0	1	4	0	0	0	0
10:00 PM	114	0	86	20	0	3	0	0	1	3	0	1	0	0
10:15 PM	89	0	66	12	1	3	2	0	4	1	0	0	0	0
10:30 PM	88	0	70	12	0	2	0	0	2	1	0	1	0	0
10:45 PM	84	0	68	12	0	2	0	0	0	2	0	0	0	0
11:00 PM	68	0	57	5	1	1	0	0	1	3	0	0	0	0
11:15 PM	52	0	39	6	1	2	0	0	1	2	0	1	0	0
11:30 PM	50	0	40	5	0	2	1	0	1	1	0	0	0	0
11:45 PM	47	0	34	12	0	0	0	0	0	0	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/29/2020
Wednesday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	17905	50	12759	3382	324	686	60	1	357	208	4	68	3	3
%		0.3	71.3	18.9	1.8	3.8	0.3	0.0	2.0	1.2	0.0	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	41	0	30	8	0	0	0	0	3	0	0	0	0	0
12:15 AM	29	0	21	7	0	0	0	0	1	0	0	0	0	0
12:30 AM	31	0	19	7	0	1	2	0	1	1	0	0	0	0
12:45 AM	22	0	14	4	0	2	0	0	1	0	0	1	0	0
1:00 AM	22	0	14	5	0	1	0	0	0	2	0	0	0	0
1:15 AM	21	0	12	3	1	0	1	0	1	3	0	0	0	0
1:30 AM	22	0	13	5	0	1	0	0	0	3	0	0	0	0
1:45 AM	21	0	10	8	0	0	0	0	2	1	0	0	0	0
2:00 AM	13	0	7	3	0	0	0	0	0	3	0	0	0	0
2:15 AM	23	0	17	6	0	0	0	0	0	0	0	0	0	0
2:30 AM	23	0	14	6	0	0	0	0	2	1	0	0	0	0
2:45 AM	20	0	14	1	0	1	0	0	0	4	0	0	0	0
3:00 AM	20	0	12	3	1	1	0	0	1	2	0	0	0	0
3:15 AM	29	0	23	2	0	1	1	0	0	2	0	0	0	0
3:30 AM	38	0	28	6	0	2	1	0	1	0	0	0	0	0
3:45 AM	28	0	20	1	0	0	1	0	1	5	0	0	0	0
4:00 AM	44	1	32	6	2	1	0	0	1	1	0	0	0	0
4:15 AM	40	0	28	4	1	2	0	0	2	3	0	0	0	0
4:30 AM	61	0	38	14	0	1	0	0	4	3	0	0	1	0
4:45 AM	57	0	37	7	1	1	1	0	6	4	0	0	0	0
5:00 AM	75	0	55	13	1	2	0	0	2	2	0	0	0	0
5:15 AM	103	0	85	12	1	1	0	0	2	2	0	0	0	0
5:30 AM	121	0	91	21	0	1	0	0	4	4	0	0	0	0
5:45 AM	141	0	119	15	2	4	0	0	1	0	0	0	0	0
6:00 AM	135	0	92	30	3	7	0	0	1	2	0	0	0	0
6:15 AM	154	1	97	27	6	12	2	0	4	4	0	0	1	0
6:30 AM	187	0	126	35	4	14	0	0	1	7	0	0	0	0
6:45 AM	291	1	208	52	3	11	1	0	5	9	0	1	0	0
7:00 AM	248	1	190	41	1	8	0	0	4	3	0	0	0	0
7:15 AM	349	2	251	62	5	14	0	0	10	5	0	0	0	0
7:30 AM	402	3	280	76	9	13	0	0	11	8	1	1	0	0
7:45 AM	494	4	378	76	7	18	1	0	6	4	0	0	0	0
8:00 AM	372	0	253	79	6	19	1	0	6	4	0	2	1	1
8:15 AM	332	2	227	63	5	25	1	0	2	7	0	0	0	0
8:30 AM	320	0	216	59	5	16	1	0	7	13	0	3	0	0
8:45 AM	367	0	250	66	12	17	3	0	11	4	0	3	1	0
9:00 AM	280	1	183	63	4	11	6	1	5	6	0	0	0	0
9:15 AM	324	1	214	68	2	18	7	0	5	7	0	1	1	0
9:30 AM	310	0	202	64	5	12	1	1	9	12	0	3	0	1
9:45 AM	297	2	202	58	2	19	2	0	6	6	0	0	0	0
10:00 AM	341	1	213	81	4	17	5	0	10	7	0	3	0	0
10:15 AM	306	0	204	63	8	10	6	0	2	11	0	2	0	0
10:30 AM	352	2	224	75	8	16	3	0	12	11	0	1	0	0
10:45 AM	376	2	248	61	13	11	7	0	17	11	1	5	0	0
11:00 AM	344	0	236	68	5	15	4	0	5	8	1	2	0	0
11:15 AM	408	3	277	93	4	10	3	1	7	9	0	0	1	0
11:30 AM	409	2	264	105	4	20	1	1	6	4	1	1	0	0
11:45 AM	429	1	308	75	4	20	3	0	8	7	0	2	1	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	8872	30	6096	1707	139	376	65	4	196	215	4	31	7	2
%		0.3	68.7	19.2	1.6	4.2	0.7	0.0	2.2	2.4	0.0	0.3	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	428	0	299	76	11	20	2	0	7	12	0	1	0	0
12:15 PM	427	1	301	78	9	16	2	0	10	7	0	3	0	0
12:30 PM	439	0	308	92	5	11	2	0	7	11	0	2	1	0
12:45 PM	456	5	307	97	6	24	2	0	9	4	0	2	0	0
1:00 PM	396	0	272	72	7	20	6	0	7	8	0	4	0	0
1:15 PM	419	1	272	93	12	21	4	0	9	5	0	2	0	0
1:30 PM	417	1	286	74	11	19	4	0	10	10	0	2	0	0
1:45 PM	451	0	312	84	10	23	3	0	9	7	0	3	0	0
2:00 PM	449	4	307	90	5	16	4	1	6	15	0	1	0	0
2:15 PM	447	2	321	93	1	18	3	0	5	3	0	1	0	0
2:30 PM	502	2	323	108	11	24	5	0	16	10	0	3	0	0
2:45 PM	517	2	371	98	5	24	0	1	7	6	0	3	0	0
3:00 PM	539	1	373	107	8	32	1	0	13	4	0	0	0	0
3:15 PM	579	4	369	128	14	33	4	0	16	7	0	4	0	0
3:30 PM	564	0	386	116	7	31	4	0	9	5	0	6	0	0
3:45 PM	621	1	413	131	15	33	2	0	11	9	0	6	0	0
4:00 PM	615	5	421	120	19	25	1	0	17	3	0	4	0	0
4:15 PM	703	4	477	137	23	31	5	0	14	6	0	5	0	1
4:30 PM	705	1	475	144	24	31	1	0	16	8	0	5	0	0
4:45 PM	731	6	491	156	23	33	0	0	16	2	0	3	0	1
5:00 PM	669	11	465	116	18	26	3	0	17	8	0	3	0	2
5:15 PM	710	2	438	137	49	37	1	0	29	5	0	10	1	1
5:30 PM	709	3	495	133	18	34	1	0	15	4	0	5	0	1
5:45 PM	622	8	445	108	15	23	1	0	10	4	0	7	0	1
6:00 PM	585	7	437	93	10	22	2	0	9	4	0	1	0	0
6:15 PM	589	3	412	115	14	24	2	1	11	5	0	2	0	0
6:30 PM	501	3	376	92	5	9	1	0	9	5	0	1	0	0
6:45 PM	442	2	317	89	5	17	0	0	7	2	0	3	0	0
7:00 PM	426	2	321	69	2	16	0	0	9	6	0	1	0	0
7:15 PM	447	2	341	80	4	16	0	0	1	3	0	0	0	0
7:30 PM	359	2	259	72	2	15	0	0	5	3	1	0	0	0
7:45 PM	330	0	249	56	5	9	1	0	6	3	0	1	0	0
8:00 PM	318	0	237	56	7	5	1	0	6	2	1	3	0	0
8:15 PM	301	1	231	47	5	11	0	0	4	2	0	0	0	0
8:30 PM	272	0	215	42	0	8	0	0	3	4	0	0	0	0
8:45 PM	272	0	217	42	1	6	0	0	2	4	0	0	0	0
9:00 PM	251	1	187	48	3	8	0	0	1	3	0	0	0	0
9:15 PM	226	0	185	35	0	4	0	0	0	2	0	0	0	0
9:30 PM	195	2	157	27	1	3	0	0	1	4	0	0	0	0
9:45 PM	144	0	112	23	0	5	0	0	2	2	0	0	0	0
10:00 PM	128	0	97	19	1	3	1	0	4	2	0	1	0	0
10:15 PM	117	0	95	15	0	3	0	0	1	3	0	0	0	0
10:30 PM	121	1	98	14	0	5	0	0	1	2	0	0	0	0
10:45 PM	100	0	73	19	0	2	0	0	4	2	0	0	0	0
11:00 PM	68	0	51	7	1	3	2	0	2	2	0	0	0	0
11:15 PM	71	0	51	13	0	2	1	0	0	3	0	1	0	0
11:30 PM	71	0	55	9	1	0	1	0	1	3	0	1	0	0
11:45 PM	51	0	37	9	0	1	0	0	1	3	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/30/2020
Thursday

Half Day Classification

NB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	19500	90	13737	3679	393	802	73	3	375	237	2	100	2	7
%		0.5	70.4	18.9	2.0	4.1	0.4	0.0	1.9	1.2	0.0	0.5	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/29/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	33	106	12:00 PM	381	1546
12:15 AM	24		12:15 PM	390	
12:30 AM	26		12:30 PM	372	
12:45 AM	23		12:45 PM	403	
1:00 AM	18	80	1:00 PM	392	1665
1:15 AM	33		1:15 PM	417	
1:30 AM	14		1:30 PM	425	
1:45 AM	15		1:45 PM	431	
2:00 AM	14	74	2:00 PM	428	1829
2:15 AM	19		2:15 PM	426	
2:30 AM	17		2:30 PM	456	
2:45 AM	24		2:45 PM	519	
3:00 AM	15	98	3:00 PM	453	2119
3:15 AM	26		3:15 PM	526	
3:30 AM	28		3:30 PM	541	
3:45 AM	29		3:45 PM	599	
4:00 AM	41	187	4:00 PM	631	2652
4:15 AM	40		4:15 PM	641	
4:30 AM	42		4:30 PM	666	
4:45 AM	64		4:45 PM	714	
5:00 AM	87	447	5:00 PM	692	2628
5:15 AM	99		5:15 PM	733	
5:30 AM	125		5:30 PM	618	
5:45 AM	136		5:45 PM	585	
6:00 AM	146	805	6:00 PM	543	1824
6:15 AM	154		6:15 PM	463	
6:30 AM	205		6:30 PM	433	
6:45 AM	300		6:45 PM	385	
7:00 AM	278	1514	7:00 PM	353	1299
7:15 AM	335		7:15 PM	365	
7:30 AM	422		7:30 PM	284	
7:45 AM	479		7:45 PM	297	
8:00 AM	404	1493	8:00 PM	293	1070
8:15 AM	369		8:15 PM	276	
8:30 AM	355		8:30 PM	240	
8:45 AM	365		8:45 PM	261	
9:00 AM	279	1124	9:00 PM	192	681
9:15 AM	239		9:15 PM	194	
9:30 AM	307		9:30 PM	146	
9:45 AM	299		9:45 PM	149	
10:00 AM	328	1248	10:00 PM	114	375
10:15 AM	309		10:15 PM	89	
10:30 AM	300		10:30 PM	88	
10:45 AM	311		10:45 PM	84	
11:00 AM	339	1403	11:00 PM	68	217
11:15 AM	328		11:15 PM	52	
11:30 AM	362		11:30 PM	50	
11:45 AM	374		11:45 PM	47	

24 Hour Total 26484

12:00 AM - 12:00 PM	
12 Hour Count	8579
Peak Hour	7:30 AM
Peak Volume	1674
Factor	0.87

12:00 PM - 12:00 AM	
12 Hour Count	17905
Peak Hour	4:30 PM
Peak Volume	2805
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/30/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	41	123	12:00 PM	428	1750
12:15 AM	29		12:15 PM	427	
12:30 AM	31		12:30 PM	439	
12:45 AM	22		12:45 PM	456	
1:00 AM	22	86	1:00 PM	396	1683
1:15 AM	21		1:15 PM	419	
1:30 AM	22		1:30 PM	417	
1:45 AM	21		1:45 PM	451	
2:00 AM	13	79	2:00 PM	449	1915
2:15 AM	23		2:15 PM	447	
2:30 AM	23		2:30 PM	502	
2:45 AM	20		2:45 PM	517	
3:00 AM	20	115	3:00 PM	539	2303
3:15 AM	29		3:15 PM	579	
3:30 AM	38		3:30 PM	564	
3:45 AM	28		3:45 PM	621	
4:00 AM	44	202	4:00 PM	615	2754
4:15 AM	40		4:15 PM	703	
4:30 AM	61		4:30 PM	705	
4:45 AM	57		4:45 PM	731	
5:00 AM	75	440	5:00 PM	669	2710
5:15 AM	103		5:15 PM	710	
5:30 AM	121		5:30 PM	709	
5:45 AM	141		5:45 PM	622	
6:00 AM	135	767	6:00 PM	585	2117
6:15 AM	154		6:15 PM	589	
6:30 AM	187		6:30 PM	501	
6:45 AM	291		6:45 PM	442	
7:00 AM	248	1493	7:00 PM	426	1562
7:15 AM	349		7:15 PM	447	
7:30 AM	402		7:30 PM	359	
7:45 AM	494		7:45 PM	330	
8:00 AM	372	1391	8:00 PM	318	1163
8:15 AM	332		8:15 PM	301	
8:30 AM	320		8:30 PM	272	
8:45 AM	367		8:45 PM	272	
9:00 AM	280	1211	9:00 PM	251	816
9:15 AM	324		9:15 PM	226	
9:30 AM	310		9:30 PM	195	
9:45 AM	297		9:45 PM	144	
10:00 AM	341	1375	10:00 PM	128	466
10:15 AM	306		10:15 PM	117	
10:30 AM	352		10:30 PM	121	
10:45 AM	376		10:45 PM	100	
11:00 AM	344	1590	11:00 PM	68	261
11:15 AM	408		11:15 PM	71	
11:30 AM	409		11:30 PM	71	
11:45 AM	429		11:45 PM	51	

24 Hour Total 28372

12:00 AM - 12:00 PM	
12 Hour Count	8872
Peak Hour	7:15 AM
Peak Volume	1617
Factor	0.82

12:00 PM - 12:00 AM	
12 Hour Count	19500
Peak Hour	4:45 PM
Peak Volume	2819
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	51	1	38	5	0	1	0	0	0	4	0	2	0	0
12:15 AM	60	0	41	14	1	0	0	0	0	4	0	0	0	0
12:30 AM	42	0	26	6	2	1	0	0	1	6	0	0	0	0
12:45 AM	47	0	36	2	0	1	0	0	2	5	0	0	1	0
1:00 AM	35	1	19	6	1	1	1	0	1	4	0	1	0	0
1:15 AM	27	0	18	3	0	0	0	0	0	5	0	0	1	0
1:30 AM	25	0	13	6	0	0	1	0	0	5	0	0	0	0
1:45 AM	28	0	18	6	0	0	0	0	0	4	0	0	0	0
2:00 AM	30	0	16	3	0	0	1	0	1	7	0	0	1	1
2:15 AM	43	0	26	8	0	3	0	0	2	3	0	1	0	0
2:30 AM	26	0	11	5	1	0	0	0	2	5	0	1	1	0
2:45 AM	34	0	21	5	2	0	0	0	2	4	0	0	0	0
3:00 AM	22	0	10	2	0	0	0	0	2	5	0	2	1	0
3:15 AM	29	0	21	3	1	1	0	0	0	2	0	0	1	0
3:30 AM	22	0	11	2	0	1	0	0	1	7	0	0	0	0
3:45 AM	44	0	29	6	1	0	1	0	1	5	0	1	0	0
4:00 AM	27	0	22	0	1	0	0	0	0	2	0	2	0	0
4:15 AM	40	0	21	6	0	3	0	0	1	9	0	0	0	0
4:30 AM	38	0	19	5	1	5	0	0	3	5	0	0	0	0
4:45 AM	41	0	22	5	1	1	0	0	2	4	1	5	0	0
5:00 AM	58	0	31	12	1	4	1	0	3	4	0	2	0	0
5:15 AM	75	0	51	15	0	2	0	0	3	4	0	0	0	0
5:30 AM	90	0	60	17	0	5	0	0	4	4	0	0	0	0
5:45 AM	98	1	65	18	2	2	1	0	4	3	0	2	0	0
6:00 AM	142	0	96	24	1	3	0	0	5	10	0	3	0	0
6:15 AM	208	0	128	50	2	9	1	0	7	11	0	0	0	0
6:30 AM	241	0	155	47	1	17	4	0	7	9	0	1	0	0
6:45 AM	324	0	213	72	2	19	1	0	4	13	0	0	0	0
7:00 AM	384	0	254	90	5	18	2	0	4	10	0	1	0	0
7:15 AM	504	3	339	101	8	22	4	0	13	11	0	2	1	0
7:30 AM	633	3	415	123	20	30	6	0	17	11	1	7	0	0
7:45 AM	674	7	485	108	11	23	2	1	22	9	0	5	1	0
8:00 AM	649	7	450	109	19	23	5	0	19	13	1	3	0	0
8:15 AM	604	4	400	125	15	21	8	0	17	8	1	5	0	0
8:30 AM	529	0	356	107	8	24	3	0	17	11	0	1	0	2
8:45 AM	522	1	385	78	7	22	1	1	13	12	0	1	1	0
9:00 AM	425	2	275	91	10	21	3	0	8	15	0	0	0	0
9:15 AM	398	0	252	95	6	19	7	0	8	11	0	0	0	0
9:30 AM	339	1	210	72	8	17	2	0	17	7	0	4	0	1
9:45 AM	344	0	227	66	6	16	6	0	6	15	2	0	0	0
10:00 AM	355	2	232	70	5	16	2	0	16	10	1	1	0	0
10:15 AM	346	0	224	66	4	16	5	0	12	17	0	2	0	0
10:30 AM	358	1	241	64	9	21	3	0	6	11	1	1	0	0
10:45 AM	399	1	253	85	5	21	4	0	11	17	0	2	0	0
11:00 AM	379	2	246	80	2	26	2	0	6	12	2	1	0	0
11:15 AM	366	1	219	83	6	24	5	0	11	16	1	0	0	0
11:30 AM	429	1	271	100	7	22	6	0	10	11	0	1	0	0
11:45 AM	376	2	245	77	5	17	8	0	11	9	0	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10960	41	7216	2143	187	498	96	2	302	389	11	62	9	4
%		0.4	65.8	19.6	1.7	4.5	0.9	0.0	2.8	3.5	0.1	0.6	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	425	0	297	81	5	17	4	0	12	8	0	1	0	0
12:15 PM	416	0	285	89	4	17	5	0	5	11	0	0	0	0
12:30 PM	428	3	303	81	7	17	4	0	3	8	0	2	0	0
12:45 PM	421	7	270	76	9	13	2	0	11	29	0	3	0	1
1:00 PM	428	0	291	81	9	20	3	0	11	12	0	0	1	0
1:15 PM	433	2	276	88	13	20	3	0	14	14	1	1	0	1
1:30 PM	454	0	305	89	12	21	2	0	9	13	1	2	0	0
1:45 PM	419	1	286	74	10	23	4	0	5	14	0	2	0	0
2:00 PM	418	1	267	87	10	21	3	0	11	14	1	2	1	0
2:15 PM	448	2	306	99	5	16	2	0	5	12	0	1	0	0
2:30 PM	481	1	341	79	5	16	3	0	18	18	0	0	0	0
2:45 PM	485	5	329	94	11	17	4	0	10	12	0	3	0	0
3:00 PM	538	0	371	107	16	21	3	0	6	11	0	3	0	0
3:15 PM	558	1	365	132	6	28	1	0	10	14	0	1	0	0
3:30 PM	537	3	341	116	10	34	4	0	11	11	3	4	0	0
3:45 PM	600	5	423	110	9	20	3	0	16	9	0	5	0	0
4:00 PM	599	5	404	106	23	26	3	0	17	13	0	2	0	0
4:15 PM	693	6	468	139	17	37	0	0	9	13	0	4	0	0
4:30 PM	616	2	420	126	13	27	0	0	9	14	0	5	0	0
4:45 PM	630	3	423	125	22	23	1	0	16	12	0	5	0	0
5:00 PM	640	4	426	123	23	20	1	1	24	13	0	5	0	0
5:15 PM	457	6	253	65	39	15	1	0	51	6	1	14	1	5
5:30 PM	389	4	216	51	49	11	1	0	31	4	1	16	0	5
5:45 PM	475	3	319	90	14	16	1	0	19	11	0	2	0	0
6:00 PM	433	1	320	81	4	8	0	0	7	10	0	1	1	0
6:15 PM	459	1	311	98	8	24	1	0	7	6	0	2	1	0
6:30 PM	417	2	305	69	5	18	1	0	6	10	0	1	0	0
6:45 PM	386	2	283	67	5	17	0	0	4	7	0	1	0	0
7:00 PM	325	1	232	70	2	8	1	0	5	5	0	1	0	0
7:15 PM	335	3	238	66	5	10	1	0	4	8	0	0	0	0
7:30 PM	300	1	220	55	1	9	0	0	4	8	0	1	0	1
7:45 PM	248	1	193	36	0	10	0	0	2	5	0	1	0	0
8:00 PM	273	0	192	59	0	13	0	0	4	5	0	0	0	0
8:15 PM	280	0	214	46	2	11	0	0	4	3	0	0	0	0
8:30 PM	265	0	202	44	1	8	0	0	2	8	0	0	0	0
8:45 PM	197	1	151	37	1	1	0	0	0	6	0	0	0	0
9:00 PM	201	0	147	38	1	7	0	0	5	3	0	0	0	0
9:15 PM	190	0	143	28	1	4	0	0	5	6	0	2	1	0
9:30 PM	155	1	112	27	1	6	1	0	3	4	0	0	0	0
9:45 PM	121	0	97	16	0	1	0	0	3	3	0	1	0	0
10:00 PM	129	1	91	19	2	1	1	0	4	10	0	0	0	0
10:15 PM	123	0	92	26	0	2	1	0	0	2	0	0	0	0
10:30 PM	109	2	82	10	2	3	1	0	2	7	0	0	0	0
10:45 PM	84	0	62	11	0	2	0	0	0	8	0	1	0	0
11:00 PM	83	0	59	15	0	4	0	0	2	3	0	0	0	0
11:15 PM	93	0	71	12	1	4	0	0	2	3	0	0	0	0
11:30 PM	71	0	61	3	0	0	2	0	0	5	0	0	0	0
11:45 PM	60	0	51	3	1	3	0	0	1	1	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	17325	81	11914	3244	384	670	68	1	409	432	8	95	6	13
%		0.5	68.8	18.7	2.2	3.9	0.4	0.0	2.4	2.5	0.0	0.5	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	62	0	44	8	0	3	0	0	2	2	0	2	1	0
12:15 AM	62	0	44	14	0	0	0	0	1	3	0	0	0	0
12:30 AM	40	0	29	4	1	0	0	0	1	5	0	0	0	0
12:45 AM	49	0	33	8	0	1	0	0	1	6	0	0	0	0
1:00 AM	37	0	24	7	2	0	0	0	2	2	0	0	0	0
1:15 AM	26	0	16	5	1	2	0	0	1	0	0	1	0	0
1:30 AM	23	0	12	6	0	0	0	0	1	3	0	0	1	0
1:45 AM	18	0	9	0	1	0	0	0	2	2	0	3	1	0
2:00 AM	19	0	12	2	0	0	0	0	1	3	0	1	0	0
2:15 AM	40	0	26	7	0	2	0	0	1	4	0	0	0	0
2:30 AM	30	0	15	6	2	0	0	0	2	4	0	0	1	0
2:45 AM	24	0	11	5	0	0	0	0	2	5	0	1	0	0
3:00 AM	37	0	14	8	1	4	0	0	5	5	0	0	0	0
3:15 AM	23	0	17	2	1	0	0	0	1	2	0	0	0	0
3:30 AM	28	0	17	5	1	0	0	0	4	0	0	1	0	0
3:45 AM	39	0	24	1	2	1	1	0	1	9	0	0	0	0
4:00 AM	23	0	12	7	0	1	0	0	1	1	0	1	0	0
4:15 AM	37	0	18	8	1	4	0	0	0	6	0	0	0	0
4:30 AM	55	0	28	9	1	3	0	0	5	9	0	0	0	0
4:45 AM	41	0	28	4	0	2	0	0	2	4	0	1	0	0
5:00 AM	60	0	41	8	0	3	2	0	3	1	0	2	0	0
5:15 AM	75	0	47	10	1	3	0	0	6	7	0	1	0	0
5:30 AM	92	0	56	19	1	7	0	0	3	2	0	4	0	0
5:45 AM	109	0	60	27	2	2	0	0	9	9	0	0	0	0
6:00 AM	135	0	94	22	0	3	2	0	12	1	0	1	0	0
6:15 AM	177	0	118	29	2	9	0	0	5	11	0	3	0	0
6:30 AM	234	2	159	45	2	12	0	0	8	6	0	0	0	0
6:45 AM	299	1	185	68	2	18	1	0	13	8	0	3	0	0
7:00 AM	323	2	209	70	7	14	0	0	9	12	0	0	0	0
7:15 AM	459	1	315	89	15	15	1	0	11	6	1	5	0	0
7:30 AM	545	3	389	110	9	20	0	0	8	6	0	0	0	0
7:45 AM	693	3	497	108	21	17	1	0	27	15	0	4	0	0
8:00 AM	612	3	418	112	15	36	4	0	13	7	1	3	0	0
8:15 AM	545	0	383	109	6	18	3	0	12	12	0	0	1	1
8:30 AM	488	0	354	86	8	20	3	0	9	6	0	1	1	0
8:45 AM	437	3	280	89	9	23	4	0	16	12	0	1	0	0
9:00 AM	371	0	264	68	4	16	3	0	5	11	0	0	0	0
9:15 AM	353	1	232	73	7	16	2	0	14	6	0	2	0	0
9:30 AM	333	0	219	72	4	16	6	0	6	10	0	0	0	0
9:45 AM	323	4	211	58	7	20	1	0	16	5	0	1	0	0
10:00 AM	330	1	210	73	9	19	2	0	6	9	0	1	0	0
10:15 AM	333	3	204	68	4	23	1	0	18	9	1	2	0	0
10:30 AM	354	2	216	77	11	18	1	0	9	16	1	3	0	0
10:45 AM	306	1	203	53	5	18	2	0	7	17	0	0	0	0
11:00 AM	340	0	229	72	4	18	2	0	9	5	1	0	0	0
11:15 AM	338	1	222	71	3	16	5	0	8	10	0	2	0	0
11:30 AM	388	2	255	75	9	16	4	0	13	11	0	3	0	0
11:45 AM	365	1	263	61	6	14	3	0	5	10	0	1	1	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10130	34	6766	1938	187	453	54	0	316	315	5	54	7	1
%		0.3	66.8	19.1	1.8	4.5	0.5	0.0	3.1	3.1	0.0	0.5	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	317	0	191	74	14	18	0	0	7	13	0	0	0	0
12:15 PM	367	0	243	84	7	15	3	0	5	7	1	2	0	0
12:30 PM	352	1	235	74	9	19	4	0	1	9	0	0	0	0
12:45 PM	367	3	240	80	9	13	2	0	8	11	0	0	1	0
1:00 PM	359	1	224	92	6	19	1	0	7	8	0	1	0	0
1:15 PM	386	1	225	95	19	22	4	0	6	11	0	3	0	0
1:30 PM	350	1	222	74	8	28	4	0	8	5	0	0	0	0
1:45 PM	357	0	213	86	13	23	1	0	4	13	1	2	0	1
2:00 PM	375	1	226	97	7	25	0	0	10	8	0	1	0	0
2:15 PM	389	1	229	92	16	26	3	0	7	15	0	0	0	0
2:30 PM	376	1	232	82	11	24	3	0	9	11	0	3	0	0
2:45 PM	430	1	278	94	6	27	2	0	10	12	0	0	0	0
3:00 PM	401	0	266	98	5	13	0	0	12	6	0	1	0	0
3:15 PM	471	3	311	103	11	20	2	0	9	11	0	0	0	1
3:30 PM	455	1	298	107	6	21	2	0	9	9	0	2	0	0
3:45 PM	524	0	351	114	10	26	3	0	9	11	0	0	0	0
4:00 PM	487	1	313	114	11	25	2	0	15	2	0	3	0	1
4:15 PM	487	1	326	96	8	32	0	0	15	4	0	5	0	0
4:30 PM	536	2	361	116	12	22	0	0	12	7	0	4	0	0
4:45 PM	587	4	407	116	18	27	1	0	7	3	0	4	0	0
5:00 PM	612	8	370	123	35	33	1	0	29	7	0	6	0	0
5:15 PM	653	3	440	138	21	25	2	0	13	8	0	1	0	2
5:30 PM	557	2	400	107	6	16	3	0	11	10	1	1	0	0
5:45 PM	533	4	373	98	12	25	0	0	9	5	1	5	0	1
6:00 PM	499	4	353	91	7	21	1	0	10	10	0	2	0	0
6:15 PM	497	1	366	76	7	22	1	0	11	9	0	3	0	1
6:30 PM	413	2	288	92	5	16	1	0	3	5	0	1	0	0
6:45 PM	397	2	282	79	4	19	0	0	5	5	0	0	0	1
7:00 PM	376	4	276	71	4	11	1	0	3	5	0	1	0	0
7:15 PM	356	0	245	78	3	21	0	0	3	5	0	1	0	0
7:30 PM	303	0	229	58	2	7	1	0	1	4	0	1	0	0
7:45 PM	302	2	208	67	0	16	0	0	4	4	0	1	0	0
8:00 PM	312	0	209	86	2	9	1	0	4	1	0	0	0	0
8:15 PM	299	2	223	53	1	11	0	0	6	3	0	0	0	0
8:30 PM	270	0	196	55	1	9	1	0	4	3	0	1	0	0
8:45 PM	240	0	178	46	2	11	0	0	1	1	0	1	0	0
9:00 PM	194	0	145	37	0	5	0	0	2	4	0	0	1	0
9:15 PM	243	3	185	41	1	3	0	0	6	4	0	0	0	0
9:30 PM	193	0	140	39	2	7	1	0	0	4	0	0	0	0
9:45 PM	141	0	108	22	0	3	0	0	6	2	0	0	0	0
10:00 PM	152	0	105	32	5	4	0	0	3	2	0	0	1	0
10:15 PM	144	2	105	23	3	7	0	0	2	1	0	1	0	0
10:30 PM	120	1	90	14	2	6	1	0	1	3	0	1	1	0
10:45 PM	115	0	88	16	1	3	0	0	1	4	0	2	0	0
11:00 PM	96	0	68	19	1	3	0	0	2	3	0	0	0	0
11:15 PM	127	0	94	27	0	0	0	0	3	1	0	2	0	0
11:30 PM	90	1	67	11	0	3	0	0	5	3	0	0	0	0
11:45 PM	75	0	59	7	1	0	1	0	4	2	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	16682	64	11281	3494	334	761	53	0	322	294	4	63	4	8
%		0.4	67.6	20.9	2.0	4.6	0.3	0.0	1.9	1.8	0.0	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/5/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	51	200	12:00 PM	425	1690
12:15 AM	60		12:15 PM	416	
12:30 AM	42		12:30 PM	428	
12:45 AM	47		12:45 PM	421	
1:00 AM	35	115	1:00 PM	428	1734
1:15 AM	27		1:15 PM	433	
1:30 AM	25		1:30 PM	454	
1:45 AM	28		1:45 PM	419	
2:00 AM	30	133	2:00 PM	418	1832
2:15 AM	43		2:15 PM	448	
2:30 AM	26		2:30 PM	481	
2:45 AM	34		2:45 PM	485	
3:00 AM	22	117	3:00 PM	538	2233
3:15 AM	29		3:15 PM	558	
3:30 AM	22		3:30 PM	537	
3:45 AM	44		3:45 PM	600	
4:00 AM	27	146	4:00 PM	599	2538
4:15 AM	40		4:15 PM	693	
4:30 AM	38		4:30 PM	616	
4:45 AM	41		4:45 PM	630	
5:00 AM	58	321	5:00 PM	640	1961
5:15 AM	75		5:15 PM	457	
5:30 AM	90		5:30 PM	389	
5:45 AM	98		5:45 PM	475	
6:00 AM	142	915	6:00 PM	433	1695
6:15 AM	208		6:15 PM	459	
6:30 AM	241		6:30 PM	417	
6:45 AM	324		6:45 PM	386	
7:00 AM	384	2195	7:00 PM	325	1208
7:15 AM	504		7:15 PM	335	
7:30 AM	633		7:30 PM	300	
7:45 AM	674		7:45 PM	248	
8:00 AM	649	2304	8:00 PM	273	1015
8:15 AM	604		8:15 PM	280	
8:30 AM	529		8:30 PM	265	
8:45 AM	522		8:45 PM	197	
9:00 AM	425	1506	9:00 PM	201	667
9:15 AM	398		9:15 PM	190	
9:30 AM	339		9:30 PM	155	
9:45 AM	344		9:45 PM	121	
10:00 AM	355	1458	10:00 PM	129	445
10:15 AM	346		10:15 PM	123	
10:30 AM	358		10:30 PM	109	
10:45 AM	399		10:45 PM	84	
11:00 AM	379	1550	11:00 PM	83	307
11:15 AM	366		11:15 PM	93	
11:30 AM	429		11:30 PM	71	
11:45 AM	376		11:45 PM	60	

24 Hour Total 28285

12:00 AM - 12:00 PM	
12 Hour Count	10960
Peak Hour	7:30 AM
Peak Volume	2560
Factor	0.95

12:00 PM - 12:00 AM	
12 Hour Count	17325
Peak Hour	4:15 PM
Peak Volume	2579
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/6/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	62	213	12:00 PM	317	1403
12:15 AM	62		12:15 PM	367	
12:30 AM	40		12:30 PM	352	
12:45 AM	49		12:45 PM	367	
1:00 AM	37	104	1:00 PM	359	1452
1:15 AM	26		1:15 PM	386	
1:30 AM	23		1:30 PM	350	
1:45 AM	18		1:45 PM	357	
2:00 AM	19	113	2:00 PM	375	1570
2:15 AM	40		2:15 PM	389	
2:30 AM	30		2:30 PM	376	
2:45 AM	24		2:45 PM	430	
3:00 AM	37	127	3:00 PM	401	1851
3:15 AM	23		3:15 PM	471	
3:30 AM	28		3:30 PM	455	
3:45 AM	39		3:45 PM	524	
4:00 AM	23	156	4:00 PM	487	2097
4:15 AM	37		4:15 PM	487	
4:30 AM	55		4:30 PM	536	
4:45 AM	41		4:45 PM	587	
5:00 AM	60	336	5:00 PM	612	2355
5:15 AM	75		5:15 PM	653	
5:30 AM	92		5:30 PM	557	
5:45 AM	109		5:45 PM	533	
6:00 AM	135	845	6:00 PM	499	1806
6:15 AM	177		6:15 PM	497	
6:30 AM	234		6:30 PM	413	
6:45 AM	299		6:45 PM	397	
7:00 AM	323	2020	7:00 PM	376	1337
7:15 AM	459		7:15 PM	356	
7:30 AM	545		7:30 PM	303	
7:45 AM	693		7:45 PM	302	
8:00 AM	612	2082	8:00 PM	312	1121
8:15 AM	545		8:15 PM	299	
8:30 AM	488		8:30 PM	270	
8:45 AM	437		8:45 PM	240	
9:00 AM	371	1380	9:00 PM	194	771
9:15 AM	353		9:15 PM	243	
9:30 AM	333		9:30 PM	193	
9:45 AM	323		9:45 PM	141	
10:00 AM	330	1323	10:00 PM	152	531
10:15 AM	333		10:15 PM	144	
10:30 AM	354		10:30 PM	120	
10:45 AM	306		10:45 PM	115	
11:00 AM	340	1431	11:00 PM	96	388
11:15 AM	338		11:15 PM	127	
11:30 AM	388		11:30 PM	90	
11:45 AM	365		11:45 PM	75	

24 Hour Total 26812

12:00 AM - 12:00 PM	
12 Hour Count	10130
Peak Hour	7:30 AM
Peak Volume	2395
Factor	0.86

12:00 PM - 12:00 AM	
12 Hour Count	16682
Peak Hour	4:45 PM
Peak Volume	2409
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	47	0	33	5	1	0	0	0	1	6	1	0	0	0
12:15 AM	28	0	18	2	0	0	0	0	1	7	0	0	0	0
12:30 AM	31	0	16	7	0	0	0	0	1	6	0	1	0	0
12:45 AM	40	0	31	5	0	2	0	0	0	2	0	0	0	0
1:00 AM	12	0	10	0	0	0	0	0	0	2	0	0	0	0
1:15 AM	22	0	13	3	1	0	0	0	0	5	0	0	0	0
1:30 AM	20	0	13	1	0	1	0	0	0	5	0	0	0	0
1:45 AM	20	0	12	2	1	1	0	0	0	4	0	0	0	0
2:00 AM	23	0	14	3	1	0	1	0	1	3	0	0	0	0
2:15 AM	23	0	14	4	1	0	1	0	1	2	0	0	0	0
2:30 AM	18	0	9	3	0	2	0	0	3	1	0	0	0	0
2:45 AM	15	0	9	3	0	1	0	0	0	2	0	0	0	0
3:00 AM	24	0	13	1	1	1	1	0	1	6	0	0	0	0
3:15 AM	22	0	13	1	0	1	0	0	1	5	0	1	0	0
3:30 AM	30	0	20	5	0	1	0	0	2	1	0	1	0	0
3:45 AM	37	0	23	5	0	1	1	0	1	5	0	1	0	0
4:00 AM	45	0	25	10	0	4	0	0	4	2	0	0	0	0
4:15 AM	65	1	36	17	1	2	1	0	2	3	1	1	0	0
4:30 AM	78	0	52	19	2	1	0	0	2	2	0	0	0	0
4:45 AM	95	0	65	17	0	6	1	0	2	4	0	0	0	0
5:00 AM	107	1	72	19	0	5	0	0	1	8	0	1	0	0
5:15 AM	128	0	85	29	3	3	1	0	2	4	0	0	1	0
5:30 AM	170	0	100	47	1	9	3	0	3	6	0	1	0	0
5:45 AM	166	1	104	40	2	6	3	0	3	6	0	1	0	0
6:00 AM	143	0	90	33	1	12	0	0	2	5	0	0	0	0
6:15 AM	210	1	146	40	2	8	4	0	6	3	0	0	0	0
6:30 AM	232	4	144	43	7	20	2	0	6	5	0	0	1	0
6:45 AM	302	0	193	69	4	20	2	0	6	8	0	0	0	0
7:00 AM	305	1	195	57	13	21	3	0	4	11	0	0	0	0
7:15 AM	338	1	223	61	22	14	3	0	5	7	0	2	0	0
7:30 AM	407	3	295	76	12	5	2	0	6	6	0	0	2	0
7:45 AM	430	1	282	84	18	23	6	0	7	7	0	2	0	0
8:00 AM	358	0	240	53	16	28	5	0	9	6	0	1	0	0
8:15 AM	404	4	267	74	19	24	1	0	8	5	0	2	0	0
8:30 AM	349	0	232	68	15	17	2	0	7	8	0	0	0	0
8:45 AM	337	1	212	74	9	14	2	0	12	13	0	0	0	0
9:00 AM	300	1	189	64	13	15	2	0	6	8	0	1	1	0
9:15 AM	277	0	176	58	5	14	3	0	6	14	1	0	0	0
9:30 AM	306	0	193	61	8	16	4	0	8	16	0	0	0	0
9:45 AM	286	2	183	56	7	20	5	0	1	10	1	1	0	0
10:00 AM	276	0	186	47	3	14	4	0	7	14	0	0	1	0
10:15 AM	264	1	173	47	8	15	3	0	7	10	0	0	0	0
10:30 AM	269	2	175	52	7	13	2	0	3	14	1	0	0	0
10:45 AM	292	0	184	65	7	12	7	0	5	11	0	1	0	0
11:00 AM	275	1	182	53	7	11	3	0	8	10	0	0	0	0
11:15 AM	299	1	190	60	11	15	2	0	7	11	1	0	1	0
11:30 AM	278	1	177	63	3	11	2	0	6	13	1	0	1	0
11:45 AM	313	0	206	63	11	15	2	0	2	14	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	8516	28	5533	1669	243	424	84	0	176	326	7	18	8	0
%		0.3	65.0	19.6	2.9	5.0	1.0	0.0	2.1	3.8	0.1	0.2	0.1	0.0

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	313	0	196	72	5	18	2	0	5	15	0	0	0	0
12:15 PM	324	1	220	59	12	9	2	0	6	13	1	1	0	0
12:30 PM	302	3	206	47	7	16	1	1	10	11	0	0	0	0
12:45 PM	287	0	185	68	5	17	1	0	8	3	0	0	0	0
1:00 PM	294	1	199	58	10	9	2	0	6	9	0	0	0	0
1:15 PM	271	1	181	55	7	12	2	0	4	9	0	0	0	0
1:30 PM	280	0	184	57	10	14	4	0	8	3	0	0	0	0
1:45 PM	280	1	177	60	13	14	2	0	7	5	0	1	0	0
2:00 PM	279	1	169	54	17	21	1	0	10	6	0	0	0	0
2:15 PM	306	2	174	58	24	16	4	0	12	14	0	2	0	0
2:30 PM	292	3	172	58	10	28	2	0	12	7	0	0	0	0
2:45 PM	291	2	176	53	25	19	3	0	6	7	0	0	0	0
3:00 PM	299	3	190	46	16	26	4	0	9	4	0	1	0	0
3:15 PM	305	2	170	69	25	19	1	0	10	7	0	2	0	0
3:30 PM	345	3	209	59	23	24	1	0	13	8	0	3	1	1
3:45 PM	338	3	217	60	18	25	1	0	8	4	0	2	0	0
4:00 PM	343	1	219	72	16	22	2	0	7	4	0	0	0	0
4:15 PM	340	3	221	69	19	16	1	0	5	5	0	1	0	0
4:30 PM	342	1	225	69	16	17	2	0	11	1	0	0	0	0
4:45 PM	365	3	237	69	23	19	0	0	10	4	0	0	0	0
5:00 PM	376	5	240	60	28	20	2	0	12	4	0	5	0	0
5:15 PM	418	5	275	69	28	20	2	0	12	6	0	1	0	0
5:30 PM	405	3	265	78	25	15	3	0	12	3	0	1	0	0
5:45 PM	354	0	246	59	16	10	0	0	17	5	0	1	0	0
6:00 PM	347	2	220	73	13	18	0	0	15	5	1	0	0	0
6:15 PM	345	0	239	63	11	16	0	0	9	5	0	2	0	0
6:30 PM	328	1	231	63	7	13	0	0	6	6	0	1	0	0
6:45 PM	249	0	158	59	8	8	1	0	7	8	0	0	0	0
7:00 PM	215	0	139	45	4	11	1	0	8	6	0	1	0	0
7:15 PM	223	0	148	47	12	6	0	0	4	6	0	0	0	0
7:30 PM	211	0	150	36	3	9	1	0	5	5	0	2	0	0
7:45 PM	194	0	130	40	3	9	0	0	3	9	0	0	0	0
8:00 PM	169	0	126	28	6	4	1	0	2	1	0	1	0	0
8:15 PM	164	1	124	30	4	3	0	0	1	1	0	0	0	0
8:30 PM	182	0	135	30	1	6	1	0	3	3	0	3	0	0
8:45 PM	150	1	113	26	0	3	0	0	3	4	0	0	0	0
9:00 PM	105	0	69	25	3	3	1	0	3	1	0	0	0	0
9:15 PM	98	0	68	18	0	6	0	0	5	1	0	0	0	0
9:30 PM	113	0	78	19	2	4	4	0	2	4	0	0	0	0
9:45 PM	89	0	65	13	3	2	0	0	3	2	0	1	0	0
10:00 PM	73	0	54	14	0	4	0	0	1	0	0	0	0	0
10:15 PM	73	0	55	10	2	3	0	0	1	2	0	0	0	0
10:30 PM	75	0	54	15	1	2	0	0	2	1	0	0	0	0
10:45 PM	69	0	44	12	3	0	0	0	1	6	0	3	0	0
11:00 PM	68	0	49	10	0	2	0	0	1	2	0	4	0	0
11:15 PM	55	1	41	7	0	2	0	0	2	1	0	1	0	0
11:30 PM	36	0	26	5	0	1	0	0	1	2	0	1	0	0
11:45 PM	36	0	26	1	0	2	1	0	1	4	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	11416	53	7495	2167	484	563	56	1	309	242	2	42	1	1
%		0.5	65.7	19.0	4.2	4.9	0.5	0.0	2.7	2.1	0.0	0.4	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/6/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	45	1	32	5	1	1	0	0	2	1	0	2	0	0
12:15 AM	32	0	23	2	0	0	0	0	4	2	0	1	0	0
12:30 AM	23	0	15	4	1	0	0	0	1	2	0	0	0	0
12:45 AM	29	0	24	0	0	2	1	0	2	0	0	0	0	0
1:00 AM	22	0	10	3	1	3	0	0	3	2	0	0	0	0
1:15 AM	30	0	17	4	1	4	0	0	4	0	0	0	0	0
1:30 AM	31	0	20	4	1	1	0	0	4	1	0	0	0	0
1:45 AM	20	0	15	2	0	1	0	0	2	0	0	0	0	0
2:00 AM	22	0	11	3	0	1	0	0	4	3	0	0	0	0
2:15 AM	27	0	18	2	2	2	0	0	2	1	0	0	0	0
2:30 AM	15	0	7	4	0	2	0	0	1	0	0	1	0	0
2:45 AM	14	0	11	0	0	1	0	0	0	1	0	1	0	0
3:00 AM	25	1	10	3	0	1	0	0	4	3	0	3	0	0
3:15 AM	18	0	12	4	0	1	0	0	1	0	0	0	0	0
3:30 AM	30	0	14	9	2	1	0	0	1	2	0	0	1	0
3:45 AM	34	0	18	7	0	0	0	0	4	4	0	1	0	0
4:00 AM	43	0	22	10	1	4	0	0	2	4	0	0	0	0
4:15 AM	55	0	29	19	0	2	0	0	1	4	0	0	0	0
4:30 AM	68	0	43	16	2	1	1	0	1	4	0	0	0	0
4:45 AM	108	0	72	23	2	4	0	0	5	2	0	0	0	0
5:00 AM	108	0	68	25	2	5	1	0	4	1	0	2	0	0
5:15 AM	119	1	70	31	3	7	1	0	4	2	0	0	0	0
5:30 AM	129	0	84	33	0	6	0	0	6	0	0	0	0	0
5:45 AM	162	0	105	41	1	5	1	0	6	3	0	0	0	0
6:00 AM	138	0	72	47	0	5	1	0	7	6	0	0	0	0
6:15 AM	165	1	109	36	0	10	1	0	4	3	0	1	0	0
6:30 AM	208	0	137	53	0	11	1	0	4	2	0	0	0	0
6:45 AM	266	0	184	58	6	10	0	0	4	3	0	1	0	0
7:00 AM	287	0	185	69	6	15	0	0	5	5	0	1	1	0
7:15 AM	345	2	233	72	12	9	2	0	7	7	0	1	0	0
7:30 AM	429	0	306	82	16	14	2	0	9	0	0	0	0	0
7:45 AM	403	0	274	76	18	19	0	0	7	8	1	0	0	0
8:00 AM	328	0	233	62	5	17	2	0	3	4	0	2	0	0
8:15 AM	328	0	223	69	5	18	0	0	7	6	0	0	0	0
8:30 AM	295	0	213	51	4	14	1	0	7	4	0	1	0	0
8:45 AM	306	1	216	51	5	20	2	0	7	4	0	0	0	0
9:00 AM	282	0	197	51	6	17	0	0	10	0	0	1	0	0
9:15 AM	242	0	158	51	4	15	2	0	7	5	0	0	0	0
9:30 AM	257	3	169	52	9	12	1	0	7	3	0	1	0	0
9:45 AM	246	1	159	52	9	16	1	0	6	2	0	0	0	0
10:00 AM	254	2	165	52	7	6	1	0	12	9	0	0	0	0
10:15 AM	237	0	151	49	8	14	1	0	8	6	0	0	0	0
10:30 AM	265	1	174	46	9	12	1	0	11	11	0	0	0	0
10:45 AM	251	0	173	46	6	12	0	0	9	5	0	0	0	0
11:00 AM	282	2	173	57	7	17	3	0	12	10	0	0	0	1
11:15 AM	259	1	163	59	5	8	3	0	2	18	0	0	0	0
11:30 AM	275	0	179	62	7	15	0	0	7	5	0	0	0	0
11:45 AM	281	1	181	52	14	16	3	0	8	5	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/6/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	7838	18	5177	1609	188	377	33	0	238	173	1	21	2	1
%		0.2	66.1	20.5	2.4	4.8	0.4	0.0	3.0	2.2	0.0	0.3	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

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2/6/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	259	1	157	60	10	16	1	0	10	4	0	0	0	0
12:15 PM	272	1	178	53	9	23	1	0	5	2	0	0	0	0
12:30 PM	232	2	136	49	10	17	0	0	11	7	0	0	0	0
12:45 PM	231	2	138	60	7	13	1	0	8	2	0	0	0	0
1:00 PM	238	0	162	51	6	13	1	0	3	2	0	0	0	0
1:15 PM	241	0	153	49	7	14	1	0	14	3	0	0	0	0
1:30 PM	247	0	166	51	10	7	2	0	10	1	0	0	0	0
1:45 PM	243	0	148	61	9	11	2	0	7	5	0	0	0	0
2:00 PM	246	0	161	58	3	14	2	0	6	2	0	0	0	0
2:15 PM	274	2	160	61	13	21	0	0	14	3	0	0	0	0
2:30 PM	262	1	171	45	13	22	0	0	7	3	0	0	0	0
2:45 PM	305	0	194	66	9	13	1	0	17	5	0	0	0	0
3:00 PM	256	0	168	50	6	17	1	0	11	3	0	0	0	0
3:15 PM	298	0	201	56	10	13	2	0	10	6	0	0	0	0
3:30 PM	282	1	205	42	9	14	2	0	7	2	0	0	0	0
3:45 PM	303	2	218	52	5	16	1	0	6	3	0	0	0	0
4:00 PM	283	0	194	48	8	21	1	0	11	0	0	0	0	0
4:15 PM	288	0	197	60	7	12	1	0	9	2	0	0	0	0
4:30 PM	305	0	226	50	4	14	1	0	8	2	0	0	0	0
4:45 PM	339	0	246	53	7	11	2	0	13	6	0	0	1	0
5:00 PM	372	0	238	69	25	17	0	0	17	5	0	1	0	0
5:15 PM	424	0	298	80	12	21	2	0	9	2	0	0	0	0
5:30 PM	383	0	268	81	11	10	0	0	6	6	0	1	0	0
5:45 PM	347	1	238	75	9	11	1	0	9	3	0	0	0	0
6:00 PM	310	1	234	50	14	5	0	0	5	1	0	0	0	0
6:15 PM	305	0	208	66	9	13	1	0	5	3	0	0	0	0
6:30 PM	244	0	178	43	6	10	0	0	5	2	0	0	0	0
6:45 PM	234	0	176	40	2	7	0	0	5	4	0	0	0	0
7:00 PM	204	0	143	44	3	5	0	0	6	1	0	2	0	0
7:15 PM	187	0	140	36	2	4	1	0	3	1	0	0	0	0
7:30 PM	176	0	133	28	2	7	0	0	3	2	0	1	0	0
7:45 PM	168	0	131	24	2	5	2	0	4	0	0	0	0	0
8:00 PM	148	0	112	26	0	5	0	0	3	1	0	1	0	0
8:15 PM	153	0	115	24	1	4	1	0	5	1	1	1	0	0
8:30 PM	132	0	95	23	0	5	0	0	4	3	0	2	0	0
8:45 PM	118	1	88	19	2	3	2	0	3	0	0	0	0	0
9:00 PM	113	0	83	19	0	6	2	0	3	0	0	0	0	0
9:15 PM	139	0	108	18	2	3	0	0	4	4	0	0	0	0
9:30 PM	116	0	89	19	1	2	0	0	3	2	0	0	0	0
9:45 PM	99	1	76	16	1	1	0	0	2	2	0	0	0	0
10:00 PM	103	0	73	18	3	3	1	0	4	1	0	0	0	0
10:15 PM	74	1	53	12	0	1	0	0	5	1	0	1	0	0
10:30 PM	82	0	58	12	4	0	0	0	4	3	0	1	0	0
10:45 PM	91	0	72	9	3	2	0	0	3	0	0	1	1	0
11:00 PM	103	0	61	19	13	4	0	0	3	1	0	2	0	0
11:15 PM	86	0	57	15	7	2	0	0	5	0	0	0	0	0
11:30 PM	52	0	38	7	4	1	0	0	1	0	0	1	0	0
11:45 PM	45	0	34	3	0	2	1	0	4	0	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/6/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10412	17	7176	1970	300	461	37	0	320	112	1	16	2	0
%		0.2	68.9	18.9	2.9	4.4	0.4	0.0	3.1	1.1	0.0	0.2	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/5/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	47	146	12:00 PM	313	1226
12:15 AM	28		12:15 PM	324	
12:30 AM	31		12:30 PM	302	
12:45 AM	40		12:45 PM	287	
1:00 AM	12	74	1:00 PM	294	1125
1:15 AM	22		1:15 PM	271	
1:30 AM	20		1:30 PM	280	
1:45 AM	20		1:45 PM	280	
2:00 AM	23	79	2:00 PM	279	1168
2:15 AM	23		2:15 PM	306	
2:30 AM	18		2:30 PM	292	
2:45 AM	15		2:45 PM	291	
3:00 AM	24	113	3:00 PM	299	1287
3:15 AM	22		3:15 PM	305	
3:30 AM	30		3:30 PM	345	
3:45 AM	37		3:45 PM	338	
4:00 AM	45	283	4:00 PM	343	1390
4:15 AM	65		4:15 PM	340	
4:30 AM	78		4:30 PM	342	
4:45 AM	95		4:45 PM	365	
5:00 AM	107	571	5:00 PM	376	1553
5:15 AM	128		5:15 PM	418	
5:30 AM	170		5:30 PM	405	
5:45 AM	166		5:45 PM	354	
6:00 AM	143	887	6:00 PM	347	1269
6:15 AM	210		6:15 PM	345	
6:30 AM	232		6:30 PM	328	
6:45 AM	302		6:45 PM	249	
7:00 AM	305	1480	7:00 PM	215	843
7:15 AM	338		7:15 PM	223	
7:30 AM	407		7:30 PM	211	
7:45 AM	430		7:45 PM	194	
8:00 AM	358	1448	8:00 PM	169	665
8:15 AM	404		8:15 PM	164	
8:30 AM	349		8:30 PM	182	
8:45 AM	337		8:45 PM	150	
9:00 AM	300	1169	9:00 PM	105	405
9:15 AM	277		9:15 PM	98	
9:30 AM	306		9:30 PM	113	
9:45 AM	286		9:45 PM	89	
10:00 AM	276	1101	10:00 PM	73	290
10:15 AM	264		10:15 PM	73	
10:30 AM	269		10:30 PM	75	
10:45 AM	292		10:45 PM	69	
11:00 AM	275	1165	11:00 PM	68	195
11:15 AM	299		11:15 PM	55	
11:30 AM	278		11:30 PM	36	
11:45 AM	313		11:45 PM	36	

24 Hour Total 19932

12:00 AM - 12:00 PM	
12 Hour Count	8516
Peak Hour	7:30 AM
Peak Volume	1599
Factor	0.93

12:00 PM - 12:00 AM	
12 Hour Count	11416
Peak Hour	4:45 PM
Peak Volume	1564
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/6/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	45	129	12:00 PM	259	994
12:15 AM	32		12:15 PM	272	
12:30 AM	23		12:30 PM	232	
12:45 AM	29		12:45 PM	231	
1:00 AM	22	103	1:00 PM	238	969
1:15 AM	30		1:15 PM	241	
1:30 AM	31		1:30 PM	247	
1:45 AM	20		1:45 PM	243	
2:00 AM	22	78	2:00 PM	246	1087
2:15 AM	27		2:15 PM	274	
2:30 AM	15		2:30 PM	262	
2:45 AM	14		2:45 PM	305	
3:00 AM	25	107	3:00 PM	256	1139
3:15 AM	18		3:15 PM	298	
3:30 AM	30		3:30 PM	282	
3:45 AM	34		3:45 PM	303	
4:00 AM	43	274	4:00 PM	283	1215
4:15 AM	55		4:15 PM	288	
4:30 AM	68		4:30 PM	305	
4:45 AM	108		4:45 PM	339	
5:00 AM	108	518	5:00 PM	372	1526
5:15 AM	119		5:15 PM	424	
5:30 AM	129		5:30 PM	383	
5:45 AM	162		5:45 PM	347	
6:00 AM	138	777	6:00 PM	310	1093
6:15 AM	165		6:15 PM	305	
6:30 AM	208		6:30 PM	244	
6:45 AM	266		6:45 PM	234	
7:00 AM	287	1464	7:00 PM	204	735
7:15 AM	345		7:15 PM	187	
7:30 AM	429		7:30 PM	176	
7:45 AM	403		7:45 PM	168	
8:00 AM	328	1257	8:00 PM	148	551
8:15 AM	328		8:15 PM	153	
8:30 AM	295		8:30 PM	132	
8:45 AM	306		8:45 PM	118	
9:00 AM	282	1027	9:00 PM	113	467
9:15 AM	242		9:15 PM	139	
9:30 AM	257		9:30 PM	116	
9:45 AM	246		9:45 PM	99	
10:00 AM	254	1007	10:00 PM	103	350
10:15 AM	237		10:15 PM	74	
10:30 AM	265		10:30 PM	82	
10:45 AM	251		10:45 PM	91	
11:00 AM	282	1097	11:00 PM	103	286
11:15 AM	259		11:15 PM	86	
11:30 AM	275		11:30 PM	52	
11:45 AM	281		11:45 PM	45	

24 Hour Total 18250

12:00 AM - 12:00 PM	
12 Hour Count	7838
Peak Hour	7:15 AM
Peak Volume	1505
Factor	0.88

12:00 PM - 12:00 AM	
12 Hour Count	10412
Peak Hour	5:00 PM
Peak Volume	1526
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	58	1	44	5	0	2	0	0	0	4	0	2	0	0
12:15 AM	63	0	41	16	0	0	0	0	0	6	0	0	0	0
12:30 AM	44	0	29	6	2	1	0	0	1	4	1	0	0	0
12:45 AM	45	0	33	2	0	2	0	0	0	8	0	0	0	0
1:00 AM	39	1	23	4	1	1	1	0	2	5	0	1	0	0
1:15 AM	24	0	17	3	0	0	0	0	0	3	0	0	1	0
1:30 AM	27	0	14	6	0	0	1	0	0	6	0	0	0	0
1:45 AM	26	0	17	6	0	0	0	0	1	2	0	0	0	0
2:00 AM	35	0	21	2	0	1	1	0	1	8	0	0	1	0
2:15 AM	40	0	22	10	0	2	0	0	1	4	0	1	0	0
2:30 AM	28	0	12	3	1	0	0	0	2	8	0	1	1	0
2:45 AM	32	0	20	5	2	0	0	0	2	2	0	1	0	0
3:00 AM	25	0	11	2	0	0	0	0	0	10	0	2	0	0
3:15 AM	25	0	18	3	0	1	0	0	1	1	0	0	1	0
3:30 AM	22	0	11	2	0	0	0	0	0	9	0	0	0	0
3:45 AM	48	0	33	6	1	0	1	0	0	6	0	1	0	0
4:00 AM	34	0	26	1	1	1	0	0	0	3	0	2	0	0
4:15 AM	36	0	19	4	0	1	0	0	1	11	0	0	0	0
4:30 AM	37	0	19	7	2	3	0	0	2	4	0	0	0	0
4:45 AM	45	0	27	5	1	1	0	0	0	5	1	5	0	0
5:00 AM	66	0	36	14	1	5	0	0	3	5	0	2	0	0
5:15 AM	73	0	50	14	0	1	0	0	1	6	0	1	0	0
5:30 AM	96	0	58	21	1	7	0	0	2	7	0	0	0	0
5:45 AM	113	1	76	22	1	2	1	0	1	7	0	2	0	0
6:00 AM	151	0	100	26	2	4	0	0	6	11	0	2	0	0
6:15 AM	219	0	142	46	3	12	0	0	7	8	0	1	0	0
6:30 AM	262	1	166	54	1	20	3	0	5	11	1	0	0	0
6:45 AM	345	0	223	79	3	24	1	0	6	8	1	0	0	0
7:00 AM	411	1	281	80	7	23	3	0	3	11	0	2	0	0
7:15 AM	548	0	375	111	6	22	7	0	9	14	0	3	1	0
7:30 AM	640	7	417	129	17	29	9	0	15	15	0	2	0	0
7:45 AM	665	5	463	115	15	29	5	0	17	10	1	4	1	0
8:00 AM	691	0	479	124	22	25	3	0	22	12	2	2	0	0
8:15 AM	621	5	395	130	19	27	8	1	16	13	1	6	0	0
8:30 AM	537	1	370	100	5	24	5	0	12	16	0	3	1	0
8:45 AM	507	1	356	81	13	31	1	0	9	14	0	1	0	0
9:00 AM	450	1	285	97	11	28	1	0	9	16	0	2	0	0
9:15 AM	402	2	245	102	5	20	5	0	8	14	0	1	0	0
9:30 AM	358	0	217	84	7	18	2	0	16	13	0	1	0	0
9:45 AM	353	1	246	62	5	14	4	0	6	15	0	0	0	0
10:00 AM	380	1	248	81	4	14	3	0	11	15	1	2	0	0
10:15 AM	353	0	220	75	3	18	6	0	7	21	0	2	1	0
10:30 AM	363	0	230	72	9	30	2	0	7	12	1	0	0	0
10:45 AM	388	0	241	77	11	24	6	0	9	14	2	3	1	0
11:00 AM	383	0	240	88	5	24	3	0	7	14	1	1	0	0
11:15 AM	383	0	233	83	9	28	2	0	7	17	1	2	1	0
11:30 AM	412	0	248	95	14	18	9	0	13	10	0	5	0	0
11:45 AM	387	1	253	77	4	20	5	0	7	17	0	2	0	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	11290	30	7350	2237	214	557	98	1	255	455	14	68	10	1
%		0.3	65.1	19.8	1.9	4.9	0.9	0.0	2.3	4.0	0.1	0.6	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	409	1	275	81	7	16	6	0	12	8	1	1	0	1
12:15 PM	407	0	267	98	4	19	3	0	8	8	0	0	0	0
12:30 PM	456	2	323	90	4	14	5	0	6	11	0	1	0	0
12:45 PM	437	1	285	92	6	13	5	0	4	27	0	4	0	0
1:00 PM	455	1	297	98	12	20	4	0	5	16	0	1	1	0
1:15 PM	440	0	281	94	7	24	3	0	13	16	1	1	0	0
1:30 PM	438	0	293	90	3	24	5	0	11	10	1	1	0	0
1:45 PM	435	1	294	78	12	20	6	0	13	9	0	2	0	0
2:00 PM	451	3	295	90	6	19	5	0	11	18	1	3	0	0
2:15 PM	456	3	308	96	6	14	5	0	9	12	0	3	0	0
2:30 PM	484	0	334	92	12	17	0	0	13	13	0	3	0	0
2:45 PM	506	1	340	110	10	17	3	0	10	12	0	3	0	0
3:00 PM	575	1	384	126	11	15	4	0	16	15	0	2	1	0
3:15 PM	551	1	357	125	16	28	2	0	10	10	0	2	0	0
3:30 PM	570	2	362	129	19	27	4	0	12	10	3	2	0	0
3:45 PM	609	2	431	112	13	22	1	0	14	9	0	5	0	0
4:00 PM	613	4	404	129	14	34	2	0	11	11	0	3	1	0
4:15 PM	664	2	425	139	25	35	2	0	22	9	0	4	0	1
4:30 PM	618	4	410	134	13	25	0	0	11	14	0	7	0	0
4:45 PM	668	2	450	144	13	21	4	0	13	14	0	6	1	0
5:00 PM	706	9	480	138	17	24	1	0	21	9	0	6	0	1
5:15 PM	458	7	259	68	39	21	2	0	39	4	0	17	0	2
5:30 PM	503	4	312	82	33	13	2	0	34	7	1	12	0	3
5:45 PM	476	0	311	94	17	15	0	0	23	10	0	5	0	1
6:00 PM	446	2	316	93	3	12	0	0	7	10	0	3	0	0
6:15 PM	466	1	320	99	4	22	3	1	6	8	0	1	1	0
6:30 PM	411	1	292	69	9	18	1	0	10	9	1	1	0	0
6:45 PM	371	0	261	70	7	17	1	0	5	8	0	2	0	0
7:00 PM	342	0	247	69	2	12	0	0	5	7	0	0	0	0
7:15 PM	357	2	265	56	3	13	1	0	5	10	0	1	1	0
7:30 PM	286	1	211	49	2	10	0	0	5	8	0	0	0	0
7:45 PM	252	0	194	39	0	9	0	0	3	6	0	1	0	0
8:00 PM	295	0	207	65	0	14	0	0	6	3	0	0	0	0
8:15 PM	268	2	200	49	1	8	0	0	3	5	0	0	0	0
8:30 PM	284	1	213	49	0	7	0	0	2	11	0	1	0	0
8:45 PM	215	1	164	38	2	2	0	0	2	6	0	0	0	0
9:00 PM	211	0	157	38	1	6	0	0	5	4	0	0	0	0
9:15 PM	181	0	139	25	1	3	0	0	7	5	0	1	0	0
9:30 PM	166	0	118	32	2	5	0	0	2	7	0	0	0	0
9:45 PM	117	0	91	15	1	1	0	0	2	6	1	0	0	0
10:00 PM	123	0	90	23	0	0	1	0	2	7	0	0	0	0
10:15 PM	122	0	94	24	0	2	1	0	0	1	0	0	0	0
10:30 PM	114	1	84	13	1	2	1	0	0	10	0	1	1	0
10:45 PM	86	0	65	11	1	0	1	0	0	8	0	0	0	0
11:00 PM	81	0	58	14	1	4	0	0	1	3	0	0	0	0
11:15 PM	91	0	71	13	0	3	0	0	0	4	0	0	0	0
11:30 PM	75	1	62	4	0	0	1	0	3	4	0	0	0	0
11:45 PM	62	0	53	6	0	2	0	0	0	0	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	17807	64	12149	3492	360	669	85	1	422	432	10	107	7	9
%		0.4	68.2	19.6	2.0	3.8	0.5	0.0	2.4	2.4	0.1	0.6	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	67	0	48	9	0	2	1	0	0	5	1	0	1	0
12:15 AM	62	0	47	12	0	0	0	0	1	2	0	0	0	0
12:30 AM	45	0	31	6	1	0	0	0	1	6	0	0	0	0
12:45 AM	49	0	34	8	0	1	0	0	0	6	0	0	0	0
1:00 AM	39	0	26	7	2	0	0	0	1	3	0	0	0	0
1:15 AM	23	0	12	3	1	2	0	0	2	1	0	1	1	0
1:30 AM	24	0	12	6	1	0	0	0	0	5	0	0	0	0
1:45 AM	16	0	10	0	0	0	0	0	0	3	0	3	0	0
2:00 AM	24	0	14	5	0	0	0	0	2	2	0	1	0	0
2:15 AM	39	0	25	8	0	1	0	0	1	4	0	0	0	0
2:30 AM	27	0	15	3	2	0	0	0	0	6	0	0	1	0
2:45 AM	25	0	10	6	0	0	0	0	1	7	0	0	1	0
3:00 AM	37	0	14	7	1	2	0	0	5	8	0	0	0	0
3:15 AM	22	0	16	1	1	0	0	0	0	4	0	0	0	0
3:30 AM	31	0	18	6	0	0	0	0	3	3	0	1	0	0
3:45 AM	35	0	18	3	2	1	0	0	0	10	0	0	1	0
4:00 AM	25	0	13	7	0	3	0	0	0	1	0	1	0	0
4:15 AM	41	0	22	8	1	3	0	0	0	7	0	0	0	0
4:30 AM	51	0	25	9	0	2	0	0	2	13	0	0	0	0
4:45 AM	46	0	32	4	1	3	0	0	2	3	0	1	0	0
5:00 AM	64	0	45	7	0	4	2	0	2	2	0	2	0	0
5:15 AM	83	0	50	12	2	4	1	0	3	10	0	1	0	0
5:30 AM	102	0	63	22	0	6	0	0	3	4	0	3	1	0
5:45 AM	108	0	59	27	2	1	0	0	7	12	0	0	0	0
6:00 AM	145	0	100	22	4	4	2	0	4	7	0	2	0	0
6:15 AM	196	0	132	36	2	8	0	0	3	13	0	2	0	0
6:30 AM	244	0	163	49	3	14	0	0	4	11	0	0	0	0
6:45 AM	309	0	189	78	3	16	0	0	6	12	0	3	1	1
7:00 AM	359	1	242	72	6	20	0	0	9	8	0	1	0	0
7:15 AM	474	0	325	94	13	14	0	1	13	9	0	4	0	1
7:30 AM	551	1	389	112	6	22	0	0	17	4	0	0	0	0
7:45 AM	602	4	394	97	42	20	2	0	27	9	0	7	0	0
8:00 AM	563	3	344	99	31	29	8	0	32	8	1	8	0	0
8:15 AM	535	3	338	116	25	12	3	0	25	12	0	1	0	0
8:30 AM	505	0	358	96	1	24	2	0	9	13	0	2	0	0
8:45 AM	466	0	298	98	5	25	3	0	13	24	0	0	0	0
9:00 AM	393	1	275	76	8	18	2	0	5	7	0	1	0	0
9:15 AM	368	0	235	71	16	23	3	0	12	8	0	0	0	0
9:30 AM	346	1	229	71	5	21	5	0	8	6	0	0	0	0
9:45 AM	359	0	222	80	7	25	3	0	10	11	0	1	0	0
10:00 AM	342	0	220	77	12	17	2	0	5	8	0	1	0	0
10:15 AM	347	2	199	84	5	25	3	0	10	18	1	0	0	0
10:30 AM	360	0	224	76	9	18	4	0	9	19	0	1	0	0
10:45 AM	297	3	184	57	5	22	2	0	6	17	1	0	0	0
11:00 AM	350	1	224	81	6	20	2	0	8	4	1	3	0	0
11:15 AM	359	0	230	77	9	22	4	0	5	11	0	1	0	0
11:30 AM	380	1	253	70	9	21	5	0	9	11	0	1	0	0
11:45 AM	369	1	239	80	6	22	4	0	8	8	0	0	1	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	10304	22	6665	2055	255	497	63	1	293	385	5	53	8	2
%		0.2	64.7	19.9	2.5	4.8	0.6	0.0	2.8	3.7	0.0	0.5	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	319	2	200	74	7	18	0	0	8	9	0	1	0	0
12:15 PM	372	1	236	85	9	20	3	0	11	5	1	1	0	0
12:30 PM	353	0	235	76	6	18	3	0	6	8	0	0	1	0
12:45 PM	382	0	252	84	9	19	1	0	6	11	0	0	0	0
1:00 PM	372	0	232	96	4	21	1	0	5	12	0	1	0	0
1:15 PM	397	1	243	97	13	25	0	0	6	12	0	0	0	0
1:30 PM	349	1	219	75	9	23	4	0	6	10	0	2	0	0
1:45 PM	375	0	228	87	13	19	0	0	9	18	0	1	0	0
2:00 PM	373	0	235	88	3	28	1	0	11	7	0	0	0	0
2:15 PM	408	0	242	98	10	28	1	0	13	13	0	3	0	0
2:30 PM	377	1	235	74	8	31	2	0	9	14	1	2	0	0
2:45 PM	437	0	292	85	9	28	2	0	11	9	0	1	0	0
3:00 PM	390	0	255	93	9	15	1	0	7	8	1	1	0	0
3:15 PM	466	5	304	101	6	23	0	0	11	10	1	5	0	0
3:30 PM	465	0	314	105	5	17	2	0	10	9	0	3	0	0
3:45 PM	509	1	330	110	9	27	0	0	16	10	0	5	1	0
4:00 PM	509	4	341	112	4	20	3	0	18	2	0	4	0	1
4:15 PM	531	2	367	105	4	29	1	0	12	9	0	2	0	0
4:30 PM	545	1	365	116	8	27	0	0	13	12	0	3	0	0
4:45 PM	597	3	404	132	15	21	3	0	13	2	0	3	0	1
5:00 PM	677	3	456	137	11	31	3	0	19	6	1	10	0	0
5:15 PM	630	5	420	105	32	20	1	0	27	5	0	12	0	3
5:30 PM	589	1	411	121	11	20	2	0	12	8	0	3	0	0
5:45 PM	553	3	403	97	10	16	0	0	9	7	1	6	0	1
6:00 PM	525	1	381	90	9	15	1	0	13	11	1	3	0	0
6:15 PM	491	2	365	78	11	16	1	0	6	9	1	2	0	0
6:30 PM	423	1	296	91	2	18	0	1	4	5	1	2	0	2
6:45 PM	374	0	271	71	4	17	2	0	2	7	0	0	0	0
7:00 PM	387	0	287	74	2	11	1	0	3	6	0	2	0	1
7:15 PM	342	1	238	71	4	14	0	0	5	9	0	0	0	0
7:30 PM	314	0	238	55	1	11	0	0	1	6	0	2	0	0
7:45 PM	299	0	207	63	3	14	0	0	3	8	0	1	0	0
8:00 PM	327	1	227	78	1	7	0	0	6	7	0	0	0	0
8:15 PM	289	0	218	50	2	12	0	0	2	5	0	0	0	0
8:30 PM	281	0	209	50	1	10	1	0	5	4	0	1	0	0
8:45 PM	237	0	174	44	2	11	0	0	1	4	0	0	1	0
9:00 PM	212	1	162	38	0	4	1	0	4	2	0	0	0	0
9:15 PM	234	1	181	39	1	2	0	0	4	6	0	0	0	0
9:30 PM	201	0	144	38	1	9	1	0	5	3	0	0	0	0
9:45 PM	135	1	102	23	0	4	0	0	3	2	0	0	0	0
10:00 PM	157	0	106	35	5	4	0	0	4	1	0	1	1	0
10:15 PM	144	0	112	19	6	2	0	0	0	4	0	1	0	0
10:30 PM	127	0	95	19	0	5	0	0	2	6	0	0	0	0
10:45 PM	118	0	89	18	1	2	0	0	0	5	1	2	0	0
11:00 PM	109	0	79	18	1	3	0	0	0	6	0	2	0	0
11:15 PM	127	0	101	21	0	0	1	0	2	1	0	1	0	0
11:30 PM	86	0	66	11	1	3	0	0	3	1	0	0	1	0
11:45 PM	76	0	61	6	1	0	0	0	2	5	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/6/2020
Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	16990	43	11628	3453	283	738	43	1	348	339	10	90	5	9
%		0.3	68.4	20.3	1.7	4.3	0.3	0.0	2.0	2.0	0.1	0.5	0.0	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/5/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	58	210	12:00 PM	409	1709
12:15 AM	63		12:15 PM	407	
12:30 AM	44		12:30 PM	456	
12:45 AM	45		12:45 PM	437	
1:00 AM	39	116	1:00 PM	455	1768
1:15 AM	24		1:15 PM	440	
1:30 AM	27		1:30 PM	438	
1:45 AM	26		1:45 PM	435	
2:00 AM	35	135	2:00 PM	451	1897
2:15 AM	40		2:15 PM	456	
2:30 AM	28		2:30 PM	484	
2:45 AM	32		2:45 PM	506	
3:00 AM	25	120	3:00 PM	575	2305
3:15 AM	25		3:15 PM	551	
3:30 AM	22		3:30 PM	570	
3:45 AM	48		3:45 PM	609	
4:00 AM	34	152	4:00 PM	613	2563
4:15 AM	36		4:15 PM	664	
4:30 AM	37		4:30 PM	618	
4:45 AM	45		4:45 PM	668	
5:00 AM	66	348	5:00 PM	706	2143
5:15 AM	73		5:15 PM	458	
5:30 AM	96		5:30 PM	503	
5:45 AM	113		5:45 PM	476	
6:00 AM	151	977	6:00 PM	446	1694
6:15 AM	219		6:15 PM	466	
6:30 AM	262		6:30 PM	411	
6:45 AM	345		6:45 PM	371	
7:00 AM	411	2264	7:00 PM	342	1237
7:15 AM	548		7:15 PM	357	
7:30 AM	640		7:30 PM	286	
7:45 AM	665		7:45 PM	252	
8:00 AM	691	2356	8:00 PM	295	1062
8:15 AM	621		8:15 PM	268	
8:30 AM	537		8:30 PM	284	
8:45 AM	507		8:45 PM	215	
9:00 AM	450	1563	9:00 PM	211	675
9:15 AM	402		9:15 PM	181	
9:30 AM	358		9:30 PM	166	
9:45 AM	353		9:45 PM	117	
10:00 AM	380	1484	10:00 PM	123	445
10:15 AM	353		10:15 PM	122	
10:30 AM	363		10:30 PM	114	
10:45 AM	388		10:45 PM	86	
11:00 AM	383	1565	11:00 PM	81	309
11:15 AM	383		11:15 PM	91	
11:30 AM	412		11:30 PM	75	
11:45 AM	387		11:45 PM	62	

24 Hour Total 29097

12:00 AM - 12:00 PM	
12 Hour Count	11290
Peak Hour	7:30 AM
Peak Volume	2617
Factor	0.95

12:00 PM - 12:00 AM	
12 Hour Count	17807
Peak Hour	4:15 PM
Peak Volume	2656
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/6/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	67	223	12:00 PM	319	1426
12:15 AM	62		12:15 PM	372	
12:30 AM	45		12:30 PM	353	
12:45 AM	49		12:45 PM	382	
1:00 AM	39	102	1:00 PM	372	1493
1:15 AM	23		1:15 PM	397	
1:30 AM	24		1:30 PM	349	
1:45 AM	16		1:45 PM	375	
2:00 AM	24	115	2:00 PM	373	1595
2:15 AM	39		2:15 PM	408	
2:30 AM	27		2:30 PM	377	
2:45 AM	25		2:45 PM	437	
3:00 AM	37	125	3:00 PM	390	1830
3:15 AM	22		3:15 PM	466	
3:30 AM	31		3:30 PM	465	
3:45 AM	35		3:45 PM	509	
4:00 AM	25	163	4:00 PM	509	2182
4:15 AM	41		4:15 PM	531	
4:30 AM	51		4:30 PM	545	
4:45 AM	46		4:45 PM	597	
5:00 AM	64	357	5:00 PM	677	2449
5:15 AM	83		5:15 PM	630	
5:30 AM	102		5:30 PM	589	
5:45 AM	108		5:45 PM	553	
6:00 AM	145	894	6:00 PM	525	1813
6:15 AM	196		6:15 PM	491	
6:30 AM	244		6:30 PM	423	
6:45 AM	309		6:45 PM	374	
7:00 AM	359	1986	7:00 PM	387	1342
7:15 AM	474		7:15 PM	342	
7:30 AM	551		7:30 PM	314	
7:45 AM	602		7:45 PM	299	
8:00 AM	563	2069	8:00 PM	327	1134
8:15 AM	535		8:15 PM	289	
8:30 AM	505		8:30 PM	281	
8:45 AM	466		8:45 PM	237	
9:00 AM	393	1466	9:00 PM	212	782
9:15 AM	368		9:15 PM	234	
9:30 AM	346		9:30 PM	201	
9:45 AM	359		9:45 PM	135	
10:00 AM	342	1346	10:00 PM	157	546
10:15 AM	347		10:15 PM	144	
10:30 AM	360		10:30 PM	127	
10:45 AM	297		10:45 PM	118	
11:00 AM	350	1458	11:00 PM	109	398
11:15 AM	359		11:15 PM	127	
11:30 AM	380		11:30 PM	86	
11:45 AM	369		11:45 PM	76	

24 Hour Total 27294

12:00 AM - 12:00 PM	
12 Hour Count	10304
Peak Hour	7:30 AM
Peak Volume	2251
Factor	0.93

12:00 PM - 12:00 AM	
12 Hour Count	16990
Peak Hour	4:45 PM
Peak Volume	2493
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	50	0	36	6	0	0	0	0	1	6	1	0	0	0
12:15 AM	36	1	21	5	0	0	0	0	0	9	0	0	0	0
12:30 AM	38	0	20	10	0	0	0	0	1	6	0	1	0	0
12:45 AM	52	0	41	6	0	2	0	0	0	3	0	0	0	0
1:00 AM	18	0	16	1	0	0	0	0	0	1	0	0	0	0
1:15 AM	22	0	13	3	0	0	0	0	0	6	0	0	0	0
1:30 AM	25	0	17	3	0	0	0	0	0	5	0	0	0	0
1:45 AM	25	0	14	4	1	2	0	0	0	4	0	0	0	0
2:00 AM	28	0	16	3	1	0	2	0	0	6	0	0	0	0
2:15 AM	23	0	17	3	0	0	0	0	2	1	0	0	0	0
2:30 AM	25	0	15	3	0	3	0	0	0	4	0	0	0	0
2:45 AM	19	0	10	4	0	0	0	0	1	4	0	0	0	0
3:00 AM	27	0	14	3	1	1	0	0	0	8	0	0	0	0
3:15 AM	29	1	19	2	0	1	0	0	0	4	0	1	1	0
3:30 AM	39	0	25	9	0	0	0	0	2	2	0	1	0	0
3:45 AM	49	0	31	5	0	1	1	0	1	9	0	1	0	0
4:00 AM	52	0	29	13	2	5	0	0	1	2	0	0	0	0
4:15 AM	79	0	42	24	1	3	1	0	0	7	1	0	0	0
4:30 AM	88	0	50	30	0	2	0	0	2	4	0	0	0	0
4:45 AM	126	0	80	33	0	3	1	0	2	6	0	1	0	0
5:00 AM	156	0	109	28	1	6	0	0	2	8	0	2	0	0
5:15 AM	178	0	121	43	1	3	1	0	3	5	0	0	1	0
5:30 AM	269	0	170	72	0	8	3	0	3	10	0	2	0	1
5:45 AM	231	0	154	54	1	8	2	0	1	10	0	1	0	0
6:00 AM	230	0	142	61	2	15	2	0	2	6	0	0	0	0
6:15 AM	311	0	206	76	4	16	4	0	1	3	0	1	0	0
6:30 AM	408	1	263	93	4	24	2	1	8	10	0	1	1	0
6:45 AM	502	2	327	116	4	26	3	0	10	11	0	3	0	0
7:00 AM	510	4	342	98	13	28	1	0	12	9	0	3	0	0
7:15 AM	654	5	454	112	13	31	6	0	20	7	0	2	1	3
7:30 AM	739	3	503	149	30	22	4	0	18	5	0	4	1	0
7:45 AM	715	1	469	143	22	38	5	0	15	12	0	7	0	3
8:00 AM	596	0	412	100	16	38	4	0	14	9	1	1	0	1
8:15 AM	643	0	453	124	12	27	0	0	15	10	0	1	0	1
8:30 AM	579	0	403	107	15	24	2	0	18	10	0	0	0	0
8:45 AM	564	1	360	121	19	31	4	0	12	12	0	4	0	0
9:00 AM	435	3	287	94	6	22	0	0	9	12	0	2	0	0
9:15 AM	449	0	303	91	2	18	2	0	13	19	0	1	0	0
9:30 AM	445	0	279	91	10	23	7	0	15	20	0	0	0	0
9:45 AM	411	1	284	62	14	28	2	0	7	10	0	3	0	0
10:00 AM	389	0	251	82	5	17	5	0	8	20	0	0	1	0
10:15 AM	358	1	229	66	7	25	5	0	7	16	0	2	0	0
10:30 AM	383	1	237	80	10	23	6	0	12	10	2	2	0	0
10:45 AM	401	2	243	102	9	20	4	0	10	10	1	0	0	0
11:00 AM	377	1	239	80	7	20	4	0	8	14	0	3	1	0
11:15 AM	388	0	239	91	7	17	5	0	11	17	0	0	1	0
11:30 AM	404	1	265	87	5	16	1	0	9	17	0	0	2	1
11:45 AM	431	1	274	101	10	16	2	0	9	18	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	13006	30	8544	2694	255	613	91	1	285	417	6	50	10	10
%		0.2	65.7	20.7	2.0	4.7	0.7	0.0	2.2	3.2	0.0	0.4	0.1	0.1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	399	1	252	90	11	22	0	0	7	15	0	1	0	0
12:15 PM	442	2	318	70	5	18	3	0	9	14	2	1	0	0
12:30 PM	441	2	297	86	4	18	1	1	10	20	0	2	0	0
12:45 PM	422	0	268	102	5	22	2	0	8	13	0	2	0	0
1:00 PM	423	0	290	83	4	19	3	0	10	14	0	0	0	0
1:15 PM	432	1	283	85	11	18	1	0	13	17	0	3	0	0
1:30 PM	393	0	263	88	4	15	3	0	7	10	0	3	0	0
1:45 PM	419	1	285	86	5	22	2	0	9	9	0	0	0	0
2:00 PM	419	1	259	100	9	29	1	0	6	12	0	2	0	0
2:15 PM	438	0	310	74	8	13	2	0	9	21	1	0	0	0
2:30 PM	422	0	279	86	5	22	0	0	12	15	1	1	0	1
2:45 PM	476	1	323	81	12	26	6	0	10	13	0	2	2	0
3:00 PM	426	1	289	74	22	22	2	1	7	6	0	2	0	0
3:15 PM	482	1	294	115	19	20	2	0	12	15	0	4	0	0
3:30 PM	546	1	378	104	9	18	1	1	13	16	1	4	0	0
3:45 PM	505	1	341	103	5	35	1	0	7	10	0	2	0	0
4:00 PM	492	2	315	104	20	24	4	0	15	5	0	3	0	0
4:15 PM	475	0	320	101	12	17	0	0	12	9	0	4	0	0
4:30 PM	503	1	353	95	6	27	1	0	9	9	0	2	0	0
4:45 PM	564	4	380	119	9	24	1	0	11	13	0	3	0	0
5:00 PM	592	1	406	127	13	23	2	0	10	6	0	4	0	0
5:15 PM	628	2	441	111	20	21	2	0	16	8	0	7	0	0
5:30 PM	598	0	419	118	23	17	1	0	7	7	0	6	0	0
5:45 PM	506	0	352	103	10	19	1	0	12	8	0	1	0	0
6:00 PM	493	2	343	101	10	21	0	0	8	6	1	1	0	0
6:15 PM	431	2	309	85	4	14	1	0	5	8	0	3	0	0
6:30 PM	372	0	274	69	3	12	1	0	2	11	0	0	0	0
6:45 PM	327	0	220	76	3	13	0	0	5	10	0	0	0	0
7:00 PM	266	0	200	42	2	14	0	0	1	6	0	1	0	0
7:15 PM	274	1	198	47	4	8	2	0	4	10	0	0	0	0
7:30 PM	254	0	180	51	1	8	0	0	4	9	0	1	0	0
7:45 PM	228	0	165	44	2	5	0	0	2	8	0	2	0	0
8:00 PM	212	0	156	41	1	6	1	0	0	6	0	1	0	0
8:15 PM	193	0	148	30	3	7	0	0	2	3	0	0	0	0
8:30 PM	185	0	144	27	0	3	0	0	1	7	0	1	2	0
8:45 PM	147	1	114	20	0	4	0	0	1	7	0	0	0	0
9:00 PM	135	0	97	27	0	4	1	0	1	5	0	0	0	0
9:15 PM	144	0	109	22	0	5	0	0	4	4	0	0	0	0
9:30 PM	149	0	106	28	1	2	1	0	3	8	0	0	0	0
9:45 PM	118	0	96	14	0	1	0	0	2	3	0	2	0	0
10:00 PM	98	0	70	23	0	4	0	0	0	1	0	0	0	0
10:15 PM	89	0	66	17	0	0	0	0	0	5	0	1	0	0
10:30 PM	98	0	72	17	1	0	0	0	2	4	0	2	0	0
10:45 PM	92	0	72	7	0	0	0	0	2	7	0	3	0	1
11:00 PM	79	0	60	10	0	2	0	0	1	2	0	4	0	0
11:15 PM	71	0	52	11	0	2	0	0	2	3	0	1	0	0
11:30 PM	47	0	33	6	0	3	0	0	0	4	0	1	0	0
11:45 PM	52	0	35	7	0	1	0	0	0	7	0	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	15997	29	11034	3127	286	650	49	3	293	429	6	85	4	2
%		0.2	69.0	19.5	1.8	4.1	0.3	0.0	1.8	2.7	0.0	0.5	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/6/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	54	0	37	8	0	0	0	0	0	7	0	1	1	0
12:15 AM	42	0	30	5	0	0	0	0	1	5	0	1	0	0
12:30 AM	33	0	22	7	1	0	0	0	1	2	0	0	0	0
12:45 AM	33	0	25	2	0	2	1	0	2	1	0	0	0	0
1:00 AM	33	0	20	2	1	3	0	0	2	5	0	0	0	0
1:15 AM	33	0	23	2	0	0	0	0	1	7	0	0	0	0
1:30 AM	43	0	33	4	0	0	0	0	1	5	0	0	0	0
1:45 AM	31	0	22	4	0	1	1	0	2	1	0	0	0	0
2:00 AM	21	0	13	1	1	0	0	0	2	4	0	0	0	0
2:15 AM	28	0	19	2	1	1	1	0	1	3	0	0	0	0
2:30 AM	17	0	11	4	0	0	0	0	1	1	0	0	0	0
2:45 AM	20	0	16	0	0	1	0	0	1	1	0	1	0	0
3:00 AM	23	0	11	2	0	0	0	0	1	6	0	3	0	0
3:15 AM	18	0	11	3	0	0	0	0	1	3	0	0	0	0
3:30 AM	37	0	19	10	2	1	0	0	1	4	0	0	0	0
3:45 AM	38	0	20	8	1	1	1	0	0	7	0	0	0	0
4:00 AM	60	0	31	14	1	5	0	0	1	8	0	0	0	0
4:15 AM	77	0	40	27	0	2	2	0	0	6	0	0	0	0
4:30 AM	98	0	65	24	2	1	1	0	1	4	0	0	0	0
4:45 AM	126	0	84	30	2	5	0	0	1	4	0	0	0	0
5:00 AM	147	0	101	30	2	4	1	0	2	5	0	2	0	0
5:15 AM	191	1	122	46	3	4	2	0	7	5	0	1	0	0
5:30 AM	215	1	158	44	0	4	2	0	3	3	0	0	0	0
5:45 AM	242	0	156	55	5	12	0	0	5	9	0	0	0	0
6:00 AM	212	0	123	60	1	9	0	0	9	10	0	0	0	0
6:15 AM	281	0	181	77	0	12	0	0	2	6	0	3	0	0
6:30 AM	353	0	238	86	1	17	1	0	3	6	0	1	0	0
6:45 AM	438	0	301	91	5	24	0	0	11	4	0	2	0	0
7:00 AM	501	1	345	99	17	21	1	0	9	5	0	2	1	0
7:15 AM	619	1	426	127	18	20	4	0	11	6	0	5	0	1
7:30 AM	749	1	527	128	20	40	1	0	19	9	0	4	0	0
7:45 AM	705	4	453	138	31	35	3	1	22	8	0	9	0	1
8:00 AM	517	1	345	111	10	33	1	0	8	6	0	2	0	0
8:15 AM	520	1	345	96	12	35	0	0	15	14	0	2	0	0
8:30 AM	462	1	316	89	9	24	1	0	10	10	0	2	0	0
8:45 AM	461	1	287	105	13	30	0	0	13	8	0	4	0	0
9:00 AM	392	0	264	80	10	23	0	0	6	8	0	1	0	0
9:15 AM	351	2	207	83	9	32	2	0	8	7	0	1	0	0
9:30 AM	377	4	229	82	10	29	2	0	11	8	0	2	0	0
9:45 AM	349	1	207	87	5	26	1	0	7	13	0	2	0	0
10:00 AM	363	0	205	87	7	35	1	0	10	17	0	1	0	0
10:15 AM	324	0	194	72	4	29	3	0	7	15	0	0	0	0
10:30 AM	382	1	238	74	13	27	1	0	13	13	0	2	0	0
10:45 AM	375	0	230	79	7	38	2	0	5	12	1	1	0	0
11:00 AM	362	1	203	86	7	27	2	0	18	17	1	0	0	0
11:15 AM	345	3	194	82	6	30	2	0	10	17	0	0	1	0
11:30 AM	354	2	209	87	6	30	0	0	4	15	0	1	0	0
11:45 AM	392	2	227	99	7	31	2	0	9	13	0	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/6/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	11844	29	7583	2539	250	704	42	1	278	353	2	58	3	2
%		0.2	64.0	21.4	2.1	5.9	0.4	0.0	2.3	3.0	0.0	0.5	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/6/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	302	0	178	70	2	30	0	0	11	11	0	0	0	0
12:15 PM	336	0	208	74	8	25	0	0	5	14	0	2	0	0
12:30 PM	301	1	166	70	7	31	2	0	6	17	0	1	0	0
12:45 PM	317	0	177	74	2	40	1	0	7	14	0	2	0	0
1:00 PM	318	0	196	71	6	31	0	0	6	8	0	0	0	0
1:15 PM	343	0	195	91	7	31	0	0	5	13	1	0	0	0
1:30 PM	344	0	212	86	9	21	2	0	2	11	0	1	0	0
1:45 PM	316	0	185	74	12	26	3	0	8	7	0	1	0	0
2:00 PM	321	0	172	93	5	36	3	0	4	5	1	2	0	0
2:15 PM	371	0	217	76	14	36	1	1	8	18	0	0	0	0
2:30 PM	358	2	219	57	11	45	0	0	12	10	0	2	0	0
2:45 PM	361	3	213	67	5	42	1	0	12	16	1	1	0	0
3:00 PM	351	3	199	65	8	56	1	0	5	14	0	0	0	0
3:15 PM	434	1	254	94	8	51	1	0	11	12	0	2	0	0
3:30 PM	402	2	250	84	9	42	1	0	3	9	0	2	0	0
3:45 PM	414	1	272	78	5	44	0	0	4	9	0	1	0	0
4:00 PM	439	1	270	95	7	51	0	0	8	7	0	0	0	0
4:15 PM	416	1	255	100	8	36	1	0	4	6	0	5	0	0
4:30 PM	446	2	291	87	6	34	2	0	10	11	0	3	0	0
4:45 PM	497	1	314	99	16	42	2	0	15	6	0	2	0	0
5:00 PM	548	0	321	119	16	61	3	0	13	11	0	4	0	0
5:15 PM	598	1	404	107	17	42	2	0	11	9	2	2	0	1
5:30 PM	570	2	373	123	12	41	1	0	12	5	0	1	0	0
5:45 PM	530	2	346	108	15	41	0	0	7	5	0	6	0	0
6:00 PM	474	0	309	88	12	48	1	0	7	6	0	2	0	1
6:15 PM	455	0	286	115	6	24	2	1	10	9	0	2	0	0
6:30 PM	388	0	248	90	4	31	0	0	6	8	0	1	0	0
6:45 PM	360	1	243	68	3	30	0	0	9	6	0	0	0	0
7:00 PM	307	2	194	70	3	25	0	0	7	4	0	2	0	0
7:15 PM	267	1	183	53	1	21	0	0	3	5	0	0	0	0
7:30 PM	260	0	176	63	2	14	0	0	3	1	0	1	0	0
7:45 PM	223	0	154	42	1	15	2	0	2	6	0	1	0	0
8:00 PM	219	0	147	48	1	11	1	0	1	7	1	1	1	0
8:15 PM	191	0	130	42	2	10	0	0	1	4	1	1	0	0
8:30 PM	181	0	113	47	0	10	0	0	1	8	0	2	0	0
8:45 PM	173	1	114	39	2	7	1	0	3	6	0	0	0	0
9:00 PM	154	0	112	28	0	8	1	0	1	4	0	0	0	0
9:15 PM	246	2	173	40	1	16	1	0	2	11	0	0	0	0
9:30 PM	147	0	99	39	1	4	0	0	2	2	0	0	0	0
9:45 PM	143	0	99	24	1	8	1	0	4	5	0	1	0	0
10:00 PM	127	0	83	24	1	8	2	0	3	6	0	0	0	0
10:15 PM	122	0	86	21	1	6	0	0	2	4	0	2	0	0
10:30 PM	116	0	75	29	0	2	1	0	3	5	0	1	0	0
10:45 PM	130	0	83	25	4	5	0	0	5	5	0	2	1	0
11:00 PM	147	0	94	20	8	16	0	0	0	3	0	6	0	0
11:15 PM	108	0	70	18	6	8	0	0	2	4	0	0	0	0
11:30 PM	61	0	40	13	4	2	0	0	0	1	0	1	0	0
11:45 PM	66	0	44	9	1	3	1	0	0	7	0	1	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/6/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	14698	30	9242	3117	280	1267	41	2	266	375	7	67	2	2
%		0.2	62.9	21.2	1.9	8.6	0.3	0.0	1.8	2.6	0.0	0.5	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/5/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	50	176	12:00 PM	399	1704
12:15 AM	36		12:15 PM	442	
12:30 AM	38		12:30 PM	441	
12:45 AM	52		12:45 PM	422	
1:00 AM	18	90	1:00 PM	423	1667
1:15 AM	22		1:15 PM	432	
1:30 AM	25		1:30 PM	393	
1:45 AM	25		1:45 PM	419	
2:00 AM	28	95	2:00 PM	419	1755
2:15 AM	23		2:15 PM	438	
2:30 AM	25		2:30 PM	422	
2:45 AM	19		2:45 PM	476	
3:00 AM	27	144	3:00 PM	426	1959
3:15 AM	29		3:15 PM	482	
3:30 AM	39		3:30 PM	546	
3:45 AM	49		3:45 PM	505	
4:00 AM	52	345	4:00 PM	492	2034
4:15 AM	79		4:15 PM	475	
4:30 AM	88		4:30 PM	503	
4:45 AM	126		4:45 PM	564	
5:00 AM	156	834	5:00 PM	592	2324
5:15 AM	178		5:15 PM	628	
5:30 AM	269		5:30 PM	598	
5:45 AM	231		5:45 PM	506	
6:00 AM	230	1451	6:00 PM	493	1623
6:15 AM	311		6:15 PM	431	
6:30 AM	408		6:30 PM	372	
6:45 AM	502		6:45 PM	327	
7:00 AM	510	2618	7:00 PM	266	1022
7:15 AM	654		7:15 PM	274	
7:30 AM	739		7:30 PM	254	
7:45 AM	715		7:45 PM	228	
8:00 AM	596	2382	8:00 PM	212	737
8:15 AM	643		8:15 PM	193	
8:30 AM	579		8:30 PM	185	
8:45 AM	564		8:45 PM	147	
9:00 AM	435	1740	9:00 PM	135	546
9:15 AM	449		9:15 PM	144	
9:30 AM	445		9:30 PM	149	
9:45 AM	411		9:45 PM	118	
10:00 AM	389	1531	10:00 PM	98	377
10:15 AM	358		10:15 PM	89	
10:30 AM	383		10:30 PM	98	
10:45 AM	401		10:45 PM	92	
11:00 AM	377	1600	11:00 PM	79	249
11:15 AM	388		11:15 PM	71	
11:30 AM	404		11:30 PM	47	
11:45 AM	431		11:45 PM	52	

24 Hour Total 29003

12:00 AM - 12:00 PM	
12 Hour Count	13006
Peak Hour	7:15 AM
Peak Volume	2704
Factor	0.91

12:00 PM - 12:00 AM	
12 Hour Count	15997
Peak Hour	4:45 PM
Peak Volume	2382
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/6/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	54	162	12:00 PM	302	1256
12:15 AM	42		12:15 PM	336	
12:30 AM	33		12:30 PM	301	
12:45 AM	33		12:45 PM	317	
1:00 AM	33	140	1:00 PM	318	1321
1:15 AM	33		1:15 PM	343	
1:30 AM	43		1:30 PM	344	
1:45 AM	31		1:45 PM	316	
2:00 AM	21	86	2:00 PM	321	1411
2:15 AM	28		2:15 PM	371	
2:30 AM	17		2:30 PM	358	
2:45 AM	20		2:45 PM	361	
3:00 AM	23	116	3:00 PM	351	1601
3:15 AM	18		3:15 PM	434	
3:30 AM	37		3:30 PM	402	
3:45 AM	38		3:45 PM	414	
4:00 AM	60	361	4:00 PM	439	1798
4:15 AM	77		4:15 PM	416	
4:30 AM	98		4:30 PM	446	
4:45 AM	126		4:45 PM	497	
5:00 AM	147	795	5:00 PM	548	2246
5:15 AM	191		5:15 PM	598	
5:30 AM	215		5:30 PM	570	
5:45 AM	242		5:45 PM	530	
6:00 AM	212	1284	6:00 PM	474	1677
6:15 AM	281		6:15 PM	455	
6:30 AM	353		6:30 PM	388	
6:45 AM	438		6:45 PM	360	
7:00 AM	501	2574	7:00 PM	307	1057
7:15 AM	619		7:15 PM	267	
7:30 AM	749		7:30 PM	260	
7:45 AM	705		7:45 PM	223	
8:00 AM	517	1960	8:00 PM	219	764
8:15 AM	520		8:15 PM	191	
8:30 AM	462		8:30 PM	181	
8:45 AM	461		8:45 PM	173	
9:00 AM	392	1469	9:00 PM	154	690
9:15 AM	351		9:15 PM	246	
9:30 AM	377		9:30 PM	147	
9:45 AM	349		9:45 PM	143	
10:00 AM	363	1444	10:00 PM	127	495
10:15 AM	324		10:15 PM	122	
10:30 AM	382		10:30 PM	116	
10:45 AM	375		10:45 PM	130	
11:00 AM	362	1453	11:00 PM	147	382
11:15 AM	345		11:15 PM	108	
11:30 AM	354		11:30 PM	61	
11:45 AM	392		11:45 PM	66	

24 Hour Total 26542

12:00 AM - 12:00 PM	
12 Hour Count	11844
Peak Hour	7:15 AM
Peak Volume	2590
Factor	0.86

12:00 PM - 12:00 AM	
12 Hour Count	14698
Peak Hour	5:00 PM
Peak Volume	2246
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #25
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	68	1	51	7	1	2	0	0	1	3	0	2	0	0
12:15 AM	67	1	41	19	1	2	0	0	0	3	0	0	0	0
12:30 AM	52	0	32	10	2	1	0	0	3	4	0	0	0	0
12:45 AM	59	0	44	6	0	1	0	0	3	4	0	0	1	0
1:00 AM	37	0	23	5	0	1	1	0	0	6	0	1	0	0
1:15 AM	26	0	17	4	0	0	0	0	1	4	0	0	0	0
1:30 AM	29	0	18	4	0	1	1	0	1	4	0	0	0	0
1:45 AM	32	0	21	7	0	0	0	0	2	2	0	0	0	0
2:00 AM	39	0	24	4	0	0	1	0	1	8	0	1	0	0
2:15 AM	45	0	26	9	0	4	0	0	1	4	0	1	0	0
2:30 AM	29	0	13	5	1	0	0	0	3	5	0	2	0	0
2:45 AM	31	0	19	4	2	0	0	0	2	4	0	0	0	0
3:00 AM	29	0	17	2	0	1	0	0	0	6	0	2	1	0
3:15 AM	28	0	17	5	0	1	0	0	0	4	0	0	1	0
3:30 AM	28	0	15	3	0	0	1	0	4	5	0	0	0	0
3:45 AM	51	0	35	7	2	0	1	0	0	5	0	1	0	0
4:00 AM	30	0	17	5	1	2	0	0	2	1	0	2	0	0
4:15 AM	35	0	18	6	0	1	1	0	2	7	0	0	0	0
4:30 AM	43	0	25	5	1	3	0	0	5	4	0	0	0	0
4:45 AM	47	0	27	6	1	1	0	0	3	3	1	5	0	0
5:00 AM	54	0	30	11	1	4	0	0	3	4	0	1	0	0
5:15 AM	64	0	43	10	1	2	0	0	3	5	0	0	0	0
5:30 AM	81	0	55	13	0	3	0	0	5	5	0	0	0	0
5:45 AM	91	1	55	20	1	3	0	0	2	7	0	2	0	0
6:00 AM	128	1	78	26	0	5	0	0	9	7	0	2	0	0
6:15 AM	173	0	96	49	4	11	1	0	3	9	0	0	0	0
6:30 AM	197	1	110	47	3	15	4	0	8	8	0	1	0	0
6:45 AM	239	0	152	50	1	19	1	0	7	5	1	1	1	1
7:00 AM	285	2	178	62	5	21	0	0	6	10	0	1	0	0
7:15 AM	369	1	243	79	2	14	3	1	10	11	0	4	1	0
7:30 AM	416	3	268	87	14	17	4	0	8	13	0	1	1	0
7:45 AM	393	0	262	84	3	17	2	0	12	11	0	1	1	0
8:00 AM	355	0	223	77	2	21	1	0	16	12	1	1	0	1
8:15 AM	353	3	233	60	5	21	4	0	11	13	2	1	0	0
8:30 AM	324	2	184	83	11	24	2	0	9	7	1	1	0	0
8:45 AM	304	1	196	57	4	23	0	0	11	12	0	0	0	0
9:00 AM	317	0	172	87	5	25	2	0	12	14	0	0	0	0
9:15 AM	309	0	179	81	7	21	2	0	9	9	0	1	0	0
9:30 AM	307	0	173	81	6	20	1	0	14	11	0	0	0	1
9:45 AM	296	2	172	71	9	19	2	0	10	11	0	0	0	0
10:00 AM	320	0	195	77	5	18	0	0	17	8	0	0	0	0
10:15 AM	311	1	204	63	3	12	2	0	10	15	0	1	0	0
10:30 AM	322	1	205	72	5	18	2	0	9	10	0	0	0	0
10:45 AM	341	1	201	76	10	23	3	0	8	16	0	1	2	0
11:00 AM	369	2	225	88	8	25	1	0	9	11	0	0	0	0
11:15 AM	357	1	206	81	9	26	1	0	12	16	3	2	0	0
11:30 AM	393	1	229	102	8	22	3	0	12	12	0	3	1	0
11:45 AM	324	1	199	73	5	17	2	0	14	13	0	0	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #25
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	8597	27	5266	1890	149	487	49	1	293	371	9	42	10	3
%		0.3	61.3	22.0	1.7	5.7	0.6	0.0	3.4	4.3	0.1	0.5	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #25
2/5/2020
Wednesday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	400	3	266	84	4	20	3	0	9	10	1	0	0	0
12:15 PM	382	1	247	89	6	22	0	0	9	8	0	0	0	0
12:30 PM	405	1	265	93	9	17	1	0	8	10	0	1	0	0
12:45 PM	381	3	245	73	6	17	5	0	13	18	0	1	0	0
1:00 PM	429	1	279	105	7	17	5	0	8	6	0	1	0	0
1:15 PM	397	2	248	82	8	22	1	0	16	16	0	2	0	0
1:30 PM	404	3	246	101	4	24	3	0	14	7	1	1	0	0
1:45 PM	397	3	256	78	14	24	0	0	10	11	0	1	0	0
2:00 PM	434	1	285	95	6	12	3	0	16	15	0	1	0	0
2:15 PM	460	1	300	103	8	25	4	0	6	11	1	1	0	0
2:30 PM	501	0	322	116	12	18	3	0	15	15	0	0	0	0
2:45 PM	517	2	357	109	10	19	4	0	7	8	1	0	0	0
3:00 PM	559	2	370	126	8	17	3	0	17	11	0	5	0	0
3:15 PM	545	1	353	116	10	33	3	0	15	12	0	2	0	0
3:30 PM	584	0	379	119	17	33	5	0	11	10	2	8	0	0
3:45 PM	600	4	399	127	16	21	1	0	16	8	0	8	0	0
4:00 PM	640	3	400	129	21	40	4	0	26	12	1	4	0	0
4:15 PM	687	3	421	162	28	35	1	1	18	14	0	3	0	1
4:30 PM	636	1	406	138	22	36	0	0	18	13	0	2	0	0
4:45 PM	648	1	420	123	27	27	2	0	27	11	1	9	0	0
5:00 PM	611	3	360	120	35	32	4	1	36	7	2	11	0	0
5:15 PM	550	10	297	96	58	15	5	1	48	5	0	14	1	0
5:30 PM	466	10	258	63	52	16	2	0	38	3	0	19	1	4
5:45 PM	570	5	366	110	25	20	2	0	25	8	0	8	0	1
6:00 PM	479	1	318	106	13	20	1	0	7	9	0	4	0	0
6:15 PM	503	3	329	121	7	23	2	1	6	7	0	3	1	0
6:30 PM	423	1	302	77	7	18	2	0	3	12	0	1	0	0
6:45 PM	386	0	285	60	1	22	0	0	7	10	0	1	0	0
7:00 PM	366	1	257	81	1	12	2	0	6	6	0	0	0	0
7:15 PM	374	0	266	73	7	13	1	0	5	7	0	2	0	0
7:30 PM	340	0	241	68	3	13	0	1	6	8	0	0	0	0
7:45 PM	280	0	216	46	0	10	0	0	3	4	0	1	0	0
8:00 PM	318	0	221	67	0	19	1	0	3	6	0	1	0	0
8:15 PM	315	2	231	54	5	14	0	0	5	4	0	0	0	0
8:30 PM	326	1	223	72	3	14	0	0	3	10	0	0	0	0
8:45 PM	252	0	184	49	2	7	0	0	2	7	0	1	0	0
9:00 PM	241	0	171	48	1	11	1	0	2	5	0	2	0	0
9:15 PM	221	2	164	38	0	6	0	0	6	3	0	1	1	0
9:30 PM	174	1	122	34	1	8	0	0	3	4	0	1	0	0
9:45 PM	144	1	107	25	1	3	0	0	3	4	0	0	0	0
10:00 PM	140	0	99	25	1	2	1	0	5	6	0	1	0	0
10:15 PM	134	0	102	26	0	3	1	0	0	2	0	0	0	0
10:30 PM	119	1	88	13	0	3	1	0	3	8	0	1	1	0
10:45 PM	95	0	72	12	0	2	0	0	1	8	0	0	0	0
11:00 PM	98	0	65	22	1	6	0	0	0	4	0	0	0	0
11:15 PM	103	0	76	16	0	5	0	0	1	3	1	1	0	0
11:30 PM	80	0	64	8	2	1	1	0	0	4	0	0	0	0
11:45 PM	60	0	49	8	1	2	0	0	0	0	0	0	0	0

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WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	18174	78	11997	3706	470	799	78	5	506	390	11	123	5	6
%		0.4	66.0	20.4	2.6	4.4	0.4	0.0	2.8	2.1	0.1	0.7	0.0	0.0

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Thursday

Half Day Classification

WB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	75	0	54	12	0	2	0	0	2	2	0	1	2	0
12:15 AM	71	0	47	21	0	1	0	0	1	1	0	0	0	0
12:30 AM	47	0	29	10	1	1	1	0	1	4	0	0	0	0
12:45 AM	61	0	39	13	0	2	0	0	0	7	0	0	0	0
1:00 AM	37	0	23	4	2	3	0	0	2	3	0	0	0	0
1:15 AM	29	0	19	3	0	3	0	0	2	0	0	1	1	0
1:30 AM	22	0	10	9	0	0	0	0	1	2	0	0	0	0
1:45 AM	21	0	10	2	1	0	0	0	1	3	0	3	1	0
2:00 AM	27	0	16	6	0	0	1	0	0	3	0	1	0	0
2:15 AM	39	0	26	7	0	1	0	0	3	2	0	0	0	0
2:30 AM	30	0	16	5	2	0	0	0	3	3	0	0	1	0
2:45 AM	26	0	10	8	0	0	0	0	2	5	0	0	1	0
3:00 AM	41	1	16	9	1	3	0	0	4	7	0	0	0	0
3:15 AM	20	0	14	1	1	0	0	0	0	4	0	0	0	0
3:30 AM	33	0	20	6	1	1	0	0	2	2	0	1	0	0
3:45 AM	38	0	20	3	2	2	0	0	1	9	0	0	1	0
4:00 AM	24	0	12	5	0	3	0	0	1	2	0	1	0	0
4:15 AM	35	0	15	9	2	3	0	0	1	5	0	0	0	0
4:30 AM	44	0	22	4	1	3	0	0	3	11	0	0	0	0
4:45 AM	39	0	23	6	0	2	0	0	5	2	0	1	0	0
5:00 AM	52	0	35	5	1	4	1	0	3	1	0	2	0	0
5:15 AM	62	0	34	9	1	8	0	0	3	6	0	1	0	0
5:30 AM	86	0	50	15	1	9	0	0	3	3	0	4	0	1
5:45 AM	85	0	49	14	1	2	0	0	8	11	0	0	0	0
6:00 AM	112	0	70	22	0	6	2	0	3	7	0	2	0	0
6:15 AM	171	0	97	41	1	14	0	0	2	15	0	1	0	0
6:30 AM	164	0	97	40	2	9	1	0	6	8	0	0	1	0
6:45 AM	217	1	121	52	1	17	1	0	9	11	0	4	0	0
7:00 AM	230	1	147	40	7	15	1	0	7	11	0	1	0	0
7:15 AM	303	1	198	64	5	16	2	0	3	14	0	0	0	0
7:30 AM	282	0	180	67	3	19	0	0	9	3	0	1	0	0
7:45 AM	320	0	210	62	5	13	1	0	10	16	0	3	0	0
8:00 AM	331	0	208	71	6	29	1	0	7	6	1	2	0	0
8:15 AM	287	2	167	66	7	22	0	0	11	11	0	1	0	0
8:30 AM	311	1	176	75	5	30	0	0	12	11	0	1	0	0
8:45 AM	269	2	144	58	7	26	2	0	14	14	0	1	1	0
9:00 AM	248	0	137	65	6	24	1	0	6	7	0	2	0	0
9:15 AM	262	0	148	61	5	27	2	0	7	11	0	1	0	0
9:30 AM	286	3	164	70	1	35	1	0	7	4	0	0	1	0
9:45 AM	316	3	180	75	5	28	2	0	15	8	0	0	0	0
10:00 AM	313	1	183	80	10	24	1	0	7	3	0	4	0	0
10:15 AM	282	2	147	71	4	30	1	0	9	16	0	1	1	0
10:30 AM	305	4	168	69	7	29	5	0	5	16	0	2	0	0
10:45 AM	287	2	149	68	6	37	1	0	6	16	1	1	0	0
11:00 AM	327	0	186	83	6	33	2	0	11	3	1	2	0	0
11:15 AM	333	1	186	88	9	31	1	0	7	9	0	1	0	0
11:30 AM	348	2	211	79	4	27	2	0	11	12	0	0	0	0
11:45 AM	350	1	219	78	5	31	2	0	7	7	0	0	0	0

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WB

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Total	7698	28	4502	1731	135	625	35	0	243	337	3	47	11	1
%		0.4	58.5	22.5	1.8	8.1	0.5	0.0	3.2	4.4	0.0	0.6	0.1	0.0

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12:00 PM	316	0	171	85	5	34	1	0	8	10	0	1	0	1
12:15 PM	356	3	188	77	8	63	4	0	7	4	0	2	0	0
12:30 PM	313	1	184	66	9	35	0	0	5	8	0	3	2	0
12:45 PM	346	1	188	95	3	43	1	0	5	9	0	1	0	0
1:00 PM	335	0	173	89	5	50	1	0	5	11	0	1	0	0
1:15 PM	351	0	175	90	8	55	3	0	5	11	0	4	0	0
1:30 PM	319	2	173	71	6	47	9	0	7	2	0	2	0	0
1:45 PM	357	1	194	81	10	40	3	0	11	14	0	3	0	0
2:00 PM	364	0	202	84	4	55	0	0	9	10	0	0	0	0
2:15 PM	376	2	205	94	6	45	0	0	7	15	1	0	1	0
2:30 PM	387	1	213	75	16	50	2	0	12	13	0	5	0	0
2:45 PM	444	2	263	94	8	57	1	0	8	10	0	1	0	0
3:00 PM	382	2	212	90	11	47	0	0	14	3	0	3	0	0
3:15 PM	461	3	270	93	8	59	2	0	12	9	1	3	1	0
3:30 PM	498	1	294	120	8	52	0	1	8	12	0	1	0	1
3:45 PM	508	1	306	104	12	57	4	0	9	14	0	1	0	0
4:00 PM	517	2	306	118	7	57	2	0	16	4	0	4	0	1
4:15 PM	537	1	322	118	8	71	3	0	6	4	0	4	0	0
4:30 PM	594	1	367	132	8	60	1	1	9	10	0	5	0	0
4:45 PM	631	3	396	131	6	67	1	0	17	4	0	6	0	0
5:00 PM	697	5	418	125	22	75	1	1	31	7	0	12	0	0
5:15 PM	559	7	300	104	58	29	2	0	40	3	0	15	0	1
5:30 PM	611	3	384	109	38	36	2	0	20	9	1	7	2	0
5:45 PM	561	3	354	126	8	41	3	0	15	6	1	4	0	0
6:00 PM	537	3	360	106	8	37	0	0	6	11	0	6	0	0
6:15 PM	517	5	358	95	7	35	3	0	6	6	1	1	0	0
6:30 PM	418	1	264	93	3	44	1	0	3	6	0	3	0	0
6:45 PM	403	2	274	79	3	31	0	0	8	6	0	0	0	0
7:00 PM	406	1	290	78	2	23	4	0	2	5	0	1	0	0
7:15 PM	395	2	264	82	6	29	1	0	6	5	0	0	0	0
7:30 PM	343	2	239	72	3	17	1	0	2	5	0	2	0	0
7:45 PM	317	4	200	72	2	25	2	0	6	4	0	2	0	0
8:00 PM	369	1	240	98	1	18	1	0	2	6	0	2	0	0
8:15 PM	313	0	226	58	0	21	2	0	2	3	0	1	0	0
8:30 PM	312	1	226	55	4	17	2	0	4	3	0	0	0	0
8:45 PM	258	1	179	58	1	14	1	0	0	3	0	0	1	0
9:00 PM	219	0	155	50	0	8	0	0	3	3	0	0	0	0
9:15 PM	276	1	205	50	0	10	1	0	4	4	0	1	0	0
9:30 PM	212	1	146	46	1	12	1	0	0	5	0	0	0	0
9:45 PM	167	0	122	32	0	5	0	0	7	0	0	1	0	0
10:00 PM	159	0	108	38	2	7	0	0	2	1	0	1	0	0
10:15 PM	156	1	110	30	1	8	0	0	2	3	0	1	0	0
10:30 PM	123	0	88	16	3	7	0	0	2	5	0	1	1	0
10:45 PM	114	1	77	24	0	4	0	0	2	4	0	2	0	0
11:00 PM	116	1	82	23	1	3	0	0	2	4	0	0	0	0
11:15 PM	133	0	100	26	1	2	1	0	1	1	0	1	0	0
11:30 PM	92	0	72	10	1	3	0	0	3	1	0	1	1	0
11:45 PM	88	0	63	13	0	3	1	0	1	6	0	1	0	0

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Total	17263	73	10706	3675	332	1608	68	3	362	302	5	116	9	4
%		0.4	62.0	21.3	1.9	9.3	0.4	0.0	2.1	1.7	0.0	0.7	0.1	0.0

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Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	68	246	12:00 PM	400	1568
12:15 AM	67		12:15 PM	382	
12:30 AM	52		12:30 PM	405	
12:45 AM	59		12:45 PM	381	
1:00 AM	37	124	1:00 PM	429	1627
1:15 AM	26		1:15 PM	397	
1:30 AM	29		1:30 PM	404	
1:45 AM	32		1:45 PM	397	
2:00 AM	39	144	2:00 PM	434	1912
2:15 AM	45		2:15 PM	460	
2:30 AM	29		2:30 PM	501	
2:45 AM	31		2:45 PM	517	
3:00 AM	29	136	3:00 PM	559	2288
3:15 AM	28		3:15 PM	545	
3:30 AM	28		3:30 PM	584	
3:45 AM	51		3:45 PM	600	
4:00 AM	30	155	4:00 PM	640	2611
4:15 AM	35		4:15 PM	687	
4:30 AM	43		4:30 PM	636	
4:45 AM	47		4:45 PM	648	
5:00 AM	54	290	5:00 PM	611	2197
5:15 AM	64		5:15 PM	550	
5:30 AM	81		5:30 PM	466	
5:45 AM	91		5:45 PM	570	
6:00 AM	128	737	6:00 PM	479	1791
6:15 AM	173		6:15 PM	503	
6:30 AM	197		6:30 PM	423	
6:45 AM	239		6:45 PM	386	
7:00 AM	285	1463	7:00 PM	366	1360
7:15 AM	369		7:15 PM	374	
7:30 AM	416		7:30 PM	340	
7:45 AM	393		7:45 PM	280	
8:00 AM	355	1336	8:00 PM	318	1211
8:15 AM	353		8:15 PM	315	
8:30 AM	324		8:30 PM	326	
8:45 AM	304		8:45 PM	252	
9:00 AM	317	1229	9:00 PM	241	780
9:15 AM	309		9:15 PM	221	
9:30 AM	307		9:30 PM	174	
9:45 AM	296		9:45 PM	144	
10:00 AM	320	1294	10:00 PM	140	488
10:15 AM	311		10:15 PM	134	
10:30 AM	322		10:30 PM	119	
10:45 AM	341		10:45 PM	95	
11:00 AM	369	1443	11:00 PM	98	341
11:15 AM	357		11:15 PM	103	
11:30 AM	393		11:30 PM	80	
11:45 AM	324		11:45 PM	60	

24 Hour Total 26771

12:00 AM - 12:00 PM	
12 Hour Count	8597
Peak Hour	7:15 AM
Peak Volume	1533
Factor	0.92

12:00 PM - 12:00 AM	
12 Hour Count	18174
Peak Hour	4:00 PM
Peak Volume	2611
Factor	0.95

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Daily Volume, per Channel

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Interval Start			Interval Start		
12:00 AM	75	254	12:00 PM	316	1331
12:15 AM	71		12:15 PM	356	
12:30 AM	47		12:30 PM	313	
12:45 AM	61		12:45 PM	346	
1:00 AM	37	109	1:00 PM	335	1362
1:15 AM	29		1:15 PM	351	
1:30 AM	22		1:30 PM	319	
1:45 AM	21		1:45 PM	357	
2:00 AM	27	122	2:00 PM	364	1571
2:15 AM	39		2:15 PM	376	
2:30 AM	30		2:30 PM	387	
2:45 AM	26		2:45 PM	444	
3:00 AM	41	132	3:00 PM	382	1849
3:15 AM	20		3:15 PM	461	
3:30 AM	33		3:30 PM	498	
3:45 AM	38		3:45 PM	508	
4:00 AM	24	142	4:00 PM	517	2279
4:15 AM	35		4:15 PM	537	
4:30 AM	44		4:30 PM	594	
4:45 AM	39		4:45 PM	631	
5:00 AM	52	285	5:00 PM	697	2428
5:15 AM	62		5:15 PM	559	
5:30 AM	86		5:30 PM	611	
5:45 AM	85		5:45 PM	561	
6:00 AM	112	664	6:00 PM	537	1875
6:15 AM	171		6:15 PM	517	
6:30 AM	164		6:30 PM	418	
6:45 AM	217		6:45 PM	403	
7:00 AM	230	1135	7:00 PM	406	1461
7:15 AM	303		7:15 PM	395	
7:30 AM	282		7:30 PM	343	
7:45 AM	320		7:45 PM	317	
8:00 AM	331	1198	8:00 PM	369	1252
8:15 AM	287		8:15 PM	313	
8:30 AM	311		8:30 PM	312	
8:45 AM	269		8:45 PM	258	
9:00 AM	248	1112	9:00 PM	219	874
9:15 AM	262		9:15 PM	276	
9:30 AM	286		9:30 PM	212	
9:45 AM	316		9:45 PM	167	
10:00 AM	313	1187	10:00 PM	159	552
10:15 AM	282		10:15 PM	156	
10:30 AM	305		10:30 PM	123	
10:45 AM	287		10:45 PM	114	
11:00 AM	327	1358	11:00 PM	116	429
11:15 AM	333		11:15 PM	133	
11:30 AM	348		11:30 PM	92	
11:45 AM	350		11:45 PM	88	

24 Hour Total 24961

12:00 AM - 12:00 PM	
12 Hour Count	7698
Peak Hour	11:00 AM
Peak Volume	1358
Factor	0.97

12:00 PM - 12:00 AM	
12 Hour Count	17263
Peak Hour	4:45 PM
Peak Volume	2498
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #26
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	38	0	26	6	0	0	0	0	0	6	0	0	0	0
12:15 AM	39	0	23	7	0	0	0	0	0	9	0	0	0	0
12:30 AM	39	0	19	12	0	0	0	0	2	5	0	1	0	0
12:45 AM	50	0	36	9	0	2	0	0	1	2	0	0	0	0
1:00 AM	21	0	17	2	0	0	0	0	0	2	0	0	0	0
1:15 AM	26	0	16	5	0	0	0	0	0	5	0	0	0	0
1:30 AM	21	0	14	1	0	1	0	0	0	4	1	0	0	0
1:45 AM	34	0	22	5	1	2	0	0	0	4	0	0	0	0
2:00 AM	27	0	14	5	1	0	1	0	0	6	0	0	0	0
2:15 AM	24	0	18	3	0	0	0	0	1	2	0	0	0	0
2:30 AM	28	0	15	5	0	5	0	0	1	2	0	0	0	0
2:45 AM	24	0	14	3	1	0	0	0	1	5	0	0	0	0
3:00 AM	31	0	17	6	0	1	0	0	0	7	0	0	0	0
3:15 AM	27	1	16	2	0	2	0	0	0	4	0	1	1	0
3:30 AM	39	0	24	10	0	1	0	0	1	2	0	1	0	0
3:45 AM	56	0	37	6	1	1	0	0	2	8	0	1	0	0
4:00 AM	57	0	28	16	0	7	0	0	0	5	0	1	0	0
4:15 AM	78	0	41	26	3	3	0	0	1	3	1	0	0	0
4:30 AM	92	0	54	27	3	2	0	0	2	4	0	0	0	0
4:45 AM	128	0	79	35	0	3	1	0	5	5	0	0	0	0
5:00 AM	157	1	112	27	0	6	0	0	1	9	0	1	0	0
5:15 AM	187	0	125	45	1	7	0	0	4	4	0	0	1	0
5:30 AM	274	0	170	70	2	14	1	0	8	8	0	1	0	0
5:45 AM	261	1	163	67	0	12	3	0	4	8	1	2	0	0
6:00 AM	269	1	175	63	3	19	1	0	1	6	0	0	0	0
6:15 AM	373	0	256	80	3	17	1	0	3	6	0	7	0	0
6:30 AM	466	2	302	113	6	22	4	1	9	5	1	0	1	0
6:45 AM	553	2	355	117	13	37	3	0	12	13	0	1	0	0
7:00 AM	556	3	362	118	11	34	3	0	11	11	1	2	0	0
7:15 AM	799	5	536	151	29	30	5	0	23	8	0	11	1	0
7:30 AM	815	4	547	163	28	30	3	0	27	5	0	6	2	0
7:45 AM	824	7	518	159	38	39	5	1	28	8	0	19	1	1
8:00 AM	662	2	470	107	16	38	2	0	16	9	0	2	0	0
8:15 AM	670	2	455	125	19	33	0	0	26	7	0	3	0	0
8:30 AM	639	1	439	129	11	30	3	0	17	6	1	2	0	0
8:45 AM	605	2	393	129	12	34	4	0	15	9	0	6	0	1
9:00 AM	474	1	322	102	6	19	1	0	13	7	0	2	1	0
9:15 AM	435	1	296	86	6	20	1	0	5	17	0	2	1	0
9:30 AM	448	0	289	83	9	24	6	0	17	19	0	1	0	0
9:45 AM	422	0	285	74	11	32	1	0	6	12	1	0	0	0
10:00 AM	358	0	224	74	8	19	6	0	6	19	0	1	1	0
10:15 AM	381	1	239	71	9	34	5	0	11	10	0	0	0	1
10:30 AM	414	0	238	106	16	20	3	0	12	16	1	2	0	0
10:45 AM	401	2	250	96	4	20	3	0	14	10	1	1	0	0
11:00 AM	360	0	231	76	6	15	4	0	9	18	0	1	0	0
11:15 AM	373	0	226	88	6	17	5	0	12	15	1	2	1	0
11:30 AM	406	0	260	91	6	16	3	0	8	20	0	1	1	0
11:45 AM	397	0	249	95	7	15	2	0	10	17	1	1	0	0

TRAFFIC DATA SERVICES
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US 80/J R Allen Pkwy At State Line

Site: #26
2/5/2020
Wednesday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	13858	39	9017	2896	296	683	80	2	345	392	11	82	12	3
%		0.3	65.1	20.9	2.1	4.9	0.6	0.0	2.5	2.8	0.1	0.6	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

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Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	347	0	213	88	4	21	1	0	5	14	0	1	0	0
12:15 PM	388	0	266	67	9	21	1	0	10	11	0	3	0	0
12:30 PM	416	0	271	89	7	22	6	0	6	14	0	1	0	0
12:45 PM	393	0	236	97	8	26	2	0	12	11	0	1	0	0
1:00 PM	359	1	222	89	4	14	1	0	14	13	0	1	0	0
1:15 PM	420	2	270	95	9	18	3	0	8	11	1	3	0	0
1:30 PM	396	1	255	95	4	18	4	0	10	7	0	2	0	0
1:45 PM	407	1	269	86	7	23	2	0	12	5	1	1	0	0
2:00 PM	403	0	261	89	5	22	2	0	11	12	0	1	0	0
2:15 PM	415	1	258	91	8	19	4	0	15	18	0	1	0	0
2:30 PM	411	1	264	94	7	21	0	0	5	16	0	3	0	0
2:45 PM	414	0	277	77	10	15	4	0	14	14	0	3	0	0
3:00 PM	386	1	256	76	9	20	1	1	13	5	1	3	0	0
3:15 PM	404	3	240	90	9	29	0	0	16	17	0	0	0	0
3:30 PM	492	1	347	87	6	28	2	0	8	12	0	1	0	0
3:45 PM	401	0	264	84	3	31	2	0	8	9	0	0	0	0
4:00 PM	420	3	257	102	8	30	0	0	10	8	1	1	0	0
4:15 PM	406	1	282	83	2	17	0	0	7	13	0	0	0	1
4:30 PM	392	1	272	82	5	19	1	0	5	6	0	1	0	0
4:45 PM	429	1	285	91	4	25	0	0	5	17	0	1	0	0
5:00 PM	455	1	303	106	6	20	0	0	7	8	2	2	0	0
5:15 PM	477	2	324	107	7	24	2	0	3	7	1	0	0	0
5:30 PM	445	3	300	109	3	16	1	0	2	9	1	1	0	0
5:45 PM	399	2	274	79	2	21	0	0	9	10	0	2	0	0
6:00 PM	420	3	288	88	0	22	0	0	10	8	1	0	0	0
6:15 PM	370	1	251	87	0	11	0	0	5	14	0	1	0	0
6:30 PM	360	3	247	76	3	18	0	0	3	10	0	0	0	0
6:45 PM	284	0	189	71	2	10	0	0	3	9	0	0	0	0
7:00 PM	256	1	176	45	3	21	0	0	2	8	0	0	0	0
7:15 PM	239	0	164	52	1	6	2	0	4	10	0	0	0	0
7:30 PM	212	0	142	48	1	9	0	0	1	11	0	0	0	0
7:45 PM	187	0	122	45	2	9	0	0	2	7	0	0	0	0
8:00 PM	185	0	133	38	1	6	1	0	0	5	0	1	0	0
8:15 PM	151	0	113	25	1	5	0	0	3	4	0	0	0	0
8:30 PM	167	0	123	26	0	6	0	0	2	7	0	2	1	0
8:45 PM	142	0	106	23	0	2	0	0	2	7	0	2	0	0
9:00 PM	121	0	81	29	0	5	1	0	0	4	0	1	0	0
9:15 PM	137	0	101	25	0	3	0	0	3	5	0	0	0	0
9:30 PM	133	0	91	26	0	4	0	0	2	10	0	0	0	0
9:45 PM	106	0	84	13	0	2	0	0	1	3	0	3	0	0
10:00 PM	104	0	75	24	0	4	0	0	0	1	0	0	0	0
10:15 PM	85	0	66	12	0	1	0	0	0	5	0	1	0	0
10:30 PM	101	0	78	12	1	2	0	0	3	4	0	1	0	0
10:45 PM	95	0	65	11	0	4	0	0	2	9	0	4	0	0
11:00 PM	62	0	44	9	0	3	0	0	0	3	0	3	0	0
11:15 PM	76	0	58	10	0	4	0	0	1	2	0	0	1	0
11:30 PM	43	0	28	7	0	3	0	0	1	3	0	1	0	0
11:45 PM	57	0	36	10	0	2	0	0	1	7	0	1	0	0

TRAFFIC DATA SERVICES
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US 80/J R Allen Pkwy At State Line

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Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	13968	34	9327	2965	161	682	43	1	266	423	9	54	2	1
%		0.2	66.8	21.2	1.2	4.9	0.3	0.0	1.9	3.0	0.1	0.4	0.0	0.0

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #26
2/6/2020
Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	54	0	33	10	0	2	1	0	3	2	0	3	0	0
12:15 AM	35	0	23	5	0	0	0	0	1	4	0	2	0	0
12:30 AM	34	0	19	10	1	0	0	0	1	3	0	0	0	0
12:45 AM	30	0	25	2	0	1	0	0	1	1	0	0	0	0
1:00 AM	33	0	18	3	1	4	1	0	3	3	0	0	0	0
1:15 AM	31	0	18	3	1	0	2	0	1	6	0	0	0	0
1:30 AM	38	0	28	4	0	0	0	0	1	5	0	0	0	0
1:45 AM	40	0	27	5	0	2	1	0	1	4	0	0	0	0
2:00 AM	22	0	13	3	2	0	0	0	2	2	0	0	0	0
2:15 AM	33	0	20	6	0	2	2	0	0	3	0	0	0	0
2:30 AM	17	0	10	5	0	0	0	0	0	1	0	1	0	0
2:45 AM	17	0	12	2	0	0	0	0	1	1	0	1	0	0
3:00 AM	22	0	10	2	0	0	0	0	2	5	0	3	0	0
3:15 AM	18	0	9	5	0	0	0	0	1	3	0	0	0	0
3:30 AM	38	0	21	9	2	1	0	0	1	4	0	0	0	0
3:45 AM	46	0	25	9	0	1	1	0	1	8	0	1	0	0
4:00 AM	61	0	33	12	0	5	0	0	2	9	0	0	0	0
4:15 AM	86	0	45	30	0	4	2	0	0	5	0	0	0	0
4:30 AM	94	0	59	25	0	3	1	0	2	4	0	0	0	0
4:45 AM	138	0	88	38	2	4	0	0	2	3	0	1	0	0
5:00 AM	142	0	92	34	2	2	1	0	3	5	0	3	0	0
5:15 AM	201	0	126	52	1	9	2	0	7	3	1	0	0	0
5:30 AM	235	0	163	55	0	8	0	0	5	4	0	0	0	0
5:45 AM	259	0	179	54	1	11	0	0	5	9	0	0	0	0
6:00 AM	240	0	134	73	1	14	0	0	8	8	0	0	1	1
6:15 AM	339	1	227	80	0	21	1	0	2	7	0	0	0	0
6:30 AM	429	0	293	100	0	27	1	0	4	4	0	0	0	0
6:45 AM	510	0	346	109	5	29	1	0	9	5	0	4	2	0
7:00 AM	559	1	382	117	11	22	2	0	12	4	0	6	2	0
7:15 AM	709	5	475	147	25	24	4	0	14	8	0	7	0	0
7:30 AM	817	6	567	156	29	22	2	0	18	10	0	6	0	1
7:45 AM	787	5	517	158	24	33	0	0	27	13	0	9	0	1
8:00 AM	584	2	371	127	14	42	2	0	14	8	0	4	0	0
8:15 AM	572	1	363	103	8	62	3	0	14	11	0	7	0	0
8:30 AM	512	3	336	91	13	49	0	0	9	10	0	1	0	0
8:45 AM	524	0	329	109	12	45	1	0	13	9	0	6	0	0
9:00 AM	405	0	262	70	7	39	0	0	12	12	0	3	0	0
9:15 AM	391	2	234	84	11	45	0	0	6	8	0	0	1	0
9:30 AM	378	2	221	84	6	41	1	0	9	10	0	4	0	0
9:45 AM	374	0	232	81	5	35	2	0	6	11	0	2	0	0
10:00 AM	371	2	210	82	5	34	1	0	16	18	0	3	0	0
10:15 AM	331	2	191	80	2	34	2	0	3	14	0	2	0	1
10:30 AM	419	0	263	78	8	39	1	1	10	15	0	4	0	0
10:45 AM	367	0	215	76	6	45	1	0	10	12	1	1	0	0
11:00 AM	365	1	205	82	3	39	3	1	12	15	1	3	0	0
11:15 AM	312	0	175	79	3	25	2	0	8	17	0	2	1	0
11:30 AM	322	0	179	84	7	31	1	0	7	12	0	1	0	0
11:45 AM	336	2	180	86	9	36	2	0	8	10	1	2	0	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
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US 80/J R Allen Pkwy At State Line

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Thursday

Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	12677	35	8003	2719	227	892	47	2	297	348	4	92	7	4
%		0.3	63.1	21.4	1.8	7.0	0.4	0.0	2.3	2.7	0.0	0.7	0.1	0.0

TRAFFIC DATA SERVICES
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Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 PM	280	0	147	67	2	41	0	0	10	13	0	0	0	0
12:15 PM	311	0	180	74	4	36	1	0	6	10	0	0	0	0
12:30 PM	319	0	172	68	10	37	0	0	13	18	0	1	0	0
12:45 PM	314	1	169	75	3	43	3	0	6	11	1	1	1	0
1:00 PM	284	1	162	68	3	36	1	0	3	7	2	0	1	0
1:15 PM	329	1	172	85	7	45	0	0	6	12	0	1	0	0
1:30 PM	312	0	194	71	9	21	1	0	7	8	0	1	0	0
1:45 PM	330	1	192	76	4	33	1	0	9	14	0	0	0	0
2:00 PM	320	0	169	89	2	45	4	0	6	4	0	1	0	0
2:15 PM	355	1	207	70	6	43	0	1	7	19	0	1	0	0
2:30 PM	337	1	193	80	5	35	1	0	7	15	0	0	0	0
2:45 PM	333	3	196	61	3	38	3	0	12	16	0	0	1	0
3:00 PM	323	2	188	69	3	41	2	0	7	10	0	1	0	0
3:15 PM	351	0	210	76	4	37	1	0	10	13	0	0	0	0
3:30 PM	369	0	231	83	4	33	2	0	6	8	0	2	0	0
3:45 PM	351	0	218	77	1	42	0	0	4	8	0	1	0	0
4:00 PM	339	2	199	77	4	40	0	0	7	8	0	2	0	0
4:15 PM	377	1	236	89	5	36	0	0	5	5	0	0	0	0
4:30 PM	368	1	235	72	6	30	2	0	9	10	0	1	1	1
4:45 PM	386	2	239	81	6	38	0	0	8	10	0	1	0	1
5:00 PM	419	2	258	79	3	50	0	0	7	17	0	2	0	1
5:15 PM	450	2	279	96	3	46	2	0	9	12	0	1	0	0
5:30 PM	418	1	281	80	5	36	0	0	8	7	0	0	0	0
5:45 PM	412	0	270	83	6	43	1	0	2	5	0	2	0	0
6:00 PM	416	1	274	87	4	35	0	0	6	7	0	2	0	0
6:15 PM	381	3	224	95	7	32	2	0	8	7	0	2	0	1
6:30 PM	327	0	208	72	3	24	0	0	12	8	0	0	0	0
6:45 PM	310	0	207	60	2	26	1	0	4	8	1	1	0	0
7:00 PM	270	0	176	61	1	21	0	0	2	7	0	2	0	0
7:15 PM	230	0	152	58	1	11	1	0	2	4	0	1	0	0
7:30 PM	194	1	120	52	1	15	0	0	3	2	0	0	0	0
7:45 PM	198	1	131	40	1	16	2	0	3	4	0	0	0	0
8:00 PM	173	0	115	29	0	16	1	0	2	7	0	1	2	0
8:15 PM	182	1	116	45	1	8	0	0	4	5	1	1	0	0
8:30 PM	181	0	112	43	2	14	2	0	2	5	0	0	1	0
8:45 PM	154	0	104	31	2	6	2	0	1	8	0	0	0	0
9:00 PM	143	0	101	30	0	7	0	0	2	3	0	0	0	0
9:15 PM	156	0	103	28	2	8	1	0	0	13	0	1	0	0
9:30 PM	111	0	77	27	0	2	0	0	1	3	0	1	0	0
9:45 PM	141	0	95	27	0	9	0	0	1	7	0	2	0	0
10:00 PM	126	0	91	18	0	7	0	0	2	7	0	1	0	0
10:15 PM	109	0	74	20	1	5	0	0	3	5	0	1	0	0
10:30 PM	111	0	72	26	2	5	0	0	3	3	0	0	0	0
10:45 PM	95	0	62	17	2	4	0	0	3	4	0	2	1	0
11:00 PM	94	0	58	15	0	8	0	0	2	5	0	6	0	0
11:15 PM	71	0	51	13	0	3	0	0	1	3	0	0	0	0
11:30 PM	52	0	36	12	0	2	0	0	0	1	0	1	0	0
11:45 PM	67	0	43	9	1	6	0	0	1	6	0	1	0	0

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Half Day Classification

EB

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Total	12679	29	7799	2761	141	1215	37	1	242	392	5	45	8	4
%		0.2	61.5	21.8	1.1	9.6	0.3	0.0	1.9	3.1	0.0	0.4	0.1	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #26
2/5/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	38	166	12:00 PM	347	1544
12:15 AM	39		12:15 PM	388	
12:30 AM	39		12:30 PM	416	
12:45 AM	50		12:45 PM	393	
1:00 AM	21	102	1:00 PM	359	1582
1:15 AM	26		1:15 PM	420	
1:30 AM	21		1:30 PM	396	
1:45 AM	34		1:45 PM	407	
2:00 AM	27	103	2:00 PM	403	1643
2:15 AM	24		2:15 PM	415	
2:30 AM	28		2:30 PM	411	
2:45 AM	24		2:45 PM	414	
3:00 AM	31	153	3:00 PM	386	1683
3:15 AM	27		3:15 PM	404	
3:30 AM	39		3:30 PM	492	
3:45 AM	56		3:45 PM	401	
4:00 AM	57	355	4:00 PM	420	1647
4:15 AM	78		4:15 PM	406	
4:30 AM	92		4:30 PM	392	
4:45 AM	128		4:45 PM	429	
5:00 AM	157	879	5:00 PM	455	1776
5:15 AM	187		5:15 PM	477	
5:30 AM	274		5:30 PM	445	
5:45 AM	261		5:45 PM	399	
6:00 AM	269	1661	6:00 PM	420	1434
6:15 AM	373		6:15 PM	370	
6:30 AM	466		6:30 PM	360	
6:45 AM	553		6:45 PM	284	
7:00 AM	556	2994	7:00 PM	256	894
7:15 AM	799		7:15 PM	239	
7:30 AM	815		7:30 PM	212	
7:45 AM	824		7:45 PM	187	
8:00 AM	662	2576	8:00 PM	185	645
8:15 AM	670		8:15 PM	151	
8:30 AM	639		8:30 PM	167	
8:45 AM	605		8:45 PM	142	
9:00 AM	474	1779	9:00 PM	121	497
9:15 AM	435		9:15 PM	137	
9:30 AM	448		9:30 PM	133	
9:45 AM	422		9:45 PM	106	
10:00 AM	358	1554	10:00 PM	104	385
10:15 AM	381		10:15 PM	85	
10:30 AM	414		10:30 PM	101	
10:45 AM	401		10:45 PM	95	
11:00 AM	360	1536	11:00 PM	62	238
11:15 AM	373		11:15 PM	76	
11:30 AM	406		11:30 PM	43	
11:45 AM	397		11:45 PM	57	

24 Hour Total 27826

12:00 AM - 12:00 PM	
12 Hour Count	13858
Peak Hour	7:15 AM
Peak Volume	3100
Factor	0.94

12:00 PM - 12:00 AM	
12 Hour Count	13968
Peak Hour	4:45 PM
Peak Volume	1806
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #26
2/6/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	54	153	12:00 PM	280	1224
12:15 AM	35		12:15 PM	311	
12:30 AM	34		12:30 PM	319	
12:45 AM	30		12:45 PM	314	
1:00 AM	33	142	1:00 PM	284	1255
1:15 AM	31		1:15 PM	329	
1:30 AM	38		1:30 PM	312	
1:45 AM	40		1:45 PM	330	
2:00 AM	22	89	2:00 PM	320	1345
2:15 AM	33		2:15 PM	355	
2:30 AM	17		2:30 PM	337	
2:45 AM	17		2:45 PM	333	
3:00 AM	22	124	3:00 PM	323	1394
3:15 AM	18		3:15 PM	351	
3:30 AM	38		3:30 PM	369	
3:45 AM	46		3:45 PM	351	
4:00 AM	61	379	4:00 PM	339	1470
4:15 AM	86		4:15 PM	377	
4:30 AM	94		4:30 PM	368	
4:45 AM	138		4:45 PM	386	
5:00 AM	142	837	5:00 PM	419	1699
5:15 AM	201		5:15 PM	450	
5:30 AM	235		5:30 PM	418	
5:45 AM	259		5:45 PM	412	
6:00 AM	240	1518	6:00 PM	416	1434
6:15 AM	339		6:15 PM	381	
6:30 AM	429		6:30 PM	327	
6:45 AM	510		6:45 PM	310	
7:00 AM	559	2872	7:00 PM	270	892
7:15 AM	709		7:15 PM	230	
7:30 AM	817		7:30 PM	194	
7:45 AM	787		7:45 PM	198	
8:00 AM	584	2192	8:00 PM	173	690
8:15 AM	572		8:15 PM	182	
8:30 AM	512		8:30 PM	181	
8:45 AM	524		8:45 PM	154	
9:00 AM	405	1548	9:00 PM	143	551
9:15 AM	391		9:15 PM	156	
9:30 AM	378		9:30 PM	111	
9:45 AM	374		9:45 PM	141	
10:00 AM	371	1488	10:00 PM	126	441
10:15 AM	331		10:15 PM	109	
10:30 AM	419		10:30 PM	111	
10:45 AM	367		10:45 PM	95	
11:00 AM	365	1335	11:00 PM	94	284
11:15 AM	312		11:15 PM	71	
11:30 AM	322		11:30 PM	52	
11:45 AM	336		11:45 PM	67	

24 Hour Total 25356

12:00 AM - 12:00 PM

12 Hour Count	12677
Peak Hour	7:15 AM
Peak Volume	2897
Factor	0.89

12:00 PM - 12:00 AM

12 Hour Count	12679
Peak Hour	5:00 PM
Peak Volume	1699
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Lakeside Village East Driveway North of
US 80/Beaver Run Rd

Site: #2
1/22/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	8	12	12:00 PM	15	133
12:15 AM	0		12:15 PM	22	
12:30 AM	4		12:30 PM	42	
12:45 AM	0		12:45 PM	54	
1:00 AM	0	0	1:00 PM	26	70
1:15 AM	0		1:15 PM	17	
1:30 AM	0		1:30 PM	16	
1:45 AM	0		1:45 PM	11	
2:00 AM	0	0	2:00 PM	14	34
2:15 AM	0		2:15 PM	2	
2:30 AM	0		2:30 PM	10	
2:45 AM	0		2:45 PM	8	
3:00 AM	0	0	3:00 PM	6	48
3:15 AM	0		3:15 PM	18	
3:30 AM	0		3:30 PM	10	
3:45 AM	0		3:45 PM	14	
4:00 AM	0	0	4:00 PM	10	36
4:15 AM	0		4:15 PM	6	
4:30 AM	0		4:30 PM	10	
4:45 AM	0		4:45 PM	10	
5:00 AM	5	7	5:00 PM	9	43
5:15 AM	0		5:15 PM	10	
5:30 AM	0		5:30 PM	12	
5:45 AM	2		5:45 PM	12	
6:00 AM	5	21	6:00 PM	18	45
6:15 AM	3		6:15 PM	13	
6:30 AM	6		6:30 PM	8	
6:45 AM	7		6:45 PM	6	
7:00 AM	10	29	7:00 PM	10	31
7:15 AM	6		7:15 PM	4	
7:30 AM	6		7:30 PM	7	
7:45 AM	7		7:45 PM	10	
8:00 AM	10	48	8:00 PM	4	24
8:15 AM	8		8:15 PM	6	
8:30 AM	20		8:30 PM	9	
8:45 AM	10		8:45 PM	5	
9:00 AM	6	35	9:00 PM	3	16
9:15 AM	16		9:15 PM	2	
9:30 AM	5		9:30 PM	5	
9:45 AM	8		9:45 PM	6	
10:00 AM	16	46	10:00 PM	10	14
10:15 AM	8		10:15 PM	0	
10:30 AM	17		10:30 PM	0	
10:45 AM	5		10:45 PM	4	
11:00 AM	8	58	11:00 PM	0	0
11:15 AM	14		11:15 PM	0	
11:30 AM	12		11:30 PM	0	
11:45 AM	24		11:45 PM	0	

24 Hour Total 750

12:00 AM - 12:00 PM	
12 Hour Count	256
Peak Hour	11:00 AM
Peak Volume	58
Factor	0.60

12:00 PM - 12:00 AM	
12 Hour Count	494
Peak Hour	12:15 PM
Peak Volume	144
Factor	0.67

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Lakeside Village East Driveway North of
US 80/Beaver Run Rd

Site: #2
1/23/2020
Thursday

Daily Volume, per Channel

	SB			SB	
Interval Start			Interval Start		
12:00 AM	0	0	12:00 PM	16	94
12:15 AM	0		12:15 PM	26	
12:30 AM	0		12:30 PM	32	
12:45 AM	0		12:45 PM	20	
1:00 AM	0	0	1:00 PM	18	45
1:15 AM	0		1:15 PM	14	
1:30 AM	0		1:30 PM	3	
1:45 AM	0		1:45 PM	10	
2:00 AM	0	2	2:00 PM	14	61
2:15 AM	0		2:15 PM	20	
2:30 AM	2		2:30 PM	15	
2:45 AM	0		2:45 PM	12	
3:00 AM	0	0	3:00 PM	7	63
3:15 AM	0		3:15 PM	14	
3:30 AM	0		3:30 PM	26	
3:45 AM	0		3:45 PM	16	
4:00 AM	0	2	4:00 PM	9	40
4:15 AM	0		4:15 PM	16	
4:30 AM	2		4:30 PM	8	
4:45 AM	0		4:45 PM	7	
5:00 AM	0	12	5:00 PM	8	52
5:15 AM	0		5:15 PM	12	
5:30 AM	6		5:30 PM	15	
5:45 AM	6		5:45 PM	17	
6:00 AM	1	22	6:00 PM	14	59
6:15 AM	4		6:15 PM	19	
6:30 AM	4		6:30 PM	12	
6:45 AM	13		6:45 PM	14	
7:00 AM	8	37	7:00 PM	19	47
7:15 AM	15		7:15 PM	14	
7:30 AM	6		7:30 PM	8	
7:45 AM	8		7:45 PM	6	
8:00 AM	20	47	8:00 PM	3	23
8:15 AM	12		8:15 PM	6	
8:30 AM	5		8:30 PM	10	
8:45 AM	10		8:45 PM	4	
9:00 AM	15	40	9:00 PM	6	17
9:15 AM	11		9:15 PM	3	
9:30 AM	6		9:30 PM	6	
9:45 AM	8		9:45 PM	2	
10:00 AM	12	34	10:00 PM	8	11
10:15 AM	4		10:15 PM	2	
10:30 AM	12		10:30 PM	0	
10:45 AM	6		10:45 PM	1	
11:00 AM	16	60	11:00 PM	0	2
11:15 AM	12		11:15 PM	0	
11:30 AM	11		11:30 PM	0	
11:45 AM	21		11:45 PM	2	

24 Hour Total 770

12:00 AM - 12:00 PM	
12 Hour Count	256
Peak Hour	11:00 AM
Peak Volume	60
Factor	0.71

12:00 PM - 12:00 AM	
12 Hour Count	514
Peak Hour	12:15 PM
Peak Volume	96
Factor	0.75

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Lakeside Village East Driveway North of
US 80/Beaver Run Rd

Site: #1
1/22/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	2	2	12:00 PM	35	101
12:15 AM	0		12:15 PM	32	
12:30 AM	0		12:30 PM	18	
12:45 AM	0		12:45 PM	16	
1:00 AM	0	0	1:00 PM	19	63
1:15 AM	0		1:15 PM	20	
1:30 AM	0		1:30 PM	14	
1:45 AM	0		1:45 PM	10	
2:00 AM	0	0	2:00 PM	11	46
2:15 AM	0		2:15 PM	14	
2:30 AM	0		2:30 PM	10	
2:45 AM	0		2:45 PM	11	
3:00 AM	0	0	3:00 PM	12	50
3:15 AM	0		3:15 PM	10	
3:30 AM	0		3:30 PM	13	
3:45 AM	0		3:45 PM	15	
4:00 AM	0	2	4:00 PM	26	66
4:15 AM	0		4:15 PM	12	
4:30 AM	0		4:30 PM	14	
4:45 AM	2		4:45 PM	14	
5:00 AM	2	10	5:00 PM	18	65
5:15 AM	0		5:15 PM	20	
5:30 AM	2		5:30 PM	12	
5:45 AM	6		5:45 PM	15	
6:00 AM	10	24	6:00 PM	26	61
6:15 AM	0		6:15 PM	14	
6:30 AM	4		6:30 PM	11	
6:45 AM	10		6:45 PM	10	
7:00 AM	16	84	7:00 PM	4	21
7:15 AM	18		7:15 PM	4	
7:30 AM	22		7:30 PM	10	
7:45 AM	28		7:45 PM	3	
8:00 AM	21	73	8:00 PM	6	26
8:15 AM	17		8:15 PM	4	
8:30 AM	22		8:30 PM	12	
8:45 AM	13		8:45 PM	4	
9:00 AM	12	37	9:00 PM	4	15
9:15 AM	12		9:15 PM	2	
9:30 AM	8		9:30 PM	2	
9:45 AM	5		9:45 PM	7	
10:00 AM	7	39	10:00 PM	2	3
10:15 AM	6		10:15 PM	0	
10:30 AM	16		10:30 PM	0	
10:45 AM	10		10:45 PM	1	
11:00 AM	10	82	11:00 PM	0	0
11:15 AM	22		11:15 PM	0	
11:30 AM	30		11:30 PM	0	
11:45 AM	20		11:45 PM	0	

24 Hour Total 870

12:00 AM - 12:00 PM	
12 Hour Count	353
Peak Hour	7:15 AM
Peak Volume	89
Factor	0.79

12:00 PM - 12:00 AM	
12 Hour Count	517
Peak Hour	12:00 PM
Peak Volume	101
Factor	0.72

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Lakeside Village East Driveway North of
US 80/Beaver Run Rd

Site: #1
1/23/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	0	0	12:00 PM	34	87
12:15 AM	0		12:15 PM	12	
12:30 AM	0		12:30 PM	20	
12:45 AM	0		12:45 PM	21	
1:00 AM	0	0	1:00 PM	15	47
1:15 AM	0		1:15 PM	10	
1:30 AM	0		1:30 PM	11	
1:45 AM	0		1:45 PM	11	
2:00 AM	0	1	2:00 PM	15	44
2:15 AM	0		2:15 PM	14	
2:30 AM	0		2:30 PM	7	
2:45 AM	1		2:45 PM	8	
3:00 AM	0	0	3:00 PM	21	56
3:15 AM	0		3:15 PM	14	
3:30 AM	0		3:30 PM	12	
3:45 AM	0		3:45 PM	9	
4:00 AM	0	3	4:00 PM	11	64
4:15 AM	0		4:15 PM	13	
4:30 AM	2		4:30 PM	23	
4:45 AM	1		4:45 PM	17	
5:00 AM	3	16	5:00 PM	16	59
5:15 AM	4		5:15 PM	13	
5:30 AM	2		5:30 PM	12	
5:45 AM	7		5:45 PM	18	
6:00 AM	4	33	6:00 PM	16	47
6:15 AM	6		6:15 PM	12	
6:30 AM	13		6:30 PM	11	
6:45 AM	10		6:45 PM	8	
7:00 AM	11	94	7:00 PM	14	36
7:15 AM	31		7:15 PM	8	
7:30 AM	26		7:30 PM	10	
7:45 AM	26		7:45 PM	4	
8:00 AM	14	56	8:00 PM	7	21
8:15 AM	10		8:15 PM	2	
8:30 AM	16		8:30 PM	8	
8:45 AM	16		8:45 PM	4	
9:00 AM	12	33	9:00 PM	1	8
9:15 AM	7		9:15 PM	2	
9:30 AM	6		9:30 PM	2	
9:45 AM	8		9:45 PM	3	
10:00 AM	10	34	10:00 PM	1	2
10:15 AM	10		10:15 PM	1	
10:30 AM	8		10:30 PM	0	
10:45 AM	6		10:45 PM	0	
11:00 AM	22	86	11:00 PM	0	0
11:15 AM	22		11:15 PM	0	
11:30 AM	19		11:30 PM	0	
11:45 AM	23		11:45 PM	0	

24 Hour Total 827

12:00 AM - 12:00 PM	
12 Hour Count	356
Peak Hour	7:15 AM
Peak Volume	97
Factor	0.78

12:00 PM - 12:00 AM	
12 Hour Count	471
Peak Hour	12:00 PM
Peak Volume	87
Factor	0.64

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Milgen Rd South of
US 80/Beaver Run Rd

Site: #3
1/22/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	1	5	12:00 PM	20	59
12:15 AM	1		12:15 PM	12	
12:30 AM	2		12:30 PM	13	
12:45 AM	1		12:45 PM	14	
1:00 AM	1	1	1:00 PM	20	58
1:15 AM	0		1:15 PM	14	
1:30 AM	0		1:30 PM	10	
1:45 AM	0		1:45 PM	14	
2:00 AM	1	1	2:00 PM	17	54
2:15 AM	0		2:15 PM	20	
2:30 AM	0		2:30 PM	10	
2:45 AM	0		2:45 PM	7	
3:00 AM	0	0	3:00 PM	12	46
3:15 AM	0		3:15 PM	14	
3:30 AM	0		3:30 PM	10	
3:45 AM	0		3:45 PM	10	
4:00 AM	0	2	4:00 PM	11	58
4:15 AM	2		4:15 PM	14	
4:30 AM	0		4:30 PM	15	
4:45 AM	0		4:45 PM	18	
5:00 AM	2	3	5:00 PM	14	64
5:15 AM	0		5:15 PM	16	
5:30 AM	1		5:30 PM	18	
5:45 AM	0		5:45 PM	16	
6:00 AM	1	3	6:00 PM	10	43
6:15 AM	0		6:15 PM	12	
6:30 AM	1		6:30 PM	12	
6:45 AM	1		6:45 PM	9	
7:00 AM	3	23	7:00 PM	11	43
7:15 AM	4		7:15 PM	12	
7:30 AM	5		7:30 PM	12	
7:45 AM	11		7:45 PM	8	
8:00 AM	8	28	8:00 PM	8	35
8:15 AM	4		8:15 PM	10	
8:30 AM	8		8:30 PM	12	
8:45 AM	8		8:45 PM	5	
9:00 AM	4	29	9:00 PM	7	33
9:15 AM	8		9:15 PM	4	
9:30 AM	8		9:30 PM	11	
9:45 AM	9		9:45 PM	11	
10:00 AM	6	26	10:00 PM	5	15
10:15 AM	5		10:15 PM	0	
10:30 AM	6		10:30 PM	6	
10:45 AM	9		10:45 PM	4	
11:00 AM	14	54	11:00 PM	4	16
11:15 AM	6		11:15 PM	4	
11:30 AM	20		11:30 PM	4	
11:45 AM	14		11:45 PM	4	

24 Hour Total 699

12:00 AM - 12:00 PM	
12 Hour Count	175
Peak Hour	11:00 AM
Peak Volume	54
Factor	0.68

12:00 PM - 12:00 AM	
12 Hour Count	524
Peak Hour	4:45 PM
Peak Volume	66
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Milgen Rd South of
US 80/Beaver Run Rd

Site: #3
1/23/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	2	4	12:00 PM	20	69
12:15 AM	2		12:15 PM	13	
12:30 AM	0		12:30 PM	20	
12:45 AM	0		12:45 PM	16	
1:00 AM	1	2	1:00 PM	10	42
1:15 AM	0		1:15 PM	16	
1:30 AM	1		1:30 PM	6	
1:45 AM	0		1:45 PM	10	
2:00 AM	0	0	2:00 PM	9	41
2:15 AM	0		2:15 PM	13	
2:30 AM	0		2:30 PM	5	
2:45 AM	0		2:45 PM	14	
3:00 AM	0	0	3:00 PM	16	52
3:15 AM	0		3:15 PM	7	
3:30 AM	0		3:30 PM	21	
3:45 AM	0		3:45 PM	8	
4:00 AM	1	3	4:00 PM	14	52
4:15 AM	0		4:15 PM	10	
4:30 AM	2		4:30 PM	15	
4:45 AM	0		4:45 PM	13	
5:00 AM	0	2	5:00 PM	12	60
5:15 AM	0		5:15 PM	18	
5:30 AM	1		5:30 PM	16	
5:45 AM	1		5:45 PM	14	
6:00 AM	2	8	6:00 PM	12	57
6:15 AM	0		6:15 PM	17	
6:30 AM	5		6:30 PM	12	
6:45 AM	1		6:45 PM	16	
7:00 AM	6	31	7:00 PM	14	49
7:15 AM	10		7:15 PM	14	
7:30 AM	7		7:30 PM	6	
7:45 AM	8		7:45 PM	15	
8:00 AM	8	24	8:00 PM	10	37
8:15 AM	6		8:15 PM	12	
8:30 AM	8		8:30 PM	9	
8:45 AM	2		8:45 PM	6	
9:00 AM	4	21	9:00 PM	7	22
9:15 AM	2		9:15 PM	8	
9:30 AM	6		9:30 PM	4	
9:45 AM	9		9:45 PM	3	
10:00 AM	8	51	10:00 PM	6	17
10:15 AM	16		10:15 PM	4	
10:30 AM	14		10:30 PM	3	
10:45 AM	13		10:45 PM	4	
11:00 AM	16	58	11:00 PM	5	19
11:15 AM	16		11:15 PM	4	
11:30 AM	14		11:30 PM	5	
11:45 AM	12		11:45 PM	5	

24 Hour Total 721

12:00 AM - 12:00 PM	
12 Hour Count	204
Peak Hour	10:15 AM
Peak Volume	59
Factor	0.92

12:00 PM - 12:00 AM	
12 Hour Count	517
Peak Hour	12:00 PM
Peak Volume	69
Factor	0.86

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Milgen Rd South of
US 80/Beaver Run Rd

Site: #4
1/22/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	0	1	12:00 PM	22	132
12:15 AM	0		12:15 PM	38	
12:30 AM	1		12:30 PM	42	
12:45 AM	0		12:45 PM	30	
1:00 AM	0	0	1:00 PM	30	114
1:15 AM	0		1:15 PM	30	
1:30 AM	0		1:30 PM	24	
1:45 AM	0		1:45 PM	30	
2:00 AM	0	0	2:00 PM	23	119
2:15 AM	0		2:15 PM	29	
2:30 AM	0		2:30 PM	31	
2:45 AM	0		2:45 PM	36	
3:00 AM	0	0	3:00 PM	24	123
3:15 AM	0		3:15 PM	37	
3:30 AM	0		3:30 PM	30	
3:45 AM	0		3:45 PM	32	
4:00 AM	0	0	4:00 PM	30	118
4:15 AM	0		4:15 PM	27	
4:30 AM	0		4:30 PM	41	
4:45 AM	0		4:45 PM	20	
5:00 AM	0	9	5:00 PM	8	29
5:15 AM	4		5:15 PM	13	
5:30 AM	1		5:30 PM	2	
5:45 AM	4		5:45 PM	6	
6:00 AM	3	15	6:00 PM	6	7
6:15 AM	2		6:15 PM	0	
6:30 AM	6		6:30 PM	1	
6:45 AM	4		6:45 PM	0	
7:00 AM	2	18	7:00 PM	0	4
7:15 AM	4		7:15 PM	2	
7:30 AM	8		7:30 PM	2	
7:45 AM	4		7:45 PM	0	
8:00 AM	2	4	8:00 PM	0	3
8:15 AM	2		8:15 PM	0	
8:30 AM	0		8:30 PM	1	
8:45 AM	0		8:45 PM	2	
9:00 AM	0	4	9:00 PM	2	6
9:15 AM	0		9:15 PM	0	
9:30 AM	2		9:30 PM	2	
9:45 AM	2		9:45 PM	2	
10:00 AM	4	32	10:00 PM	0	4
10:15 AM	1		10:15 PM	2	
10:30 AM	11		10:30 PM	0	
10:45 AM	16		10:45 PM	2	
11:00 AM	9	69	11:00 PM	0	1
11:15 AM	16		11:15 PM	0	
11:30 AM	20		11:30 PM	1	
11:45 AM	24		11:45 PM	0	

24 Hour Total 812

12:00 AM - 12:00 PM	
12 Hour Count	152
Peak Hour	11:00 AM
Peak Volume	69
Factor	0.72

12:00 PM - 12:00 AM	
12 Hour Count	660
Peak Hour	12:15 PM
Peak Volume	140
Factor	0.83

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Milgen Rd South of
US 80/Beaver Run Rd

Site: #4
1/23/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	0	0	12:00 PM	30	124
12:15 AM	0		12:15 PM	26	
12:30 AM	0		12:30 PM	36	
12:45 AM	0		12:45 PM	32	
1:00 AM	0	1	1:00 PM	20	86
1:15 AM	0		1:15 PM	24	
1:30 AM	1		1:30 PM	22	
1:45 AM	0		1:45 PM	20	
2:00 AM	0	0	2:00 PM	20	85
2:15 AM	0		2:15 PM	26	
2:30 AM	0		2:30 PM	21	
2:45 AM	0		2:45 PM	18	
3:00 AM	0	2	3:00 PM	18	66
3:15 AM	2		3:15 PM	22	
3:30 AM	0		3:30 PM	18	
3:45 AM	0		3:45 PM	8	
4:00 AM	1	3	4:00 PM	4	92
4:15 AM	1		4:15 PM	19	
4:30 AM	1		4:30 PM	39	
4:45 AM	0		4:45 PM	30	
5:00 AM	3	7	5:00 PM	31	165
5:15 AM	0		5:15 PM	14	
5:30 AM	1		5:30 PM	70	
5:45 AM	3		5:45 PM	50	
6:00 AM	2	2	6:00 PM	38	82
6:15 AM	0		6:15 PM	31	
6:30 AM	0		6:30 PM	9	
6:45 AM	0		6:45 PM	4	
7:00 AM	0	1	7:00 PM	7	21
7:15 AM	1		7:15 PM	6	
7:30 AM	0		7:30 PM	5	
7:45 AM	0		7:45 PM	3	
8:00 AM	0	10	8:00 PM	3	5
8:15 AM	4		8:15 PM	0	
8:30 AM	4		8:30 PM	2	
8:45 AM	2		8:45 PM	0	
9:00 AM	3	3	9:00 PM	0	0
9:15 AM	0		9:15 PM	0	
9:30 AM	0		9:30 PM	0	
9:45 AM	0		9:45 PM	0	
10:00 AM	1	25	10:00 PM	0	0
10:15 AM	12		10:15 PM	0	
10:30 AM	6		10:30 PM	0	
10:45 AM	6		10:45 PM	0	
11:00 AM	14	80	11:00 PM	1	3
11:15 AM	14		11:15 PM	2	
11:30 AM	24		11:30 PM	0	
11:45 AM	28		11:45 PM	0	

24 Hour Total 863

12:00 AM - 12:00 PM	
12 Hour Count	134
Peak Hour	11:00 AM
Peak Volume	80
Factor	0.71

12:00 PM - 12:00 AM	
12 Hour Count	729
Peak Hour	5:30 PM
Peak Volume	189
Factor	0.68

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Manchester Expy NB Ramps

Site: #5
1/22/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	42	110	12:00 PM	279	1085
12:15 AM	26		12:15 PM	242	
12:30 AM	24		12:30 PM	288	
12:45 AM	18		12:45 PM	276	
1:00 AM	24	77	1:00 PM	268	980
1:15 AM	22		1:15 PM	260	
1:30 AM	9		1:30 PM	206	
1:45 AM	22		1:45 PM	246	
2:00 AM	23	89	2:00 PM	238	1017
2:15 AM	18		2:15 PM	247	
2:30 AM	30		2:30 PM	288	
2:45 AM	18		2:45 PM	244	
3:00 AM	20	113	3:00 PM	242	1017
3:15 AM	25		3:15 PM	184	
3:30 AM	42		3:30 PM	282	
3:45 AM	26		3:45 PM	309	
4:00 AM	26	204	4:00 PM	344	1371
4:15 AM	38		4:15 PM	350	
4:30 AM	52		4:30 PM	351	
4:45 AM	88		4:45 PM	326	
5:00 AM	102	564	5:00 PM	350	1556
5:15 AM	142		5:15 PM	406	
5:30 AM	154		5:30 PM	420	
5:45 AM	166		5:45 PM	380	
6:00 AM	167	1022	6:00 PM	376	1374
6:15 AM	230		6:15 PM	364	
6:30 AM	335		6:30 PM	318	
6:45 AM	290		6:45 PM	316	
7:00 AM	287	1605	7:00 PM	254	983
7:15 AM	390		7:15 PM	254	
7:30 AM	446		7:30 PM	254	
7:45 AM	482		7:45 PM	221	
8:00 AM	442	1525	8:00 PM	240	851
8:15 AM	400		8:15 PM	234	
8:30 AM	375		8:30 PM	178	
8:45 AM	308		8:45 PM	199	
9:00 AM	267	998	9:00 PM	159	560
9:15 AM	241		9:15 PM	144	
9:30 AM	252		9:30 PM	147	
9:45 AM	238		9:45 PM	110	
10:00 AM	202	852	10:00 PM	92	360
10:15 AM	246		10:15 PM	94	
10:30 AM	210		10:30 PM	98	
10:45 AM	194		10:45 PM	76	
11:00 AM	210	904	11:00 PM	64	210
11:15 AM	214		11:15 PM	64	
11:30 AM	246		11:30 PM	40	
11:45 AM	234		11:45 PM	42	

24 Hour Total 19427

12:00 AM - 12:00 PM

12 Hour Count	8063
Peak Hour	7:30 AM
Peak Volume	1770
Factor	0.92

12:00 PM - 12:00 AM

12 Hour Count	11364
Peak Hour	5:15 PM
Peak Volume	1582
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Manchester Expy NB Ramps

Site: #5
1/23/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	31	131	12:00 PM	278	1136
12:15 AM	36		12:15 PM	278	
12:30 AM	34		12:30 PM	292	
12:45 AM	30		12:45 PM	288	
1:00 AM	16	78	1:00 PM	330	1140
1:15 AM	16		1:15 PM	270	
1:30 AM	26		1:30 PM	252	
1:45 AM	20		1:45 PM	288	
2:00 AM	38	124	2:00 PM	280	1238
2:15 AM	34		2:15 PM	328	
2:30 AM	30		2:30 PM	282	
2:45 AM	22		2:45 PM	348	
3:00 AM	11	94	3:00 PM	268	1282
3:15 AM	22		3:15 PM	329	
3:30 AM	32		3:30 PM	339	
3:45 AM	29		3:45 PM	346	
4:00 AM	32	199	4:00 PM	349	1395
4:15 AM	48		4:15 PM	346	
4:30 AM	44		4:30 PM	352	
4:45 AM	75		4:45 PM	348	
5:00 AM	104	583	5:00 PM	371	1664
5:15 AM	143		5:15 PM	423	
5:30 AM	168		5:30 PM	442	
5:45 AM	168		5:45 PM	428	
6:00 AM	174	996	6:00 PM	360	1380
6:15 AM	210		6:15 PM	371	
6:30 AM	324		6:30 PM	366	
6:45 AM	288		6:45 PM	283	
7:00 AM	315	1635	7:00 PM	306	1028
7:15 AM	404		7:15 PM	256	
7:30 AM	474		7:30 PM	245	
7:45 AM	442		7:45 PM	221	
8:00 AM	412	1450	8:00 PM	220	780
8:15 AM	384		8:15 PM	206	
8:30 AM	338		8:30 PM	174	
8:45 AM	316		8:45 PM	180	
9:00 AM	288	1055	9:00 PM	174	533
9:15 AM	246		9:15 PM	162	
9:30 AM	243		9:30 PM	104	
9:45 AM	278		9:45 PM	93	
10:00 AM	204	917	10:00 PM	114	407
10:15 AM	231		10:15 PM	114	
10:30 AM	212		10:30 PM	96	
10:45 AM	270		10:45 PM	83	
11:00 AM	246	1029	11:00 PM	73	269
11:15 AM	270		11:15 PM	73	
11:30 AM	259		11:30 PM	61	
11:45 AM	254		11:45 PM	62	

24 Hour Total 20543

12:00 AM - 12:00 PM	
12 Hour Count	8291
Peak Hour	7:15 AM
Peak Volume	1732
Factor	0.91

12:00 PM - 12:00 AM	
12 Hour Count	12252
Peak Hour	5:00 PM
Peak Volume	1664
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Manchester Expy NB Ramps

Site: #6
1/22/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	48	144	12:00 PM	280	1142
12:15 AM	40		12:15 PM	292	
12:30 AM	34		12:30 PM	296	
12:45 AM	22		12:45 PM	274	
1:00 AM	18	81	1:00 PM	288	1144
1:15 AM	12		1:15 PM	320	
1:30 AM	23		1:30 PM	260	
1:45 AM	28		1:45 PM	276	
2:00 AM	67	169	2:00 PM	288	1159
2:15 AM	30		2:15 PM	278	
2:30 AM	42		2:30 PM	288	
2:45 AM	30		2:45 PM	305	
3:00 AM	33	109	3:00 PM	280	1314
3:15 AM	26		3:15 PM	338	
3:30 AM	22		3:30 PM	302	
3:45 AM	28		3:45 PM	394	
4:00 AM	36	197	4:00 PM	384	1643
4:15 AM	49		4:15 PM	415	
4:30 AM	42		4:30 PM	410	
4:45 AM	70		4:45 PM	434	
5:00 AM	74	376	5:00 PM	410	1747
5:15 AM	73		5:15 PM	446	
5:30 AM	112		5:30 PM	442	
5:45 AM	117		5:45 PM	449	
6:00 AM	152	784	6:00 PM	376	1389
6:15 AM	160		6:15 PM	385	
6:30 AM	230		6:30 PM	342	
6:45 AM	242		6:45 PM	286	
7:00 AM	330	1693	7:00 PM	250	888
7:15 AM	433		7:15 PM	252	
7:30 AM	468		7:30 PM	218	
7:45 AM	462		7:45 PM	168	
8:00 AM	367	1349	8:00 PM	146	638
8:15 AM	352		8:15 PM	168	
8:30 AM	350		8:30 PM	170	
8:45 AM	280		8:45 PM	154	
9:00 AM	327	1082	9:00 PM	112	400
9:15 AM	276		9:15 PM	92	
9:30 AM	244		9:30 PM	123	
9:45 AM	235		9:45 PM	73	
10:00 AM	238	1019	10:00 PM	78	266
10:15 AM	238		10:15 PM	74	
10:30 AM	288		10:30 PM	64	
10:45 AM	255		10:45 PM	50	
11:00 AM	256	1086	11:00 PM	70	224
11:15 AM	270		11:15 PM	52	
11:30 AM	266		11:30 PM	58	
11:45 AM	294		11:45 PM	44	

24 Hour Total 20043

12:00 AM - 12:00 PM	
12 Hour Count	8089
Peak Hour	7:15 AM
Peak Volume	1730
Factor	0.92

12:00 PM - 12:00 AM	
12 Hour Count	11954
Peak Hour	5:00 PM
Peak Volume	1747
Factor	0.97

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Manchester Expy NB Ramps

Site: #6
1/23/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	48	153	12:00 PM	272	1154
12:15 AM	34		12:15 PM	308	
12:30 AM	39		12:30 PM	298	
12:45 AM	32		12:45 PM	276	
1:00 AM	9	76	1:00 PM	278	1103
1:15 AM	20		1:15 PM	257	
1:30 AM	26		1:30 PM	282	
1:45 AM	21		1:45 PM	286	
2:00 AM	68	155	2:00 PM	338	1243
2:15 AM	24		2:15 PM	306	
2:30 AM	43		2:30 PM	290	
2:45 AM	20		2:45 PM	309	
3:00 AM	26	106	3:00 PM	329	1439
3:15 AM	17		3:15 PM	354	
3:30 AM	22		3:30 PM	358	
3:45 AM	41		3:45 PM	398	
4:00 AM	38	174	4:00 PM	386	1672
4:15 AM	39		4:15 PM	390	
4:30 AM	41		4:30 PM	469	
4:45 AM	56		4:45 PM	427	
5:00 AM	62	347	5:00 PM	425	1654
5:15 AM	88		5:15 PM	412	
5:30 AM	86		5:30 PM	393	
5:45 AM	111		5:45 PM	424	
6:00 AM	150	806	6:00 PM	444	1448
6:15 AM	141		6:15 PM	382	
6:30 AM	259		6:30 PM	348	
6:45 AM	256		6:45 PM	274	
7:00 AM	312	1739	7:00 PM	228	855
7:15 AM	496		7:15 PM	228	
7:30 AM	517		7:30 PM	215	
7:45 AM	414		7:45 PM	184	
8:00 AM	385	1312	8:00 PM	164	600
8:15 AM	310		8:15 PM	182	
8:30 AM	330		8:30 PM	134	
8:45 AM	287		8:45 PM	120	
9:00 AM	262	1004	9:00 PM	126	400
9:15 AM	258		9:15 PM	114	
9:30 AM	245		9:30 PM	78	
9:45 AM	239		9:45 PM	82	
10:00 AM	224	1001	10:00 PM	68	278
10:15 AM	254		10:15 PM	86	
10:30 AM	250		10:30 PM	74	
10:45 AM	273		10:45 PM	50	
11:00 AM	254	1118	11:00 PM	62	233
11:15 AM	284		11:15 PM	44	
11:30 AM	272		11:30 PM	74	
11:45 AM	308		11:45 PM	53	

24 Hour Total 20070

12:00 AM - 12:00 PM	
12 Hour Count	7991
Peak Hour	7:15 AM
Peak Volume	1812
Factor	0.88

12:00 PM - 12:00 AM	
12 Hour Count	12079
Peak Hour	4:30 PM
Peak Volume	1733
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Mancester Expy NB on Ramp from
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #7
1/22/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	6	21	12:00 PM	66	285
12:15 AM	7		12:15 PM	75	
12:30 AM	6		12:30 PM	77	
12:45 AM	2		12:45 PM	67	
1:00 AM	4	15	1:00 PM	74	312
1:15 AM	5		1:15 PM	80	
1:30 AM	0		1:30 PM	80	
1:45 AM	6		1:45 PM	78	
2:00 AM	5	16	2:00 PM	69	345
2:15 AM	6		2:15 PM	88	
2:30 AM	1		2:30 PM	92	
2:45 AM	4		2:45 PM	96	
3:00 AM	2	10	3:00 PM	108	464
3:15 AM	4		3:15 PM	118	
3:30 AM	3		3:30 PM	118	
3:45 AM	1		3:45 PM	120	
4:00 AM	6	19	4:00 PM	116	524
4:15 AM	3		4:15 PM	126	
4:30 AM	8		4:30 PM	130	
4:45 AM	2		4:45 PM	152	
5:00 AM	11	36	5:00 PM	141	608
5:15 AM	8		5:15 PM	170	
5:30 AM	7		5:30 PM	156	
5:45 AM	10		5:45 PM	141	
6:00 AM	14	80	6:00 PM	145	566
6:15 AM	18		6:15 PM	164	
6:30 AM	16		6:30 PM	133	
6:45 AM	32		6:45 PM	124	
7:00 AM	35	141	7:00 PM	88	394
7:15 AM	35		7:15 PM	106	
7:30 AM	29		7:30 PM	90	
7:45 AM	42		7:45 PM	110	
8:00 AM	42	179	8:00 PM	91	339
8:15 AM	42		8:15 PM	88	
8:30 AM	50		8:30 PM	92	
8:45 AM	45		8:45 PM	68	
9:00 AM	51	213	9:00 PM	58	186
9:15 AM	54		9:15 PM	45	
9:30 AM	60		9:30 PM	38	
9:45 AM	48		9:45 PM	45	
10:00 AM	50	208	10:00 PM	28	102
10:15 AM	54		10:15 PM	31	
10:30 AM	42		10:30 PM	31	
10:45 AM	62		10:45 PM	12	
11:00 AM	58	230	11:00 PM	10	45
11:15 AM	56		11:15 PM	14	
11:30 AM	53		11:30 PM	13	
11:45 AM	63		11:45 PM	8	

24 Hour Total 5338

12:00 AM - 12:00 PM	
12 Hour Count	1168
Peak Hour	11:00 AM
Peak Volume	230
Factor	0.91

12:00 PM - 12:00 AM	
12 Hour Count	4170
Peak Hour	4:45 PM
Peak Volume	619
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Mancester Expy NB on Ramp from
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #7
1/23/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	4	28	12:00 PM	92	331
12:15 AM	3		12:15 PM	84	
12:30 AM	8		12:30 PM	81	
12:45 AM	13		12:45 PM	74	
1:00 AM	5	20	1:00 PM	68	308
1:15 AM	7		1:15 PM	73	
1:30 AM	6		1:30 PM	88	
1:45 AM	2		1:45 PM	79	
2:00 AM	4	12	2:00 PM	106	386
2:15 AM	3		2:15 PM	88	
2:30 AM	3		2:30 PM	88	
2:45 AM	2		2:45 PM	104	
3:00 AM	5	18	3:00 PM	116	463
3:15 AM	4		3:15 PM	99	
3:30 AM	4		3:30 PM	114	
3:45 AM	5		3:45 PM	134	
4:00 AM	1	20	4:00 PM	124	506
4:15 AM	7		4:15 PM	118	
4:30 AM	4		4:30 PM	126	
4:45 AM	8		4:45 PM	138	
5:00 AM	8	44	5:00 PM	164	631
5:15 AM	12		5:15 PM	173	
5:30 AM	12		5:30 PM	150	
5:45 AM	12		5:45 PM	144	
6:00 AM	20	94	6:00 PM	163	547
6:15 AM	18		6:15 PM	146	
6:30 AM	20		6:30 PM	112	
6:45 AM	36		6:45 PM	126	
7:00 AM	32	140	7:00 PM	128	437
7:15 AM	30		7:15 PM	108	
7:30 AM	39		7:30 PM	115	
7:45 AM	39		7:45 PM	86	
8:00 AM	56	185	8:00 PM	77	317
8:15 AM	42		8:15 PM	104	
8:30 AM	39		8:30 PM	72	
8:45 AM	48		8:45 PM	64	
9:00 AM	48	213	9:00 PM	70	211
9:15 AM	60		9:15 PM	58	
9:30 AM	55		9:30 PM	47	
9:45 AM	50		9:45 PM	36	
10:00 AM	52	218	10:00 PM	48	112
10:15 AM	64		10:15 PM	25	
10:30 AM	56		10:30 PM	21	
10:45 AM	46		10:45 PM	18	
11:00 AM	68	284	11:00 PM	18	49
11:15 AM	61		11:15 PM	12	
11:30 AM	92		11:30 PM	12	
11:45 AM	63		11:45 PM	7	

24 Hour Total 5574

12:00 AM - 12:00 PM	
12 Hour Count	1276
Peak Hour	11:00 AM
Peak Volume	284
Factor	0.77

12:00 PM - 12:00 AM	
12 Hour Count	4298
Peak Hour	5:00 PM
Peak Volume	631
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy NB off Ramp to
US 80/Beaver Run Rd

Site: #8
11/20/2019
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	11	26	12:00 PM	78	278
12:15 AM	7		12:15 PM	60	
12:30 AM	6		12:30 PM	72	
12:45 AM	2		12:45 PM	68	
1:00 AM	5	18	1:00 PM	74	299
1:15 AM	6		1:15 PM	87	
1:30 AM	1		1:30 PM	70	
1:45 AM	6		1:45 PM	68	
2:00 AM	1	6	2:00 PM	73	341
2:15 AM	0		2:15 PM	90	
2:30 AM	4		2:30 PM	86	
2:45 AM	1		2:45 PM	92	
3:00 AM	3	32	3:00 PM	114	474
3:15 AM	6		3:15 PM	116	
3:30 AM	18		3:30 PM	112	
3:45 AM	5		3:45 PM	132	
4:00 AM	4	41	4:00 PM	116	515
4:15 AM	8		4:15 PM	139	
4:30 AM	7		4:30 PM	128	
4:45 AM	22		4:45 PM	132	
5:00 AM	18	84	5:00 PM	153	629
5:15 AM	24		5:15 PM	180	
5:30 AM	20		5:30 PM	157	
5:45 AM	22		5:45 PM	139	
6:00 AM	20	122	6:00 PM	114	374
6:15 AM	20		6:15 PM	100	
6:30 AM	40		6:30 PM	74	
6:45 AM	42		6:45 PM	86	
7:00 AM	54	333	7:00 PM	81	267
7:15 AM	83		7:15 PM	67	
7:30 AM	100		7:30 PM	62	
7:45 AM	96		7:45 PM	57	
8:00 AM	82	276	8:00 PM	74	243
8:15 AM	68		8:15 PM	69	
8:30 AM	76		8:30 PM	57	
8:45 AM	50		8:45 PM	43	
9:00 AM	60	262	9:00 PM	43	133
9:15 AM	58		9:15 PM	36	
9:30 AM	70		9:30 PM	31	
9:45 AM	74		9:45 PM	23	
10:00 AM	62	223	10:00 PM	22	72
10:15 AM	54		10:15 PM	21	
10:30 AM	51		10:30 PM	20	
10:45 AM	56		10:45 PM	9	
11:00 AM	64	269	11:00 PM	16	50
11:15 AM	66		11:15 PM	11	
11:30 AM	65		11:30 PM	12	
11:45 AM	74		11:45 PM	11	

24 Hour Total 5367

12:00 AM - 12:00 PM	
12 Hour Count	1692
Peak Hour	7:15 AM
Peak Volume	361
Factor	0.90

12:00 PM - 12:00 AM	
12 Hour Count	3675
Peak Hour	5:00 PM
Peak Volume	629
Factor	0.87

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy NB off Ramp to
US 80/Beaver Run Rd

Site: #8
11/21/2019
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	13	40	12:00 PM	80	289
12:15 AM	10		12:15 PM	66	
12:30 AM	9		12:30 PM	81	
12:45 AM	8		12:45 PM	62	
1:00 AM	6	20	1:00 PM	79	276
1:15 AM	8		1:15 PM	74	
1:30 AM	4		1:30 PM	55	
1:45 AM	2		1:45 PM	68	
2:00 AM	3	20	2:00 PM	66	322
2:15 AM	7		2:15 PM	84	
2:30 AM	8		2:30 PM	82	
2:45 AM	2		2:45 PM	90	
3:00 AM	3	18	3:00 PM	98	453
3:15 AM	4		3:15 PM	119	
3:30 AM	6		3:30 PM	122	
3:45 AM	5		3:45 PM	114	
4:00 AM	6	45	4:00 PM	114	510
4:15 AM	10		4:15 PM	131	
4:30 AM	10		4:30 PM	122	
4:45 AM	19		4:45 PM	143	
5:00 AM	18	76	5:00 PM	176	668
5:15 AM	24		5:15 PM	171	
5:30 AM	18		5:30 PM	171	
5:45 AM	16		5:45 PM	150	
6:00 AM	18	141	6:00 PM	105	385
6:15 AM	33		6:15 PM	110	
6:30 AM	42		6:30 PM	96	
6:45 AM	48		6:45 PM	74	
7:00 AM	42	276	7:00 PM	62	249
7:15 AM	73		7:15 PM	78	
7:30 AM	80		7:30 PM	55	
7:45 AM	81		7:45 PM	54	
8:00 AM	64	292	8:00 PM	60	210
8:15 AM	88		8:15 PM	48	
8:30 AM	62		8:30 PM	40	
8:45 AM	78		8:45 PM	62	
9:00 AM	50	217	9:00 PM	48	133
9:15 AM	51		9:15 PM	44	
9:30 AM	60		9:30 PM	19	
9:45 AM	56		9:45 PM	22	
10:00 AM	65	239	10:00 PM	18	74
10:15 AM	46		10:15 PM	24	
10:30 AM	55		10:30 PM	21	
10:45 AM	73		10:45 PM	11	
11:00 AM	56	256	11:00 PM	21	62
11:15 AM	66		11:15 PM	18	
11:30 AM	60		11:30 PM	13	
11:45 AM	74		11:45 PM	10	

24 Hour Total 5271

12:00 AM - 12:00 PM	
12 Hour Count	1640
Peak Hour	7:30 AM
Peak Volume	313
Factor	0.89

12:00 PM - 12:00 AM	
12 Hour Count	3631
Peak Hour	5:00 PM
Peak Volume	668
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Pkwy/US 80 EB Diagonal off ramp to
SB Manchester Expwy

Site: #9
1/22/2020
Wednesday

Daily Volume, per Channel

	SB			SB	
Interval Start			Interval Start		
12:00 AM	0	5	12:00 PM	12	59
12:15 AM	2		12:15 PM	16	
12:30 AM	2		12:30 PM	15	
12:45 AM	1		12:45 PM	16	
1:00 AM	0	2	1:00 PM	17	69
1:15 AM	0		1:15 PM	17	
1:30 AM	0		1:30 PM	19	
1:45 AM	2		1:45 PM	16	
2:00 AM	0	1	2:00 PM	13	66
2:15 AM	0		2:15 PM	16	
2:30 AM	1		2:30 PM	16	
2:45 AM	0		2:45 PM	21	
3:00 AM	0	3	3:00 PM	11	53
3:15 AM	1		3:15 PM	16	
3:30 AM	2		3:30 PM	14	
3:45 AM	0		3:45 PM	12	
4:00 AM	1	5	4:00 PM	19	88
4:15 AM	2		4:15 PM	21	
4:30 AM	2		4:30 PM	24	
4:45 AM	0		4:45 PM	24	
5:00 AM	2	17	5:00 PM	25	89
5:15 AM	3		5:15 PM	30	
5:30 AM	6		5:30 PM	21	
5:45 AM	6		5:45 PM	13	
6:00 AM	7	42	6:00 PM	11	60
6:15 AM	10		6:15 PM	19	
6:30 AM	10		6:30 PM	15	
6:45 AM	15		6:45 PM	15	
7:00 AM	21	93	7:00 PM	10	37
7:15 AM	24		7:15 PM	7	
7:30 AM	30		7:30 PM	9	
7:45 AM	18		7:45 PM	11	
8:00 AM	30	114	8:00 PM	11	41
8:15 AM	30		8:15 PM	12	
8:30 AM	26		8:30 PM	11	
8:45 AM	28		8:45 PM	7	
9:00 AM	20	65	9:00 PM	2	16
9:15 AM	18		9:15 PM	1	
9:30 AM	12		9:30 PM	7	
9:45 AM	15		9:45 PM	6	
10:00 AM	20	67	10:00 PM	2	11
10:15 AM	12		10:15 PM	3	
10:30 AM	16		10:30 PM	4	
10:45 AM	19		10:45 PM	2	
11:00 AM	18	84	11:00 PM	1	3
11:15 AM	18		11:15 PM	1	
11:30 AM	22		11:30 PM	1	
11:45 AM	26		11:45 PM	0	

24 Hour Total 1090

12:00 AM - 12:00 PM	
12 Hour Count	498
Peak Hour	8:00 AM
Peak Volume	114
Factor	0.95

12:00 PM - 12:00 AM	
12 Hour Count	592
Peak Hour	4:30 PM
Peak Volume	103
Factor	0.86

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Pkwy/US 80 EB Diagonal off ramp to
SB Manchester Expwy

Site: #9
1/23/2020
Thursday

Daily Volume, per Channel

	SB			SB	
Interval Start			Interval Start		
12:00 AM	2	6	12:00 PM	16	63
12:15 AM	2		12:15 PM	18	
12:30 AM	1		12:30 PM	14	
12:45 AM	1		12:45 PM	15	
1:00 AM	0	2	1:00 PM	17	57
1:15 AM	0		1:15 PM	17	
1:30 AM	1		1:30 PM	11	
1:45 AM	1		1:45 PM	12	
2:00 AM	0	1	2:00 PM	14	78
2:15 AM	0		2:15 PM	22	
2:30 AM	0		2:30 PM	15	
2:45 AM	1		2:45 PM	27	
3:00 AM	0	1	3:00 PM	22	58
3:15 AM	0		3:15 PM	8	
3:30 AM	0		3:30 PM	10	
3:45 AM	1		3:45 PM	18	
4:00 AM	2	11	4:00 PM	26	107
4:15 AM	3		4:15 PM	25	
4:30 AM	4		4:30 PM	23	
4:45 AM	2		4:45 PM	33	
5:00 AM	3	14	5:00 PM	26	78
5:15 AM	3		5:15 PM	18	
5:30 AM	2		5:30 PM	14	
5:45 AM	6		5:45 PM	20	
6:00 AM	7	55	6:00 PM	16	58
6:15 AM	10		6:15 PM	17	
6:30 AM	14		6:30 PM	13	
6:45 AM	24		6:45 PM	12	
7:00 AM	17	103	7:00 PM	13	50
7:15 AM	34		7:15 PM	13	
7:30 AM	36		7:30 PM	13	
7:45 AM	16		7:45 PM	11	
8:00 AM	30	94	8:00 PM	5	28
8:15 AM	24		8:15 PM	6	
8:30 AM	21		8:30 PM	7	
8:45 AM	19		8:45 PM	10	
9:00 AM	15	56	9:00 PM	7	15
9:15 AM	12		9:15 PM	2	
9:30 AM	15		9:30 PM	3	
9:45 AM	14		9:45 PM	3	
10:00 AM	15	64	10:00 PM	1	5
10:15 AM	9		10:15 PM	1	
10:30 AM	18		10:30 PM	0	
10:45 AM	22		10:45 PM	3	
11:00 AM	16	70	11:00 PM	4	9
11:15 AM	18		11:15 PM	2	
11:30 AM	20		11:30 PM	3	
11:45 AM	16		11:45 PM	0	

24 Hour Total 1083

12:00 AM - 12:00 PM	
12 Hour Count	477
Peak Hour	7:15 AM
Peak Volume	116
Factor	0.81

12:00 PM - 12:00 AM	
12 Hour Count	606
Peak Hour	4:00 PM
Peak Volume	107
Factor	0.81

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Pkwy/US 80 WB off ramp loop to
SB Manchester Expy

Site: #10
1/22/2020
Wednesday

Daily Volume, per Channel

	SB			SB	
Interval Start			Interval Start		
12:00 AM	10	20	12:00 PM	34	154
12:15 AM	3		12:15 PM	38	
12:30 AM	4		12:30 PM	38	
12:45 AM	3		12:45 PM	44	
1:00 AM	0	8	1:00 PM	54	175
1:15 AM	0		1:15 PM	46	
1:30 AM	2		1:30 PM	39	
1:45 AM	6		1:45 PM	36	
2:00 AM	10	23	2:00 PM	33	141
2:15 AM	5		2:15 PM	36	
2:30 AM	8		2:30 PM	34	
2:45 AM	0		2:45 PM	38	
3:00 AM	7	18	3:00 PM	38	150
3:15 AM	6		3:15 PM	34	
3:30 AM	3		3:30 PM	44	
3:45 AM	2		3:45 PM	34	
4:00 AM	4	46	4:00 PM	46	176
4:15 AM	10		4:15 PM	48	
4:30 AM	14		4:30 PM	38	
4:45 AM	18		4:45 PM	44	
5:00 AM	14	99	5:00 PM	37	181
5:15 AM	26		5:15 PM	47	
5:30 AM	27		5:30 PM	50	
5:45 AM	32		5:45 PM	47	
6:00 AM	41	198	6:00 PM	34	133
6:15 AM	38		6:15 PM	39	
6:30 AM	46		6:30 PM	30	
6:45 AM	73		6:45 PM	30	
7:00 AM	80	436	7:00 PM	38	107
7:15 AM	125		7:15 PM	26	
7:30 AM	126		7:30 PM	24	
7:45 AM	105		7:45 PM	19	
8:00 AM	84	313	8:00 PM	11	52
8:15 AM	73		8:15 PM	15	
8:30 AM	88		8:30 PM	12	
8:45 AM	68		8:45 PM	14	
9:00 AM	64	225	9:00 PM	8	37
9:15 AM	57		9:15 PM	5	
9:30 AM	61		9:30 PM	16	
9:45 AM	43		9:45 PM	8	
10:00 AM	56	176	10:00 PM	11	34
10:15 AM	43		10:15 PM	6	
10:30 AM	48		10:30 PM	7	
10:45 AM	29		10:45 PM	10	
11:00 AM	30	155	11:00 PM	9	31
11:15 AM	48		11:15 PM	6	
11:30 AM	35		11:30 PM	14	
11:45 AM	42		11:45 PM	2	

24 Hour Total 3088

12:00 AM - 12:00 PM	
12 Hour Count	1717
Peak Hour	7:15 AM
Peak Volume	440
Factor	0.87

12:00 PM - 12:00 AM	
12 Hour Count	1371
Peak Hour	12:45 PM
Peak Volume	183
Factor	0.85

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Pkwy/US 80 WB off ramp loop to
SB Manchester Expy

Site: #10
1/23/2020
Thursday

Daily Volume, per Channel

	SB			SB	
Interval Start			Interval Start		
12:00 AM	8	15	12:00 PM	40	161
12:15 AM	3		12:15 PM	36	
12:30 AM	1		12:30 PM	46	
12:45 AM	3		12:45 PM	39	
1:00 AM	2	13	1:00 PM	37	142
1:15 AM	2		1:15 PM	36	
1:30 AM	2		1:30 PM	42	
1:45 AM	7		1:45 PM	27	
2:00 AM	12	20	2:00 PM	42	172
2:15 AM	6		2:15 PM	52	
2:30 AM	2		2:30 PM	39	
2:45 AM	0		2:45 PM	39	
3:00 AM	4	17	3:00 PM	35	188
3:15 AM	4		3:15 PM	51	
3:30 AM	4		3:30 PM	48	
3:45 AM	5		3:45 PM	54	
4:00 AM	5	31	4:00 PM	51	172
4:15 AM	6		4:15 PM	42	
4:30 AM	7		4:30 PM	47	
4:45 AM	13		4:45 PM	32	
5:00 AM	16	95	5:00 PM	32	162
5:15 AM	17		5:15 PM	54	
5:30 AM	29		5:30 PM	40	
5:45 AM	33		5:45 PM	36	
6:00 AM	34	184	6:00 PM	56	162
6:15 AM	26		6:15 PM	40	
6:30 AM	60		6:30 PM	36	
6:45 AM	64		6:45 PM	30	
7:00 AM	76	412	7:00 PM	22	84
7:15 AM	132		7:15 PM	24	
7:30 AM	120		7:30 PM	17	
7:45 AM	84		7:45 PM	21	
8:00 AM	85	304	8:00 PM	15	57
8:15 AM	79		8:15 PM	22	
8:30 AM	72		8:30 PM	10	
8:45 AM	68		8:45 PM	10	
9:00 AM	39	159	9:00 PM	15	45
9:15 AM	44		9:15 PM	11	
9:30 AM	42		9:30 PM	11	
9:45 AM	34		9:45 PM	8	
10:00 AM	46	182	10:00 PM	9	37
10:15 AM	44		10:15 PM	11	
10:30 AM	50		10:30 PM	12	
10:45 AM	42		10:45 PM	5	
11:00 AM	34	155	11:00 PM	6	33
11:15 AM	44		11:15 PM	6	
11:30 AM	35		11:30 PM	16	
11:45 AM	42		11:45 PM	5	

24 Hour Total 3002

12:00 AM - 12:00 PM	
12 Hour Count	1587
Peak Hour	7:15 AM
Peak Volume	421
Factor	0.80

12:00 PM - 12:00 AM	
12 Hour Count	1415
Peak Hour	3:15 PM
Peak Volume	204
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy SB off ramp to
J.R. Allen Pkwy/US 80

Site: #11
1/21/2020
Tuesday

24 Hour Volume, per Channel

	SB			SB	
Interval Start			Interval Start		
3:00 PM	96	316	3:00 AM	3	12
3:15 PM	54		3:15 AM	3	
3:30 PM	94		3:30 AM	3	
3:45 PM	72		3:45 AM	3	
4:00 PM	81	331	4:00 AM	10	49
4:15 PM	73		4:15 AM	7	
4:30 PM	81		4:30 AM	11	
4:45 PM	96		4:45 AM	21	
5:00 PM	96	356	5:00 AM	28	121
5:15 PM	88		5:15 AM	23	
5:30 PM	78		5:30 AM	33	
5:45 PM	94		5:45 AM	37	
6:00 PM	87	270	6:00 AM	46	288
6:15 PM	73		6:15 AM	58	
6:30 PM	62		6:30 AM	78	
6:45 PM	48		6:45 AM	106	
7:00 PM	40	130	7:00 AM	124	695
7:15 PM	34		7:15 AM	188	
7:30 PM	32		7:30 AM	189	
7:45 PM	24		7:45 AM	194	
8:00 PM	25	109	8:00 AM	154	545
8:15 PM	28		8:15 AM	140	
8:30 PM	26		8:30 AM	132	
8:45 PM	30		8:45 AM	119	
9:00 PM	18	69	9:00 AM	108	356
9:15 PM	27		9:15 AM	94	
9:30 PM	12		9:30 AM	86	
9:45 PM	12		9:45 AM	68	
10:00 PM	13	37	10:00 AM	80	322
10:15 PM	9		10:15 AM	76	
10:30 PM	7		10:30 AM	74	
10:45 PM	8		10:45 AM	92	
11:00 PM	7	20	11:00 AM	82	317
11:15 PM	3		11:15 AM	85	
11:30 PM	8		11:30 AM	76	
11:45 PM	2		11:45 AM	74	
1/22/2020 12:00 AM	2	11	12:00 PM	88	310
12:15 AM	4		12:15 PM	84	
12:30 AM	4		12:30 PM	60	
12:45 AM	1		12:45 PM	78	
1:00 AM	0	7	1:00 PM	70	292
1:15 AM	4		1:15 PM	62	
1:30 AM	2		1:30 PM	90	
1:45 AM	1		1:45 PM	70	
2:00 AM	2	15	2:00 PM	70	283
2:15 AM	6		2:15 PM	66	
2:30 AM	4		2:30 PM	76	
2:45 AM	3		2:45 PM	71	

24 Hour Total 5261

12:00 AM - 12:00 PM		**12:00 PM - 12:00 AM**	
12 Hour Count	2738	12 Hour Count	2523
Peak Hour	7:15 AM	Peak Hour	4:30 PM
Peak Volume	725	Peak Volume	361
Factor	0.93	Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy SB off ramp to
J.R. Allen Pkwy/US 80

Site: #11
1/22/2020
Wednesday

24 Hour Volume, per Channel

	SB				
Interval Start			Interval Start		
3:00 PM	83	339	3:00 AM	2	16
3:15 PM	82		3:15 AM	5	
3:30 PM	76		3:30 AM	5	
3:45 PM	98		3:45 AM	4	
4:00 PM	66	350	4:00 AM	6	46
4:15 PM	94		4:15 AM	4	
4:30 PM	91		4:30 AM	16	
4:45 PM	99		4:45 AM	20	
5:00 PM	90	350	5:00 AM	29	134
5:15 PM	88		5:15 AM	20	
5:30 PM	76		5:30 AM	28	
5:45 PM	96		5:45 AM	57	
6:00 PM	94	302	6:00 AM	36	260
6:15 PM	84		6:15 AM	50	
6:30 PM	60		6:30 AM	96	
6:45 PM	64		6:45 AM	78	
7:00 PM	54	178	7:00 AM	146	701
7:15 PM	52		7:15 AM	168	
7:30 PM	42		7:30 AM	194	
7:45 PM	30		7:45 AM	193	
8:00 PM	32	105	8:00 AM	136	539
8:15 PM	33		8:15 AM	140	
8:30 PM	21		8:30 AM	151	
8:45 PM	19		8:45 AM	112	
9:00 PM	20	71	9:00 AM	86	329
9:15 PM	22		9:15 AM	74	
9:30 PM	15		9:30 AM	94	
9:45 PM	14		9:45 AM	75	
10:00 PM	13	40	10:00 AM	91	347
10:15 PM	8		10:15 AM	84	
10:30 PM	12		10:30 AM	94	
10:45 PM	7		10:45 AM	78	
11:00 PM	5	22	11:00 AM	78	353
11:15 PM	7		11:15 AM	101	
11:30 PM	3		11:30 AM	90	
11:45 PM	7		11:45 AM	84	
1/23/2020 12:00 AM	5	10	12:00 PM	87	329
12:15 AM	1		12:15 PM	95	
12:30 AM	1		12:30 PM	70	
12:45 AM	3		12:45 PM	77	
1:00 AM	2	9	1:00 PM	86	325
1:15 AM	4		1:15 PM	72	
1:30 AM	0		1:30 PM	83	
1:45 AM	3		1:45 PM	84	
2:00 AM	3	13	2:00 PM	79	298
2:15 AM	4		2:15 PM	64	
2:30 AM	4		2:30 PM	90	
2:45 AM	2		2:45 PM	65	

24 Hour Total 5466

12:00 AM - 12:00 PM		**12:00 PM - 12:00 AM**	
12 Hour Count	2757	12 Hour Count	2709
Peak Hour	7:00 AM	Peak Hour	4:15 PM
Peak Volume	701	Peak Volume	374
Factor	0.90	Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Gateway Rd South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #12
1/22/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	5	22	12:00 PM	110	447
12:15 AM	5		12:15 PM	128	
12:30 AM	3		12:30 PM	97	
12:45 AM	9		12:45 PM	112	
1:00 AM	3	8	1:00 PM	122	475
1:15 AM	3		1:15 PM	122	
1:30 AM	1		1:30 PM	115	
1:45 AM	1		1:45 PM	116	
2:00 AM	6	24	2:00 PM	101	447
2:15 AM	5		2:15 PM	88	
2:30 AM	8		2:30 PM	128	
2:45 AM	5		2:45 PM	130	
3:00 AM	1	15	3:00 PM	104	514
3:15 AM	6		3:15 PM	148	
3:30 AM	4		3:30 PM	110	
3:45 AM	4		3:45 PM	152	
4:00 AM	6	30	4:00 PM	156	574
4:15 AM	7		4:15 PM	154	
4:30 AM	8		4:30 PM	140	
4:45 AM	9		4:45 PM	124	
5:00 AM	10	58	5:00 PM	146	574
5:15 AM	16		5:15 PM	156	
5:30 AM	14		5:30 PM	164	
5:45 AM	18		5:45 PM	108	
6:00 AM	24	126	6:00 PM	102	349
6:15 AM	22		6:15 PM	96	
6:30 AM	26		6:30 PM	79	
6:45 AM	54		6:45 PM	72	
7:00 AM	56	307	7:00 PM	58	223
7:15 AM	71		7:15 PM	56	
7:30 AM	87		7:30 PM	62	
7:45 AM	93		7:45 PM	47	
8:00 AM	100	309	8:00 PM	41	151
8:15 AM	65		8:15 PM	40	
8:30 AM	70		8:30 PM	30	
8:45 AM	74		8:45 PM	40	
9:00 AM	60	289	9:00 PM	19	86
9:15 AM	77		9:15 PM	24	
9:30 AM	78		9:30 PM	29	
9:45 AM	74		9:45 PM	14	
10:00 AM	98	380	10:00 PM	20	60
10:15 AM	90		10:15 PM	11	
10:30 AM	91		10:30 PM	20	
10:45 AM	101		10:45 PM	9	
11:00 AM	90	382	11:00 PM	14	46
11:15 AM	94		11:15 PM	18	
11:30 AM	102		11:30 PM	6	
11:45 AM	96		11:45 PM	8	

24 Hour Total 5896

12:00 AM - 12:00 PM

12 Hour Count	1950
Peak Hour	10:45 AM
Peak Volume	387
Factor	0.95

12:00 PM - 12:00 AM

12 Hour Count	3946
Peak Hour	3:45 PM
Peak Volume	602
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Gateway Rd South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #12
1/23/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	8	29	12:00 PM	112	457
12:15 AM	12		12:15 PM	120	
12:30 AM	4		12:30 PM	126	
12:45 AM	5		12:45 PM	99	
1:00 AM	6	17	1:00 PM	130	478
1:15 AM	3		1:15 PM	122	
1:30 AM	4		1:30 PM	115	
1:45 AM	4		1:45 PM	111	
2:00 AM	8	19	2:00 PM	114	448
2:15 AM	3		2:15 PM	132	
2:30 AM	2		2:30 PM	98	
2:45 AM	6		2:45 PM	104	
3:00 AM	1	15	3:00 PM	120	510
3:15 AM	6		3:15 PM	120	
3:30 AM	2		3:30 PM	146	
3:45 AM	6		3:45 PM	124	
4:00 AM	9	28	4:00 PM	134	576
4:15 AM	6		4:15 PM	164	
4:30 AM	6		4:30 PM	122	
4:45 AM	7		4:45 PM	156	
5:00 AM	14	74	5:00 PM	116	491
5:15 AM	29		5:15 PM	124	
5:30 AM	18		5:30 PM	140	
5:45 AM	13		5:45 PM	111	
6:00 AM	30	138	6:00 PM	148	424
6:15 AM	24		6:15 PM	96	
6:30 AM	35		6:30 PM	84	
6:45 AM	49		6:45 PM	96	
7:00 AM	49	303	7:00 PM	60	245
7:15 AM	71		7:15 PM	55	
7:30 AM	95		7:30 PM	68	
7:45 AM	88		7:45 PM	62	
8:00 AM	85	320	8:00 PM	48	159
8:15 AM	68		8:15 PM	40	
8:30 AM	84		8:30 PM	33	
8:45 AM	83		8:45 PM	38	
9:00 AM	79	349	9:00 PM	32	114
9:15 AM	84		9:15 PM	35	
9:30 AM	89		9:30 PM	24	
9:45 AM	97		9:45 PM	23	
10:00 AM	90	322	10:00 PM	16	59
10:15 AM	72		10:15 PM	19	
10:30 AM	88		10:30 PM	16	
10:45 AM	72		10:45 PM	8	
11:00 AM	134	467	11:00 PM	10	44
11:15 AM	119		11:15 PM	11	
11:30 AM	132		11:30 PM	13	
11:45 AM	82		11:45 PM	10	

24 Hour Total 6086

12:00 AM - 12:00 PM

12 Hour Count	2081
Peak Hour	11:00 AM
Peak Volume	467
Factor	0.87

12:00 PM - 12:00 AM

12 Hour Count	4005
Peak Hour	4:00 PM
Peak Volume	576
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Gateway Rd South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #13
1/22/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	7	26	12:00 PM	56	253
12:15 AM	11		12:15 PM	42	
12:30 AM	4		12:30 PM	79	
12:45 AM	4		12:45 PM	76	
1:00 AM	6	13	1:00 PM	57	243
1:15 AM	3		1:15 PM	72	
1:30 AM	2		1:30 PM	56	
1:45 AM	2		1:45 PM	58	
2:00 AM	4	16	2:00 PM	74	286
2:15 AM	4		2:15 PM	97	
2:30 AM	4		2:30 PM	61	
2:45 AM	4		2:45 PM	54	
3:00 AM	4	20	3:00 PM	80	325
3:15 AM	5		3:15 PM	51	
3:30 AM	8		3:30 PM	100	
3:45 AM	3		3:45 PM	94	
4:00 AM	4	19	4:00 PM	73	339
4:15 AM	5		4:15 PM	76	
4:30 AM	0		4:30 PM	98	
4:45 AM	10		4:45 PM	92	
5:00 AM	8	44	5:00 PM	120	392
5:15 AM	14		5:15 PM	110	
5:30 AM	10		5:30 PM	58	
5:45 AM	12		5:45 PM	104	
6:00 AM	22	72	6:00 PM	94	398
6:15 AM	20		6:15 PM	122	
6:30 AM	10		6:30 PM	84	
6:45 AM	20		6:45 PM	98	
7:00 AM	34	136	7:00 PM	80	288
7:15 AM	32		7:15 PM	72	
7:30 AM	38		7:30 PM	74	
7:45 AM	32		7:45 PM	62	
8:00 AM	38	178	8:00 PM	48	208
8:15 AM	46		8:15 PM	55	
8:30 AM	44		8:30 PM	51	
8:45 AM	50		8:45 PM	54	
9:00 AM	54	159	9:00 PM	32	120
9:15 AM	29		9:15 PM	29	
9:30 AM	38		9:30 PM	34	
9:45 AM	38		9:45 PM	25	
10:00 AM	40	183	10:00 PM	23	84
10:15 AM	44		10:15 PM	26	
10:30 AM	41		10:30 PM	22	
10:45 AM	58		10:45 PM	13	
11:00 AM	50	244	11:00 PM	18	41
11:15 AM	64		11:15 PM	8	
11:30 AM	74		11:30 PM	7	
11:45 AM	56		11:45 PM	8	

24 Hour Total 4087

12:00 AM - 12:00 PM	
12 Hour Count	1110
Peak Hour	10:45 AM
Peak Volume	246
Factor	0.83

12:00 PM - 12:00 AM	
12 Hour Count	2977
Peak Hour	4:30 PM
Peak Volume	420
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Gateway Rd South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #13
1/23/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	10	26	12:00 PM	66	279
12:15 AM	6		12:15 PM	56	
12:30 AM	7		12:30 PM	70	
12:45 AM	3		12:45 PM	87	
1:00 AM	3	14	1:00 PM	53	243
1:15 AM	3		1:15 PM	64	
1:30 AM	4		1:30 PM	62	
1:45 AM	4		1:45 PM	64	
2:00 AM	12	26	2:00 PM	70	305
2:15 AM	4		2:15 PM	78	
2:30 AM	4		2:30 PM	73	
2:45 AM	6		2:45 PM	84	
3:00 AM	2	13	3:00 PM	73	299
3:15 AM	2		3:15 PM	66	
3:30 AM	3		3:30 PM	64	
3:45 AM	6		3:45 PM	96	
4:00 AM	2	22	4:00 PM	100	342
4:15 AM	3		4:15 PM	72	
4:30 AM	10		4:30 PM	100	
4:45 AM	7		4:45 PM	70	
5:00 AM	8	60	5:00 PM	144	439
5:15 AM	13		5:15 PM	101	
5:30 AM	25		5:30 PM	94	
5:45 AM	14		5:45 PM	100	
6:00 AM	19	92	6:00 PM	82	346
6:15 AM	20		6:15 PM	92	
6:30 AM	20		6:30 PM	80	
6:45 AM	33		6:45 PM	92	
7:00 AM	28	131	7:00 PM	109	322
7:15 AM	23		7:15 PM	72	
7:30 AM	46		7:30 PM	80	
7:45 AM	34		7:45 PM	61	
8:00 AM	42	178	8:00 PM	56	212
8:15 AM	41		8:15 PM	62	
8:30 AM	45		8:30 PM	44	
8:45 AM	50		8:45 PM	50	
9:00 AM	42	156	9:00 PM	39	137
9:15 AM	46		9:15 PM	30	
9:30 AM	39		9:30 PM	32	
9:45 AM	29		9:45 PM	36	
10:00 AM	40	186	10:00 PM	36	92
10:15 AM	42		10:15 PM	16	
10:30 AM	58		10:30 PM	16	
10:45 AM	46		10:45 PM	24	
11:00 AM	38	208	11:00 PM	11	40
11:15 AM	50		11:15 PM	8	
11:30 AM	54		11:30 PM	12	
11:45 AM	66		11:45 PM	9	

24 Hour Total 4168

12:00 AM - 12:00 PM

12 Hour Count	1112
Peak Hour	11:00 AM
Peak Volume	208
Factor	0.79

12:00 PM - 12:00 AM

12 Hour Count	3056
Peak Hour	5:00 PM
Peak Volume	439
Factor	0.76

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Midland Plaza D/W East of
J.R. Allen Parkway/US 80

Site: #14
1/22/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	2	10	12:00 PM	23	122
12:15 AM	3		12:15 PM	34	
12:30 AM	5		12:30 PM	42	
12:45 AM	0		12:45 PM	23	
1:00 AM	0	7	1:00 PM	33	145
1:15 AM	2		1:15 PM	39	
1:30 AM	4		1:30 PM	29	
1:45 AM	1		1:45 PM	44	
2:00 AM	2	5	2:00 PM	25	118
2:15 AM	2		2:15 PM	34	
2:30 AM	0		2:30 PM	36	
2:45 AM	1		2:45 PM	23	
3:00 AM	1	3	3:00 PM	24	111
3:15 AM	0		3:15 PM	21	
3:30 AM	1		3:30 PM	25	
3:45 AM	1		3:45 PM	41	
4:00 AM	2	13	4:00 PM	27	109
4:15 AM	1		4:15 PM	29	
4:30 AM	2		4:30 PM	28	
4:45 AM	8		4:45 PM	25	
5:00 AM	13	61	5:00 PM	30	162
5:15 AM	11		5:15 PM	40	
5:30 AM	15		5:30 PM	64	
5:45 AM	22		5:45 PM	28	
6:00 AM	18	90	6:00 PM	37	122
6:15 AM	27		6:15 PM	33	
6:30 AM	23		6:30 PM	28	
6:45 AM	22		6:45 PM	24	
7:00 AM	18	92	7:00 PM	30	80
7:15 AM	31		7:15 PM	28	
7:30 AM	21		7:30 PM	12	
7:45 AM	22		7:45 PM	10	
8:00 AM	32	122	8:00 PM	22	55
8:15 AM	19		8:15 PM	14	
8:30 AM	34		8:30 PM	4	
8:45 AM	37		8:45 PM	15	
9:00 AM	40	124	9:00 PM	9	41
9:15 AM	32		9:15 PM	8	
9:30 AM	24		9:30 PM	18	
9:45 AM	28		9:45 PM	6	
10:00 AM	36	140	10:00 PM	12	27
10:15 AM	24		10:15 PM	7	
10:30 AM	60		10:30 PM	4	
10:45 AM	20		10:45 PM	4	
11:00 AM	38	150	11:00 PM	2	15
11:15 AM	37		11:15 PM	6	
11:30 AM	35		11:30 PM	1	
11:45 AM	40		11:45 PM	6	

24 Hour Total 1924

12:00 AM - 12:00 PM	
12 Hour Count	817
Peak Hour	10:30 AM
Peak Volume	155
Factor	0.65

12:00 PM - 12:00 AM	
12 Hour Count	1107
Peak Hour	5:15 PM
Peak Volume	169
Factor	0.66

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Midland Plaza D/W East of
J.R. Allen Parkway/US 80

Site: #14
1/23/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	2	10	12:00 PM	20	129
12:15 AM	4		12:15 PM	26	
12:30 AM	1		12:30 PM	43	
12:45 AM	3		12:45 PM	40	
1:00 AM	0	2	1:00 PM	29	115
1:15 AM	2		1:15 PM	25	
1:30 AM	0		1:30 PM	45	
1:45 AM	0		1:45 PM	16	
2:00 AM	2	5	2:00 PM	33	138
2:15 AM	0		2:15 PM	27	
2:30 AM	3		2:30 PM	46	
2:45 AM	0		2:45 PM	32	
3:00 AM	0	4	3:00 PM	18	135
3:15 AM	3		3:15 PM	38	
3:30 AM	1		3:30 PM	54	
3:45 AM	0		3:45 PM	25	
4:00 AM	2	28	4:00 PM	30	129
4:15 AM	6		4:15 PM	27	
4:30 AM	10		4:30 PM	38	
4:45 AM	10		4:45 PM	34	
5:00 AM	9	68	5:00 PM	50	173
5:15 AM	24		5:15 PM	40	
5:30 AM	17		5:30 PM	42	
5:45 AM	18		5:45 PM	41	
6:00 AM	26	106	6:00 PM	44	144
6:15 AM	25		6:15 PM	37	
6:30 AM	28		6:30 PM	32	
6:45 AM	27		6:45 PM	31	
7:00 AM	22	148	7:00 PM	25	82
7:15 AM	47		7:15 PM	24	
7:30 AM	38		7:30 PM	19	
7:45 AM	41		7:45 PM	14	
8:00 AM	40	118	8:00 PM	20	69
8:15 AM	16		8:15 PM	14	
8:30 AM	38		8:30 PM	13	
8:45 AM	24		8:45 PM	22	
9:00 AM	24	117	9:00 PM	6	31
9:15 AM	24		9:15 PM	3	
9:30 AM	32		9:30 PM	10	
9:45 AM	37		9:45 PM	12	
10:00 AM	22	134	10:00 PM	8	39
10:15 AM	35		10:15 PM	17	
10:30 AM	44		10:30 PM	8	
10:45 AM	33		10:45 PM	6	
11:00 AM	40	161	11:00 PM	9	18
11:15 AM	31		11:15 PM	1	
11:30 AM	40		11:30 PM	5	
11:45 AM	50		11:45 PM	3	

24 Hour Total 2103

12:00 AM - 12:00 PM	
12 Hour Count	901
Peak Hour	7:15 AM
Peak Volume	166
Factor	0.88

12:00 PM - 12:00 AM	
12 Hour Count	1202
Peak Hour	5:00 PM
Peak Volume	173
Factor	0.87

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Midland Plaza D/W East of
J.R. Allen Parkway/US 80

Site: #15
1/22/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	0	4	12:00 PM	33	144
12:15 AM	2		12:15 PM	42	
12:30 AM	1		12:30 PM	37	
12:45 AM	1		12:45 PM	32	
1:00 AM	0	1	1:00 PM	41	140
1:15 AM	1		1:15 PM	38	
1:30 AM	0		1:30 PM	32	
1:45 AM	0		1:45 PM	29	
2:00 AM	2	3	2:00 PM	25	126
2:15 AM	0		2:15 PM	42	
2:30 AM	0		2:30 PM	27	
2:45 AM	1		2:45 PM	32	
3:00 AM	1	5	3:00 PM	28	134
3:15 AM	1		3:15 PM	29	
3:30 AM	2		3:30 PM	47	
3:45 AM	1		3:45 PM	30	
4:00 AM	2	19	4:00 PM	44	169
4:15 AM	3		4:15 PM	55	
4:30 AM	5		4:30 PM	34	
4:45 AM	9		4:45 PM	36	
5:00 AM	9	54	5:00 PM	34	160
5:15 AM	19		5:15 PM	45	
5:30 AM	10		5:30 PM	39	
5:45 AM	16		5:45 PM	42	
6:00 AM	21	95	6:00 PM	34	120
6:15 AM	17		6:15 PM	37	
6:30 AM	27		6:30 PM	20	
6:45 AM	30		6:45 PM	29	
7:00 AM	36	161	7:00 PM	28	75
7:15 AM	41		7:15 PM	19	
7:30 AM	38		7:30 PM	20	
7:45 AM	46		7:45 PM	8	
8:00 AM	42	150	8:00 PM	15	57
8:15 AM	34		8:15 PM	12	
8:30 AM	36		8:30 PM	10	
8:45 AM	38		8:45 PM	20	
9:00 AM	40	132	9:00 PM	11	42
9:15 AM	26		9:15 PM	10	
9:30 AM	30		9:30 PM	11	
9:45 AM	36		9:45 PM	10	
10:00 AM	25	100	10:00 PM	8	21
10:15 AM	24		10:15 PM	4	
10:30 AM	26		10:30 PM	7	
10:45 AM	25		10:45 PM	2	
11:00 AM	28	128	11:00 PM	6	13
11:15 AM	36		11:15 PM	4	
11:30 AM	26		11:30 PM	2	
11:45 AM	38		11:45 PM	1	

24 Hour Total 2053

12:00 AM - 12:00 PM	
12 Hour Count	852
Peak Hour	7:15 AM
Peak Volume	167
Factor	0.91

12:00 PM - 12:00 AM	
12 Hour Count	1201
Peak Hour	3:30 PM
Peak Volume	176
Factor	0.80

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Midland Plaza D/W East of
J.R. Allen Parkway/US 80

Site: #15
1/23/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	0	3	12:00 PM	29	159
12:15 AM	2		12:15 PM	52	
12:30 AM	0		12:30 PM	44	
12:45 AM	1		12:45 PM	34	
1:00 AM	2	5	1:00 PM	30	113
1:15 AM	0		1:15 PM	24	
1:30 AM	2		1:30 PM	32	
1:45 AM	1		1:45 PM	27	
2:00 AM	4	11	2:00 PM	31	130
2:15 AM	4		2:15 PM	34	
2:30 AM	1		2:30 PM	32	
2:45 AM	2		2:45 PM	33	
3:00 AM	3	9	3:00 PM	26	129
3:15 AM	3		3:15 PM	32	
3:30 AM	1		3:30 PM	31	
3:45 AM	2		3:45 PM	40	
4:00 AM	3	20	4:00 PM	33	157
4:15 AM	2		4:15 PM	44	
4:30 AM	5		4:30 PM	40	
4:45 AM	10		4:45 PM	40	
5:00 AM	19	57	5:00 PM	54	175
5:15 AM	13		5:15 PM	44	
5:30 AM	10		5:30 PM	38	
5:45 AM	15		5:45 PM	39	
6:00 AM	11	87	6:00 PM	40	126
6:15 AM	21		6:15 PM	31	
6:30 AM	32		6:30 PM	25	
6:45 AM	23		6:45 PM	30	
7:00 AM	23	157	7:00 PM	25	81
7:15 AM	46		7:15 PM	20	
7:30 AM	44		7:30 PM	20	
7:45 AM	44		7:45 PM	16	
8:00 AM	40	150	8:00 PM	7	40
8:15 AM	34		8:15 PM	16	
8:30 AM	42		8:30 PM	9	
8:45 AM	34		8:45 PM	8	
9:00 AM	28	140	9:00 PM	5	33
9:15 AM	38		9:15 PM	9	
9:30 AM	34		9:30 PM	9	
9:45 AM	40		9:45 PM	10	
10:00 AM	32	144	10:00 PM	4	29
10:15 AM	38		10:15 PM	10	
10:30 AM	31		10:30 PM	9	
10:45 AM	43		10:45 PM	6	
11:00 AM	20	123	11:00 PM	4	13
11:15 AM	34		11:15 PM	2	
11:30 AM	37		11:30 PM	5	
11:45 AM	32		11:45 PM	2	

24 Hour Total 2091

12:00 AM - 12:00 PM	
12 Hour Count	906
Peak Hour	7:15 AM
Peak Volume	174
Factor	0.95

12:00 PM - 12:00 AM	
12 Hour Count	1185
Peak Hour	4:15 PM
Peak Volume	178
Factor	0.82

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 WB off Ramp to Blackmon Rd

Site: #16
1/22/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	5	14	12:00 PM	32	135
12:15 AM	7		12:15 PM	34	
12:30 AM	1		12:30 PM	34	
12:45 AM	1		12:45 PM	35	
1:00 AM	1	3	1:00 PM	32	116
1:15 AM	0		1:15 PM	27	
1:30 AM	2		1:30 PM	28	
1:45 AM	0		1:45 PM	29	
2:00 AM	4	9	2:00 PM	34	150
2:15 AM	2		2:15 PM	47	
2:30 AM	3		2:30 PM	40	
2:45 AM	0		2:45 PM	29	
3:00 AM	2	9	3:00 PM	39	180
3:15 AM	3		3:15 PM	52	
3:30 AM	2		3:30 PM	42	
3:45 AM	2		3:45 PM	47	
4:00 AM	2	7	4:00 PM	44	198
4:15 AM	1		4:15 PM	53	
4:30 AM	1		4:30 PM	41	
4:45 AM	3		4:45 PM	60	
5:00 AM	1	16	5:00 PM	72	312
5:15 AM	3		5:15 PM	81	
5:30 AM	3		5:30 PM	86	
5:45 AM	9		5:45 PM	73	
6:00 AM	3	44	6:00 PM	67	235
6:15 AM	10		6:15 PM	68	
6:30 AM	5		6:30 PM	56	
6:45 AM	26		6:45 PM	44	
7:00 AM	32	189	7:00 PM	42	124
7:15 AM	46		7:15 PM	30	
7:30 AM	56		7:30 PM	26	
7:45 AM	55		7:45 PM	26	
8:00 AM	42	114	8:00 PM	16	89
8:15 AM	21		8:15 PM	23	
8:30 AM	19		8:30 PM	28	
8:45 AM	32		8:45 PM	22	
9:00 AM	20	89	9:00 PM	14	48
9:15 AM	20		9:15 PM	7	
9:30 AM	26		9:30 PM	8	
9:45 AM	23		9:45 PM	19	
10:00 AM	22	98	10:00 PM	4	16
10:15 AM	24		10:15 PM	7	
10:30 AM	24		10:30 PM	4	
10:45 AM	28		10:45 PM	1	
11:00 AM	22	112	11:00 PM	2	12
11:15 AM	32		11:15 PM	6	
11:30 AM	29		11:30 PM	2	
11:45 AM	29		11:45 PM	2	

24 Hour Total 2319

12:00 AM - 12:00 PM

12 Hour Count	704
Peak Hour	7:15 AM
Peak Volume	199
Factor	0.89

12:00 PM - 12:00 AM

12 Hour Count	1615
Peak Hour	5:00 PM
Peak Volume	312
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 WB off Ramp to Blackmon Rd

Site: #16
1/23/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	1	8	12:00 PM	28	133
12:15 AM	5		12:15 PM	37	
12:30 AM	0		12:30 PM	32	
12:45 AM	2		12:45 PM	36	
1:00 AM	4	6	1:00 PM	32	127
1:15 AM	1		1:15 PM	30	
1:30 AM	1		1:30 PM	34	
1:45 AM	0		1:45 PM	31	
2:00 AM	5	13	2:00 PM	42	147
2:15 AM	2		2:15 PM	41	
2:30 AM	6		2:30 PM	30	
2:45 AM	0		2:45 PM	34	
3:00 AM	0	8	3:00 PM	43	195
3:15 AM	2		3:15 PM	56	
3:30 AM	2		3:30 PM	46	
3:45 AM	4		3:45 PM	50	
4:00 AM	1	6	4:00 PM	43	217
4:15 AM	4		4:15 PM	54	
4:30 AM	0		4:30 PM	54	
4:45 AM	1		4:45 PM	66	
5:00 AM	0	13	5:00 PM	50	249
5:15 AM	0		5:15 PM	78	
5:30 AM	8		5:30 PM	68	
5:45 AM	5		5:45 PM	53	
6:00 AM	9	55	6:00 PM	50	176
6:15 AM	13		6:15 PM	38	
6:30 AM	10		6:30 PM	42	
6:45 AM	23		6:45 PM	46	
7:00 AM	38	217	7:00 PM	34	121
7:15 AM	56		7:15 PM	42	
7:30 AM	60		7:30 PM	27	
7:45 AM	63		7:45 PM	18	
8:00 AM	45	126	8:00 PM	23	87
8:15 AM	28		8:15 PM	24	
8:30 AM	23		8:30 PM	25	
8:45 AM	30		8:45 PM	15	
9:00 AM	28	103	9:00 PM	11	41
9:15 AM	25		9:15 PM	15	
9:30 AM	26		9:30 PM	7	
9:45 AM	24		9:45 PM	8	
10:00 AM	23	96	10:00 PM	12	28
10:15 AM	18		10:15 PM	8	
10:30 AM	27		10:30 PM	5	
10:45 AM	28		10:45 PM	3	
11:00 AM	35	136	11:00 PM	3	9
11:15 AM	32		11:15 PM	2	
11:30 AM	34		11:30 PM	1	
11:45 AM	35		11:45 PM	3	

24 Hour Total 2317

12:00 AM - 12:00 PM	
12 Hour Count	787
Peak Hour	7:15 AM
Peak Volume	224
Factor	0.89

12:00 PM - 12:00 AM	
12 Hour Count	1530
Peak Hour	4:45 PM
Peak Volume	262
Factor	0.84

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB on Ramp from Blackmont Rd

Site: #17
1/22/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	5	14	12:00 PM	40	168
12:15 AM	4		12:15 PM	44	
12:30 AM	4		12:30 PM	38	
12:45 AM	1		12:45 PM	46	
1:00 AM	0	3	1:00 PM	43	151
1:15 AM	0		1:15 PM	37	
1:30 AM	2		1:30 PM	39	
1:45 AM	1		1:45 PM	32	
2:00 AM	2	2	2:00 PM	41	190
2:15 AM	0		2:15 PM	44	
2:30 AM	0		2:30 PM	57	
2:45 AM	0		2:45 PM	48	
3:00 AM	0	2	3:00 PM	34	220
3:15 AM	1		3:15 PM	61	
3:30 AM	0		3:30 PM	66	
3:45 AM	1		3:45 PM	59	
4:00 AM	1	15	4:00 PM	56	238
4:15 AM	3		4:15 PM	60	
4:30 AM	4		4:30 PM	66	
4:45 AM	7		4:45 PM	56	
5:00 AM	12	59	5:00 PM	44	198
5:15 AM	15		5:15 PM	50	
5:30 AM	14		5:30 PM	54	
5:45 AM	18		5:45 PM	50	
6:00 AM	16	114	6:00 PM	56	201
6:15 AM	22		6:15 PM	62	
6:30 AM	34		6:30 PM	48	
6:45 AM	42		6:45 PM	35	
7:00 AM	45	246	7:00 PM	39	120
7:15 AM	60		7:15 PM	21	
7:30 AM	60		7:30 PM	37	
7:45 AM	81		7:45 PM	23	
8:00 AM	62	195	8:00 PM	35	123
8:15 AM	48		8:15 PM	38	
8:30 AM	41		8:30 PM	28	
8:45 AM	44		8:45 PM	22	
9:00 AM	30	112	9:00 PM	13	54
9:15 AM	40		9:15 PM	18	
9:30 AM	20		9:30 PM	13	
9:45 AM	22		9:45 PM	10	
10:00 AM	26	102	10:00 PM	5	29
10:15 AM	20		10:15 PM	7	
10:30 AM	25		10:30 PM	9	
10:45 AM	31		10:45 PM	8	
11:00 AM	36	129	11:00 PM	5	17
11:15 AM	28		11:15 PM	5	
11:30 AM	33		11:30 PM	2	
11:45 AM	32		11:45 PM	5	

24 Hour Total 2702

12:00 AM - 12:00 PM	
12 Hour Count	993
Peak Hour	7:15 AM
Peak Volume	263
Factor	0.81

12:00 PM - 12:00 AM	
12 Hour Count	1709
Peak Hour	3:15 PM
Peak Volume	242
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB on Ramp from Blackmont Rd

Site: #17
1/23/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	5	9	12:00 PM	32	156
12:15 AM	2		12:15 PM	42	
12:30 AM	0		12:30 PM	38	
12:45 AM	2		12:45 PM	44	
1:00 AM	2	5	1:00 PM	41	145
1:15 AM	2		1:15 PM	31	
1:30 AM	0		1:30 PM	34	
1:45 AM	1		1:45 PM	39	
2:00 AM	0	1	2:00 PM	28	176
2:15 AM	1		2:15 PM	58	
2:30 AM	0		2:30 PM	44	
2:45 AM	0		2:45 PM	46	
3:00 AM	0	11	3:00 PM	47	212
3:15 AM	4		3:15 PM	38	
3:30 AM	2		3:30 PM	77	
3:45 AM	5		3:45 PM	50	
4:00 AM	1	14	4:00 PM	50	186
4:15 AM	2		4:15 PM	50	
4:30 AM	3		4:30 PM	43	
4:45 AM	8		4:45 PM	43	
5:00 AM	11	61	5:00 PM	58	205
5:15 AM	16		5:15 PM	39	
5:30 AM	18		5:30 PM	64	
5:45 AM	16		5:45 PM	44	
6:00 AM	24	122	6:00 PM	47	203
6:15 AM	14		6:15 PM	69	
6:30 AM	38		6:30 PM	58	
6:45 AM	46		6:45 PM	29	
7:00 AM	57	247	7:00 PM	39	142
7:15 AM	61		7:15 PM	32	
7:30 AM	56		7:30 PM	41	
7:45 AM	73		7:45 PM	30	
8:00 AM	66	201	8:00 PM	30	81
8:15 AM	47		8:15 PM	22	
8:30 AM	54		8:30 PM	15	
8:45 AM	34		8:45 PM	14	
9:00 AM	34	135	9:00 PM	25	76
9:15 AM	35		9:15 PM	25	
9:30 AM	32		9:30 PM	15	
9:45 AM	34		9:45 PM	11	
10:00 AM	28	103	10:00 PM	19	48
10:15 AM	22		10:15 PM	7	
10:30 AM	26		10:30 PM	14	
10:45 AM	27		10:45 PM	8	
11:00 AM	29	121	11:00 PM	10	23
11:15 AM	30		11:15 PM	5	
11:30 AM	26		11:30 PM	6	
11:45 AM	36		11:45 PM	2	

24 Hour Total 2683

12:00 AM - 12:00 PM	
12 Hour Count	1030
Peak Hour	7:15 AM
Peak Volume	256
Factor	0.88

12:00 PM - 12:00 AM	
12 Hour Count	1653
Peak Hour	3:30 PM
Peak Volume	227
Factor	0.74

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd North of
J.R. Allen Parkway/US 80 WB Ramps

Site: #18
1/22/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	2	6	12:00 PM	37	151
12:15 AM	2		12:15 PM	37	
12:30 AM	1		12:30 PM	33	
12:45 AM	1		12:45 PM	44	
1:00 AM	2	3	1:00 PM	30	137
1:15 AM	0		1:15 PM	47	
1:30 AM	1		1:30 PM	27	
1:45 AM	0		1:45 PM	33	
2:00 AM	1	4	2:00 PM	32	136
2:15 AM	0		2:15 PM	40	
2:30 AM	3		2:30 PM	32	
2:45 AM	0		2:45 PM	32	
3:00 AM	3	9	3:00 PM	41	195
3:15 AM	3		3:15 PM	50	
3:30 AM	1		3:30 PM	47	
3:45 AM	2		3:45 PM	57	
4:00 AM	1	3	4:00 PM	70	243
4:15 AM	0		4:15 PM	45	
4:30 AM	1		4:30 PM	60	
4:45 AM	1		4:45 PM	68	
5:00 AM	1	14	5:00 PM	68	299
5:15 AM	3		5:15 PM	70	
5:30 AM	4		5:30 PM	88	
5:45 AM	6		5:45 PM	73	
6:00 AM	8	40	6:00 PM	76	252
6:15 AM	6		6:15 PM	69	
6:30 AM	9		6:30 PM	63	
6:45 AM	17		6:45 PM	44	
7:00 AM	25	165	7:00 PM	53	166
7:15 AM	35		7:15 PM	48	
7:30 AM	47		7:30 PM	30	
7:45 AM	58		7:45 PM	35	
8:00 AM	27	129	8:00 PM	32	106
8:15 AM	32		8:15 PM	29	
8:30 AM	29		8:30 PM	17	
8:45 AM	41		8:45 PM	28	
9:00 AM	18	83	9:00 PM	26	77
9:15 AM	23		9:15 PM	17	
9:30 AM	25		9:30 PM	12	
9:45 AM	17		9:45 PM	22	
10:00 AM	18	101	10:00 PM	7	21
10:15 AM	21		10:15 PM	7	
10:30 AM	33		10:30 PM	4	
10:45 AM	29		10:45 PM	3	
11:00 AM	24	129	11:00 PM	6	11
11:15 AM	36		11:15 PM	2	
11:30 AM	36		11:30 PM	1	
11:45 AM	33		11:45 PM	2	

24 Hour Total 2480

12:00 AM - 12:00 PM	
12 Hour Count	686
Peak Hour	7:15 AM
Peak Volume	167
Factor	0.72

12:00 PM - 12:00 AM	
12 Hour Count	1794
Peak Hour	5:15 PM
Peak Volume	307
Factor	0.87

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd North of
J.R. Allen Parkway/US 80 WB Ramps

Site: #18
1/23/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	2	13	12:00 PM	22	128
12:15 AM	7		12:15 PM	36	
12:30 AM	3		12:30 PM	40	
12:45 AM	1		12:45 PM	30	
1:00 AM	1	2	1:00 PM	36	127
1:15 AM	0		1:15 PM	37	
1:30 AM	1		1:30 PM	36	
1:45 AM	0		1:45 PM	18	
2:00 AM	2	3	2:00 PM	33	136
2:15 AM	0		2:15 PM	32	
2:30 AM	1		2:30 PM	39	
2:45 AM	0		2:45 PM	32	
3:00 AM	1	6	3:00 PM	43	194
3:15 AM	2		3:15 PM	44	
3:30 AM	1		3:30 PM	51	
3:45 AM	2		3:45 PM	56	
4:00 AM	3	9	4:00 PM	70	235
4:15 AM	1		4:15 PM	56	
4:30 AM	2		4:30 PM	54	
4:45 AM	3		4:45 PM	55	
5:00 AM	0	10	5:00 PM	57	262
5:15 AM	2		5:15 PM	64	
5:30 AM	4		5:30 PM	81	
5:45 AM	4		5:45 PM	60	
6:00 AM	6	45	6:00 PM	67	204
6:15 AM	14		6:15 PM	59	
6:30 AM	7		6:30 PM	47	
6:45 AM	18		6:45 PM	31	
7:00 AM	17	160	7:00 PM	46	142
7:15 AM	48		7:15 PM	30	
7:30 AM	49		7:30 PM	42	
7:45 AM	46		7:45 PM	24	
8:00 AM	44	147	8:00 PM	28	106
8:15 AM	31		8:15 PM	31	
8:30 AM	31		8:30 PM	25	
8:45 AM	41		8:45 PM	22	
9:00 AM	24	86	9:00 PM	17	63
9:15 AM	17		9:15 PM	14	
9:30 AM	22		9:30 PM	14	
9:45 AM	23		9:45 PM	18	
10:00 AM	18	122	10:00 PM	11	37
10:15 AM	21		10:15 PM	9	
10:30 AM	36		10:30 PM	8	
10:45 AM	47		10:45 PM	9	
11:00 AM	24	113	11:00 PM	7	20
11:15 AM	28		11:15 PM	7	
11:30 AM	22		11:30 PM	3	
11:45 AM	39		11:45 PM	3	

24 Hour Total 2370

12:00 AM - 12:00 PM	
12 Hour Count	716
Peak Hour	7:15 AM
Peak Volume	187
Factor	0.95

12:00 PM - 12:00 AM	
12 Hour Count	1654
Peak Hour	5:15 PM
Peak Volume	272
Factor	0.84

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd North of
J.R. Allen Parkway/US 80 WB Ramps

Site: #19
1/22/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	2	7	12:00 PM	47	161
12:15 AM	4		12:15 PM	32	
12:30 AM	0		12:30 PM	38	
12:45 AM	1		12:45 PM	44	
1:00 AM	1	3	1:00 PM	39	157
1:15 AM	1		1:15 PM	42	
1:30 AM	1		1:30 PM	43	
1:45 AM	0		1:45 PM	33	
2:00 AM	1	4	2:00 PM	35	155
2:15 AM	0		2:15 PM	41	
2:30 AM	0		2:30 PM	42	
2:45 AM	3		2:45 PM	37	
3:00 AM	1	4	3:00 PM	45	213
3:15 AM	0		3:15 PM	40	
3:30 AM	2		3:30 PM	72	
3:45 AM	1		3:45 PM	56	
4:00 AM	1	10	4:00 PM	55	205
4:15 AM	0		4:15 PM	47	
4:30 AM	4		4:30 PM	41	
4:45 AM	5		4:45 PM	62	
5:00 AM	5	38	5:00 PM	31	214
5:15 AM	13		5:15 PM	56	
5:30 AM	10		5:30 PM	76	
5:45 AM	10		5:45 PM	51	
6:00 AM	20	120	6:00 PM	45	144
6:15 AM	16		6:15 PM	43	
6:30 AM	39		6:30 PM	26	
6:45 AM	45		6:45 PM	30	
7:00 AM	57	369	7:00 PM	25	107
7:15 AM	93		7:15 PM	29	
7:30 AM	115		7:30 PM	26	
7:45 AM	104		7:45 PM	27	
8:00 AM	64	292	8:00 PM	31	98
8:15 AM	70		8:15 PM	30	
8:30 AM	88		8:30 PM	15	
8:45 AM	70		8:45 PM	22	
9:00 AM	39	141	9:00 PM	18	57
9:15 AM	38		9:15 PM	16	
9:30 AM	25		9:30 PM	13	
9:45 AM	39		9:45 PM	10	
10:00 AM	23	103	10:00 PM	2	18
10:15 AM	27		10:15 PM	9	
10:30 AM	27		10:30 PM	4	
10:45 AM	26		10:45 PM	3	
11:00 AM	25	136	11:00 PM	2	7
11:15 AM	41		11:15 PM	0	
11:30 AM	31		11:30 PM	3	
11:45 AM	39		11:45 PM	2	

24 Hour Total 2763

12:00 AM - 12:00 PM	
12 Hour Count	1227
Peak Hour	7:15 AM
Peak Volume	376
Factor	0.82

12:00 PM - 12:00 AM	
12 Hour Count	1536
Peak Hour	3:30 PM
Peak Volume	230
Factor	0.80

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd North of
J.R. Allen Parkway/US 80 WB Ramps

Site: #19
1/23/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	2	4	12:00 PM	48	153
12:15 AM	1		12:15 PM	41	
12:30 AM	0		12:30 PM	35	
12:45 AM	1		12:45 PM	29	
1:00 AM	3	9	1:00 PM	37	140
1:15 AM	1		1:15 PM	32	
1:30 AM	3		1:30 PM	38	
1:45 AM	2		1:45 PM	33	
2:00 AM	0	0	2:00 PM	29	150
2:15 AM	0		2:15 PM	43	
2:30 AM	0		2:30 PM	39	
2:45 AM	0		2:45 PM	39	
3:00 AM	2	6	3:00 PM	29	164
3:15 AM	1		3:15 PM	27	
3:30 AM	2		3:30 PM	63	
3:45 AM	1		3:45 PM	45	
4:00 AM	1	12	4:00 PM	52	183
4:15 AM	2		4:15 PM	44	
4:30 AM	4		4:30 PM	35	
4:45 AM	5		4:45 PM	52	
5:00 AM	6	38	5:00 PM	65	232
5:15 AM	10		5:15 PM	55	
5:30 AM	9		5:30 PM	64	
5:45 AM	13		5:45 PM	48	
6:00 AM	16	116	6:00 PM	43	134
6:15 AM	22		6:15 PM	33	
6:30 AM	37		6:30 PM	30	
6:45 AM	41		6:45 PM	28	
7:00 AM	62	371	7:00 PM	31	86
7:15 AM	105		7:15 PM	21	
7:30 AM	109		7:30 PM	22	
7:45 AM	95		7:45 PM	12	
8:00 AM	64	272	8:00 PM	26	74
8:15 AM	68		8:15 PM	24	
8:30 AM	73		8:30 PM	10	
8:45 AM	67		8:45 PM	14	
9:00 AM	51	154	9:00 PM	14	42
9:15 AM	48		9:15 PM	10	
9:30 AM	27		9:30 PM	7	
9:45 AM	28		9:45 PM	11	
10:00 AM	23	131	10:00 PM	9	24
10:15 AM	38		10:15 PM	8	
10:30 AM	29		10:30 PM	3	
10:45 AM	41		10:45 PM	4	
11:00 AM	32	151	11:00 PM	6	15
11:15 AM	36		11:15 PM	2	
11:30 AM	33		11:30 PM	3	
11:45 AM	50		11:45 PM	4	

24 Hour Total 2661

12:00 AM - 12:00 PM	
12 Hour Count	1264
Peak Hour	7:15 AM
Peak Volume	373
Factor	0.86

12:00 PM - 12:00 AM	
12 Hour Count	1397
Peak Hour	4:45 PM
Peak Volume	236
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

WB road connecting Blackmon Rd to Schomburgh Rd

Site: #20
1/22/2020
Wednesday

Daily Volume, per Channel

WB					
Interval Start			Interval Start		
12:00 AM	6	24	12:00 PM	102	383
12:15 AM	7		12:15 PM	84	
12:30 AM	5		12:30 PM	93	
12:45 AM	6		12:45 PM	104	
1:00 AM	1	4	1:00 PM	98	371
1:15 AM	0		1:15 PM	90	
1:30 AM	2		1:30 PM	94	
1:45 AM	1		1:45 PM	89	
2:00 AM	3	9	2:00 PM	98	428
2:15 AM	4		2:15 PM	104	
2:30 AM	2		2:30 PM	114	
2:45 AM	0		2:45 PM	112	
3:00 AM	0	13	3:00 PM	105	454
3:15 AM	4		3:15 PM	117	
3:30 AM	3		3:30 PM	108	
3:45 AM	6		3:45 PM	124	
4:00 AM	7	46	4:00 PM	140	522
4:15 AM	3		4:15 PM	145	
4:30 AM	8		4:30 PM	103	
4:45 AM	28		4:45 PM	134	
5:00 AM	18	123	5:00 PM	119	610
5:15 AM	32		5:15 PM	158	
5:30 AM	39		5:30 PM	176	
5:45 AM	34		5:45 PM	157	
6:00 AM	46	264	6:00 PM	146	476
6:15 AM	49		6:15 PM	127	
6:30 AM	58		6:30 PM	114	
6:45 AM	111		6:45 PM	89	
7:00 AM	127	758	7:00 PM	68	281
7:15 AM	207		7:15 PM	73	
7:30 AM	204		7:30 PM	74	
7:45 AM	220		7:45 PM	66	
8:00 AM	174	642	8:00 PM	71	216
8:15 AM	148		8:15 PM	61	
8:30 AM	150		8:30 PM	43	
8:45 AM	170		8:45 PM	41	
9:00 AM	95	368	9:00 PM	48	126
9:15 AM	86		9:15 PM	31	
9:30 AM	83		9:30 PM	21	
9:45 AM	104		9:45 PM	26	
10:00 AM	76	290	10:00 PM	16	55
10:15 AM	64		10:15 PM	17	
10:30 AM	78		10:30 PM	14	
10:45 AM	72		10:45 PM	8	
11:00 AM	82	342	11:00 PM	4	24
11:15 AM	90		11:15 PM	6	
11:30 AM	88		11:30 PM	8	
11:45 AM	82		11:45 PM	6	

24 Hour Total 6829

12:00 AM - 12:00 PM	
12 Hour Count	2883
Peak Hour	7:15 AM
Peak Volume	805
Factor	0.91

12:00 PM - 12:00 AM	
12 Hour Count	3946
Peak Hour	5:15 PM
Peak Volume	637
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

WB road connecting Blackmon Rd to Schomburgh Rd

Site: #20
1/23/2020
Thursday

Daily Volume, per Channel

WB					
Interval Start			Interval Start		
12:00 AM	4	18	12:00 PM	102	386
12:15 AM	7		12:15 PM	96	
12:30 AM	6		12:30 PM	102	
12:45 AM	1		12:45 PM	86	
1:00 AM	7	11	1:00 PM	98	383
1:15 AM	2		1:15 PM	78	
1:30 AM	0		1:30 PM	101	
1:45 AM	2		1:45 PM	106	
2:00 AM	3	11	2:00 PM	111	375
2:15 AM	5		2:15 PM	89	
2:30 AM	3		2:30 PM	84	
2:45 AM	0		2:45 PM	91	
3:00 AM	1	11	3:00 PM	110	470
3:15 AM	3		3:15 PM	100	
3:30 AM	1		3:30 PM	134	
3:45 AM	6		3:45 PM	126	
4:00 AM	4	46	4:00 PM	134	519
4:15 AM	12		4:15 PM	137	
4:30 AM	7		4:30 PM	116	
4:45 AM	23		4:45 PM	132	
5:00 AM	25	156	5:00 PM	130	571
5:15 AM	39		5:15 PM	150	
5:30 AM	40		5:30 PM	158	
5:45 AM	52		5:45 PM	133	
6:00 AM	34	270	6:00 PM	130	413
6:15 AM	60		6:15 PM	93	
6:30 AM	62		6:30 PM	98	
6:45 AM	114		6:45 PM	92	
7:00 AM	134	753	7:00 PM	84	270
7:15 AM	201		7:15 PM	80	
7:30 AM	214		7:30 PM	52	
7:45 AM	204		7:45 PM	54	
8:00 AM	188	625	8:00 PM	62	171
8:15 AM	144		8:15 PM	45	
8:30 AM	158		8:30 PM	34	
8:45 AM	135		8:45 PM	30	
9:00 AM	118	358	9:00 PM	37	113
9:15 AM	79		9:15 PM	32	
9:30 AM	70		9:30 PM	26	
9:45 AM	91		9:45 PM	18	
10:00 AM	82	306	10:00 PM	19	44
10:15 AM	78		10:15 PM	10	
10:30 AM	76		10:30 PM	8	
10:45 AM	70		10:45 PM	7	
11:00 AM	82	373	11:00 PM	16	39
11:15 AM	89		11:15 PM	7	
11:30 AM	76		11:30 PM	8	
11:45 AM	126		11:45 PM	8	

24 Hour Total 6692

12:00 AM - 12:00 PM	
12 Hour Count	2938
Peak Hour	7:15 AM
Peak Volume	807
Factor	0.94

12:00 PM - 12:00 AM	
12 Hour Count	3754
Peak Hour	5:00 PM
Peak Volume	571
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

WB road connecting Blackmon Rd to Schomburgh Rd

Site: #20
1/24/2020
Friday

Daily Volume, per Channel

WB					
Interval Start			Interval Start		
12:00 AM	10	23	12:00 PM	92	411
12:15 AM	3		12:15 PM	116	
12:30 AM	5		12:30 PM	116	
12:45 AM	5		12:45 PM	87	
1:00 AM	2	11	1:00 PM	92	383
1:15 AM	3		1:15 PM	113	
1:30 AM	5		1:30 PM	92	
1:45 AM	1		1:45 PM	86	
2:00 AM	4	9	2:00 PM	116	408
2:15 AM	1		2:15 PM	98	
2:30 AM	2		2:30 PM	80	
2:45 AM	2		2:45 PM	114	
3:00 AM	2	13	3:00 PM	109	441
3:15 AM	5		3:15 PM	120	
3:30 AM	4		3:30 PM	98	
3:45 AM	2		3:45 PM	114	
4:00 AM	6	40	4:00 PM	162	517
4:15 AM	4		4:15 PM	128	
4:30 AM	11		4:30 PM	116	
4:45 AM	19		4:45 PM	111	
5:00 AM	16	117	5:00 PM	137	554
5:15 AM	34		5:15 PM	131	
5:30 AM	38		5:30 PM	142	
5:45 AM	29		5:45 PM	144	
6:00 AM	44	263	6:00 PM	120	436
6:15 AM	48		6:15 PM	102	
6:30 AM	62		6:30 PM	106	
6:45 AM	109		6:45 PM	108	
7:00 AM	127	739	7:00 PM	89	333
7:15 AM	182		7:15 PM	96	
7:30 AM	218		7:30 PM	72	
7:45 AM	212		7:45 PM	76	
8:00 AM	198	598	8:00 PM	55	220
8:15 AM	134		8:15 PM	58	
8:30 AM	120		8:30 PM	55	
8:45 AM	146		8:45 PM	52	
9:00 AM	108	388	9:00 PM	44	147
9:15 AM	87		9:15 PM	45	
9:30 AM	91		9:30 PM	31	
9:45 AM	102		9:45 PM	27	
10:00 AM	72	282	10:00 PM	30	111
10:15 AM	68		10:15 PM	28	
10:30 AM	72		10:30 PM	26	
10:45 AM	70		10:45 PM	27	
11:00 AM	72	332	11:00 PM	24	62
11:15 AM	91		11:15 PM	8	
11:30 AM	82		11:30 PM	20	
11:45 AM	87		11:45 PM	10	

24 Hour Total 6838

12:00 AM - 12:00 PM	
12 Hour Count	2815
Peak Hour	7:15 AM
Peak Volume	810
Factor	0.93

12:00 PM - 12:00 AM	
12 Hour Count	4023
Peak Hour	5:00 PM
Peak Volume	554
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

WB road connecting Blackmon Rd to Schomburgh Rd

Site: #20
1/25/2020
Saturday

Daily Volume, per Channel

	WB			WB	
Interval Start			Interval Start		
12:00 AM	16	41	12:00 PM	127	498
12:15 AM	12		12:15 PM	113	
12:30 AM	7		12:30 PM	120	
12:45 AM	6		12:45 PM	138	
1:00 AM	3	10	1:00 PM	102	433
1:15 AM	2		1:15 PM	108	
1:30 AM	3		1:30 PM	113	
1:45 AM	2		1:45 PM	110	
2:00 AM	5	11	2:00 PM	124	492
2:15 AM	1		2:15 PM	124	
2:30 AM	2		2:30 PM	110	
2:45 AM	3		2:45 PM	134	
3:00 AM	1	11	3:00 PM	122	482
3:15 AM	3		3:15 PM	120	
3:30 AM	2		3:30 PM	124	
3:45 AM	5		3:45 PM	116	
4:00 AM	2	18	4:00 PM	93	381
4:15 AM	4		4:15 PM	100	
4:30 AM	7		4:30 PM	94	
4:45 AM	5		4:45 PM	94	
5:00 AM	6	37	5:00 PM	92	422
5:15 AM	11		5:15 PM	97	
5:30 AM	7		5:30 PM	126	
5:45 AM	13		5:45 PM	107	
6:00 AM	16	101	6:00 PM	82	347
6:15 AM	23		6:15 PM	103	
6:30 AM	24		6:30 PM	94	
6:45 AM	38		6:45 PM	68	
7:00 AM	44	225	7:00 PM	76	284
7:15 AM	47		7:15 PM	60	
7:30 AM	65		7:30 PM	69	
7:45 AM	69		7:45 PM	79	
8:00 AM	66	273	8:00 PM	64	223
8:15 AM	68		8:15 PM	51	
8:30 AM	68		8:30 PM	67	
8:45 AM	71		8:45 PM	41	
9:00 AM	86	434	9:00 PM	36	124
9:15 AM	106		9:15 PM	32	
9:30 AM	105		9:30 PM	32	
9:45 AM	137		9:45 PM	24	
10:00 AM	95	485	10:00 PM	20	117
10:15 AM	126		10:15 PM	41	
10:30 AM	132		10:30 PM	37	
10:45 AM	132		10:45 PM	19	
11:00 AM	116	490	11:00 PM	28	78
11:15 AM	134		11:15 PM	14	
11:30 AM	118		11:30 PM	18	
11:45 AM	122		11:45 PM	18	

24 Hour Total 6017

12:00 AM - 12:00 PM	
12 Hour Count	2136
Peak Hour	10:30 AM
Peak Volume	514
Factor	0.96

12:00 PM - 12:00 AM	
12 Hour Count	3881
Peak Hour	2:45 PM
Peak Volume	500
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB access to Blackmon Rd

Site: #21
1/22/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	14	31	12:00 PM	96	406
12:15 AM	7		12:15 PM	105	
12:30 AM	4		12:30 PM	106	
12:45 AM	6		12:45 PM	99	
1:00 AM	5	17	1:00 PM	90	387
1:15 AM	1		1:15 PM	110	
1:30 AM	9		1:30 PM	81	
1:45 AM	2		1:45 PM	106	
2:00 AM	3	14	2:00 PM	104	446
2:15 AM	4		2:15 PM	102	
2:30 AM	4		2:30 PM	112	
2:45 AM	3		2:45 PM	128	
3:00 AM	1	8	3:00 PM	128	598
3:15 AM	2		3:15 PM	127	
3:30 AM	3		3:30 PM	188	
3:45 AM	2		3:45 PM	155	
4:00 AM	4	18	4:00 PM	166	657
4:15 AM	3		4:15 PM	145	
4:30 AM	4		4:30 PM	164	
4:45 AM	7		4:45 PM	182	
5:00 AM	14	52	5:00 PM	184	764
5:15 AM	10		5:15 PM	184	
5:30 AM	10		5:30 PM	218	
5:45 AM	18		5:45 PM	178	
6:00 AM	16	101	6:00 PM	211	644
6:15 AM	18		6:15 PM	186	
6:30 AM	29		6:30 PM	126	
6:45 AM	38		6:45 PM	121	
7:00 AM	52	333	7:00 PM	125	436
7:15 AM	66		7:15 PM	113	
7:30 AM	89		7:30 PM	109	
7:45 AM	126		7:45 PM	89	
8:00 AM	140	416	8:00 PM	115	375
8:15 AM	90		8:15 PM	95	
8:30 AM	116		8:30 PM	91	
8:45 AM	70		8:45 PM	74	
9:00 AM	56	247	9:00 PM	58	213
9:15 AM	75		9:15 PM	68	
9:30 AM	56		9:30 PM	48	
9:45 AM	60		9:45 PM	39	
10:00 AM	52	253	10:00 PM	20	101
10:15 AM	60		10:15 PM	34	
10:30 AM	68		10:30 PM	24	
10:45 AM	73		10:45 PM	23	
11:00 AM	76	350	11:00 PM	14	61
11:15 AM	58		11:15 PM	19	
11:30 AM	94		11:30 PM	14	
11:45 AM	122		11:45 PM	14	

24 Hour Total 6928

12:00 AM - 12:00 PM	
12 Hour Count	1840
Peak Hour	7:45 AM
Peak Volume	472
Factor	0.84

12:00 PM - 12:00 AM	
12 Hour Count	5088
Peak Hour	5:30 PM
Peak Volume	793
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB access to
Blackmon Rd

Site: #21
1/23/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	10	26	12:00 PM	88	379
12:15 AM	5		12:15 PM	94	
12:30 AM	4		12:30 PM	77	
12:45 AM	7		12:45 PM	120	
1:00 AM	4	15	1:00 PM	98	380
1:15 AM	6		1:15 PM	86	
1:30 AM	2		1:30 PM	96	
1:45 AM	3		1:45 PM	100	
2:00 AM	3	6	2:00 PM	72	418
2:15 AM	1		2:15 PM	130	
2:30 AM	1		2:30 PM	104	
2:45 AM	1		2:45 PM	112	
3:00 AM	2	11	3:00 PM	110	614
3:15 AM	3		3:15 PM	127	
3:30 AM	4		3:30 PM	209	
3:45 AM	2		3:45 PM	168	
4:00 AM	3	15	4:00 PM	158	650
4:15 AM	5		4:15 PM	184	
4:30 AM	2		4:30 PM	150	
4:45 AM	5		4:45 PM	158	
5:00 AM	11	54	5:00 PM	208	775
5:15 AM	10		5:15 PM	189	
5:30 AM	13		5:30 PM	222	
5:45 AM	20		5:45 PM	156	
6:00 AM	23	135	6:00 PM	182	661
6:15 AM	24		6:15 PM	184	
6:30 AM	44		6:30 PM	163	
6:45 AM	44		6:45 PM	132	
7:00 AM	60	315	7:00 PM	116	454
7:15 AM	69		7:15 PM	120	
7:30 AM	84		7:30 PM	121	
7:45 AM	102		7:45 PM	97	
8:00 AM	149	445	8:00 PM	102	339
8:15 AM	112		8:15 PM	81	
8:30 AM	112		8:30 PM	73	
8:45 AM	72		8:45 PM	83	
9:00 AM	56	272	9:00 PM	54	246
9:15 AM	76		9:15 PM	70	
9:30 AM	72		9:30 PM	68	
9:45 AM	68		9:45 PM	54	
10:00 AM	66	252	10:00 PM	46	145
10:15 AM	55		10:15 PM	35	
10:30 AM	74		10:30 PM	38	
10:45 AM	57		10:45 PM	26	
11:00 AM	54	305	11:00 PM	18	77
11:15 AM	77		11:15 PM	31	
11:30 AM	68		11:30 PM	18	
11:45 AM	106		11:45 PM	10	

24 Hour Total 6989

12:00 AM - 12:00 PM	
12 Hour Count	1851
Peak Hour	7:45 AM
Peak Volume	475
Factor	0.80

12:00 PM - 12:00 AM	
12 Hour Count	5138
Peak Hour	4:45 PM
Peak Volume	777
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd South of
J.R. Allen Parkway/US 80 EB Ramps

Site: #22
1/22/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	10	24	12:00 PM	62	280
12:15 AM	8		12:15 PM	82	
12:30 AM	2		12:30 PM	68	
12:45 AM	4		12:45 PM	68	
1:00 AM	1	8	1:00 PM	58	267
1:15 AM	2		1:15 PM	62	
1:30 AM	4		1:30 PM	68	
1:45 AM	1		1:45 PM	79	
2:00 AM	4	13	2:00 PM	70	376
2:15 AM	4		2:15 PM	123	
2:30 AM	3		2:30 PM	105	
2:45 AM	2		2:45 PM	78	
3:00 AM	1	1	3:00 PM	86	416
3:15 AM	0		3:15 PM	79	
3:30 AM	0		3:30 PM	153	
3:45 AM	0		3:45 PM	98	
4:00 AM	0	3	4:00 PM	144	512
4:15 AM	0		4:15 PM	116	
4:30 AM	2		4:30 PM	113	
4:45 AM	1		4:45 PM	139	
5:00 AM	3	21	5:00 PM	135	595
5:15 AM	2		5:15 PM	177	
5:30 AM	2		5:30 PM	133	
5:45 AM	14		5:45 PM	150	
6:00 AM	6	40	6:00 PM	157	517
6:15 AM	8		6:15 PM	132	
6:30 AM	10		6:30 PM	118	
6:45 AM	16		6:45 PM	110	
7:00 AM	44	313	7:00 PM	81	336
7:15 AM	76		7:15 PM	85	
7:30 AM	97		7:30 PM	89	
7:45 AM	96		7:45 PM	81	
8:00 AM	107	274	8:00 PM	106	336
8:15 AM	50		8:15 PM	105	
8:30 AM	61		8:30 PM	69	
8:45 AM	56		8:45 PM	56	
9:00 AM	48	226	9:00 PM	51	173
9:15 AM	56		9:15 PM	50	
9:30 AM	60		9:30 PM	46	
9:45 AM	62		9:45 PM	26	
10:00 AM	38	197	10:00 PM	27	84
10:15 AM	41		10:15 PM	16	
10:30 AM	61		10:30 PM	27	
10:45 AM	57		10:45 PM	14	
11:00 AM	63	274	11:00 PM	12	53
11:15 AM	73		11:15 PM	13	
11:30 AM	67		11:30 PM	17	
11:45 AM	71		11:45 PM	11	

24 Hour Total 5339

12:00 AM - 12:00 PM

12 Hour Count	1394
Peak Hour	7:15 AM
Peak Volume	376
Factor	0.88

12:00 PM - 12:00 AM

12 Hour Count	3945
Peak Hour	5:15 PM
Peak Volume	617
Factor	0.87

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd South of
J.R. Allen Parkway/US 80 EB Ramps

Site: #22
1/23/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	7	34	12:00 PM	97	315
12:15 AM	14		12:15 PM	72	
12:30 AM	6		12:30 PM	72	
12:45 AM	7		12:45 PM	74	
1:00 AM	6	18	1:00 PM	71	298
1:15 AM	3		1:15 PM	83	
1:30 AM	1		1:30 PM	73	
1:45 AM	8		1:45 PM	71	
2:00 AM	4	16	2:00 PM	86	361
2:15 AM	5		2:15 PM	125	
2:30 AM	2		2:30 PM	81	
2:45 AM	5		2:45 PM	69	
3:00 AM	2	11	3:00 PM	79	449
3:15 AM	2		3:15 PM	88	
3:30 AM	4		3:30 PM	137	
3:45 AM	3		3:45 PM	145	
4:00 AM	0	4	4:00 PM	133	491
4:15 AM	1		4:15 PM	106	
4:30 AM	2		4:30 PM	129	
4:45 AM	1		4:45 PM	123	
5:00 AM	6	29	5:00 PM	154	559
5:15 AM	4		5:15 PM	149	
5:30 AM	7		5:30 PM	145	
5:45 AM	12		5:45 PM	111	
6:00 AM	9	88	6:00 PM	117	386
6:15 AM	20		6:15 PM	90	
6:30 AM	27		6:30 PM	94	
6:45 AM	32		6:45 PM	85	
7:00 AM	69	430	7:00 PM	84	325
7:15 AM	109		7:15 PM	88	
7:30 AM	121		7:30 PM	85	
7:45 AM	131		7:45 PM	68	
8:00 AM	128	317	8:00 PM	78	222
8:15 AM	69		8:15 PM	43	
8:30 AM	58		8:30 PM	55	
8:45 AM	62		8:45 PM	46	
9:00 AM	55	219	9:00 PM	62	173
9:15 AM	59		9:15 PM	44	
9:30 AM	57		9:30 PM	39	
9:45 AM	48		9:45 PM	28	
10:00 AM	56	233	10:00 PM	39	99
10:15 AM	67		10:15 PM	21	
10:30 AM	53		10:30 PM	17	
10:45 AM	57		10:45 PM	22	
11:00 AM	69	278	11:00 PM	17	53
11:15 AM	61		11:15 PM	11	
11:30 AM	60		11:30 PM	15	
11:45 AM	88		11:45 PM	10	

24 Hour Total 5408

12:00 AM - 12:00 PM	
12 Hour Count	1677
Peak Hour	7:15 AM
Peak Volume	489
Factor	0.93

12:00 PM - 12:00 AM	
12 Hour Count	3731
Peak Hour	4:45 PM
Peak Volume	571
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd South of
J.R. Allen Parkway/US 80 EB Ramps

Site: #23
1/22/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	2	6	12:00 PM	58	232
12:15 AM	1		12:15 PM	55	
12:30 AM	0		12:30 PM	66	
12:45 AM	3		12:45 PM	53	
1:00 AM	1	9	1:00 PM	73	253
1:15 AM	2		1:15 PM	65	
1:30 AM	4		1:30 PM	52	
1:45 AM	2		1:45 PM	63	
2:00 AM	4	14	2:00 PM	71	318
2:15 AM	3		2:15 PM	62	
2:30 AM	3		2:30 PM	84	
2:45 AM	4		2:45 PM	101	
3:00 AM	6	32	3:00 PM	85	313
3:15 AM	7		3:15 PM	81	
3:30 AM	11		3:30 PM	80	
3:45 AM	8		3:45 PM	67	
4:00 AM	9	79	4:00 PM	95	354
4:15 AM	23		4:15 PM	104	
4:30 AM	22		4:30 PM	82	
4:45 AM	25		4:45 PM	73	
5:00 AM	25	192	5:00 PM	81	309
5:15 AM	38		5:15 PM	74	
5:30 AM	51		5:30 PM	78	
5:45 AM	78		5:45 PM	76	
6:00 AM	72	393	6:00 PM	70	250
6:15 AM	96		6:15 PM	68	
6:30 AM	115		6:30 PM	69	
6:45 AM	110		6:45 PM	43	
7:00 AM	164	671	7:00 PM	50	169
7:15 AM	190		7:15 PM	32	
7:30 AM	177		7:30 PM	48	
7:45 AM	140		7:45 PM	39	
8:00 AM	113	436	8:00 PM	32	94
8:15 AM	108		8:15 PM	33	
8:30 AM	129		8:30 PM	10	
8:45 AM	86		8:45 PM	19	
9:00 AM	79	305	9:00 PM	20	76
9:15 AM	90		9:15 PM	24	
9:30 AM	75		9:30 PM	20	
9:45 AM	61		9:45 PM	12	
10:00 AM	67	232	10:00 PM	11	40
10:15 AM	57		10:15 PM	11	
10:30 AM	67		10:30 PM	7	
10:45 AM	41		10:45 PM	11	
11:00 AM	51	212	11:00 PM	5	21
11:15 AM	61		11:15 PM	6	
11:30 AM	60		11:30 PM	4	
11:45 AM	40		11:45 PM	6	

24 Hour Total 5010

12:00 AM - 12:00 PM	
12 Hour Count	2581
Peak Hour	7:00 AM
Peak Volume	671
Factor	0.88

12:00 PM - 12:00 AM	
12 Hour Count	2429
Peak Hour	4:00 PM
Peak Volume	354
Factor	0.85

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd South of
J.R. Allen Parkway/US 80 EB Ramps

Site: #23
1/23/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	4	15	12:00 PM	48	234
12:15 AM	8		12:15 PM	69	
12:30 AM	1		12:30 PM	51	
12:45 AM	2		12:45 PM	66	
1:00 AM	7	20	1:00 PM	71	252
1:15 AM	2		1:15 PM	45	
1:30 AM	4		1:30 PM	71	
1:45 AM	7		1:45 PM	65	
2:00 AM	4	13	2:00 PM	65	287
2:15 AM	3		2:15 PM	51	
2:30 AM	3		2:30 PM	64	
2:45 AM	3		2:45 PM	107	
3:00 AM	2	26	3:00 PM	79	311
3:15 AM	3		3:15 PM	83	
3:30 AM	12		3:30 PM	86	
3:45 AM	9		3:45 PM	63	
4:00 AM	10	87	4:00 PM	67	310
4:15 AM	24		4:15 PM	60	
4:30 AM	26		4:30 PM	92	
4:45 AM	27		4:45 PM	91	
5:00 AM	28	187	5:00 PM	70	324
5:15 AM	32		5:15 PM	80	
5:30 AM	49		5:30 PM	99	
5:45 AM	78		5:45 PM	75	
6:00 AM	68	382	6:00 PM	63	224
6:15 AM	104		6:15 PM	59	
6:30 AM	105		6:30 PM	54	
6:45 AM	105		6:45 PM	48	
7:00 AM	155	728	7:00 PM	52	170
7:15 AM	228		7:15 PM	48	
7:30 AM	216		7:30 PM	39	
7:45 AM	129		7:45 PM	31	
8:00 AM	114	452	8:00 PM	35	161
8:15 AM	131		8:15 PM	53	
8:30 AM	125		8:30 PM	32	
8:45 AM	82		8:45 PM	41	
9:00 AM	72	292	9:00 PM	42	118
9:15 AM	83		9:15 PM	35	
9:30 AM	76		9:30 PM	22	
9:45 AM	61		9:45 PM	19	
10:00 AM	63	269	10:00 PM	15	51
10:15 AM	72		10:15 PM	16	
10:30 AM	56		10:30 PM	15	
10:45 AM	78		10:45 PM	5	
11:00 AM	66	217	11:00 PM	7	20
11:15 AM	63		11:15 PM	3	
11:30 AM	51		11:30 PM	5	
11:45 AM	37		11:45 PM	5	

24 Hour Total 5150

12:00 AM - 12:00 PM	
12 Hour Count	2688
Peak Hour	7:00 AM
Peak Volume	728
Factor	0.80

12:00 PM - 12:00 AM	
12 Hour Count	2462
Peak Hour	2:45 PM
Peak Volume	355
Factor	0.83

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 WB on Ramp from Schomburg Rd

Site: #24
1/22/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	13	45	12:00 PM	126	555
12:15 AM	16		12:15 PM	142	
12:30 AM	8		12:30 PM	147	
12:45 AM	8		12:45 PM	140	
1:00 AM	4	10	1:00 PM	138	598
1:15 AM	2		1:15 PM	148	
1:30 AM	3		1:30 PM	152	
1:45 AM	1		1:45 PM	160	
2:00 AM	5	11	2:00 PM	136	651
2:15 AM	2		2:15 PM	196	
2:30 AM	1		2:30 PM	166	
2:45 AM	3		2:45 PM	153	
3:00 AM	4	27	3:00 PM	157	710
3:15 AM	5		3:15 PM	156	
3:30 AM	6		3:30 PM	206	
3:45 AM	12		3:45 PM	191	
4:00 AM	11	74	4:00 PM	165	708
4:15 AM	10		4:15 PM	182	
4:30 AM	14		4:30 PM	160	
4:45 AM	39		4:45 PM	201	
5:00 AM	32	227	5:00 PM	192	792
5:15 AM	58		5:15 PM	200	
5:30 AM	59		5:30 PM	204	
5:45 AM	78		5:45 PM	196	
6:00 AM	70	455	6:00 PM	202	654
6:15 AM	87		6:15 PM	189	
6:30 AM	116		6:30 PM	152	
6:45 AM	182		6:45 PM	111	
7:00 AM	236	1264	7:00 PM	126	477
7:15 AM	312		7:15 PM	117	
7:30 AM	356		7:30 PM	120	
7:45 AM	360		7:45 PM	114	
8:00 AM	332	1084	8:00 PM	175	494
8:15 AM	250		8:15 PM	174	
8:30 AM	262		8:30 PM	89	
8:45 AM	240		8:45 PM	56	
9:00 AM	162	622	9:00 PM	52	153
9:15 AM	150		9:15 PM	41	
9:30 AM	156		9:30 PM	35	
9:45 AM	154		9:45 PM	25	
10:00 AM	143	538	10:00 PM	31	100
10:15 AM	127		10:15 PM	30	
10:30 AM	142		10:30 PM	18	
10:45 AM	126		10:45 PM	21	
11:00 AM	115	505	11:00 PM	15	51
11:15 AM	120		11:15 PM	16	
11:30 AM	131		11:30 PM	10	
11:45 AM	139		11:45 PM	10	

24 Hour Total 10805

12:00 AM - 12:00 PM

12 Hour Count	4862
Peak Hour	7:15 AM
Peak Volume	1360
Factor	0.94

12:00 PM - 12:00 AM

12 Hour Count	5943
Peak Hour	5:15 PM
Peak Volume	802
Factor	0.98

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 WB on Ramp from Schomburg Rd

Site: #24
1/23/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	8	24	12:00 PM	168	638
12:15 AM	7		12:15 PM	160	
12:30 AM	5		12:30 PM	172	
12:45 AM	4		12:45 PM	138	
1:00 AM	5	21	1:00 PM	158	597
1:15 AM	6		1:15 PM	132	
1:30 AM	2		1:30 PM	167	
1:45 AM	8		1:45 PM	140	
2:00 AM	4	14	2:00 PM	152	654
2:15 AM	4		2:15 PM	189	
2:30 AM	3		2:30 PM	166	
2:45 AM	3		2:45 PM	147	
3:00 AM	4	25	3:00 PM	140	682
3:15 AM	5		3:15 PM	149	
3:30 AM	5		3:30 PM	231	
3:45 AM	11		3:45 PM	162	
4:00 AM	8	75	4:00 PM	185	721
4:15 AM	19		4:15 PM	173	
4:30 AM	15		4:30 PM	187	
4:45 AM	33		4:45 PM	176	
5:00 AM	39	266	5:00 PM	211	816
5:15 AM	66		5:15 PM	214	
5:30 AM	67		5:30 PM	205	
5:45 AM	94		5:45 PM	186	
6:00 AM	72	488	6:00 PM	179	630
6:15 AM	96		6:15 PM	172	
6:30 AM	134		6:30 PM	166	
6:45 AM	186		6:45 PM	113	
7:00 AM	248	1240	7:00 PM	138	394
7:15 AM	302		7:15 PM	102	
7:30 AM	368		7:30 PM	84	
7:45 AM	322		7:45 PM	70	
8:00 AM	295	1028	8:00 PM	69	243
8:15 AM	270		8:15 PM	75	
8:30 AM	253		8:30 PM	49	
8:45 AM	210		8:45 PM	50	
9:00 AM	193	629	9:00 PM	54	163
9:15 AM	144		9:15 PM	46	
9:30 AM	130		9:30 PM	37	
9:45 AM	162		9:45 PM	26	
10:00 AM	140	528	10:00 PM	31	89
10:15 AM	128		10:15 PM	23	
10:30 AM	134		10:30 PM	18	
10:45 AM	126		10:45 PM	17	
11:00 AM	110	584	11:00 PM	24	63
11:15 AM	161		11:15 PM	14	
11:30 AM	135		11:30 PM	16	
11:45 AM	178		11:45 PM	9	

24 Hour Total 10612

12:00 AM - 12:00 PM	
12 Hour Count	4922
Peak Hour	7:15 AM
Peak Volume	1287
Factor	0.87

12:00 PM - 12:00 AM	
12 Hour Count	5690
Peak Hour	5:00 PM
Peak Volume	816
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB off Ramp to Schomburg Rd

Site: #25
1/22/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	11	48	12:00 PM	148	605
12:15 AM	22		12:15 PM	169	
12:30 AM	4		12:30 PM	140	
12:45 AM	11		12:45 PM	148	
1:00 AM	7	24	1:00 PM	156	657
1:15 AM	6		1:15 PM	176	
1:30 AM	7		1:30 PM	166	
1:45 AM	4		1:45 PM	159	
2:00 AM	5	16	2:00 PM	164	710
2:15 AM	4		2:15 PM	166	
2:30 AM	6		2:30 PM	190	
2:45 AM	1		2:45 PM	190	
3:00 AM	2	23	3:00 PM	204	877
3:15 AM	1		3:15 PM	221	
3:30 AM	10		3:30 PM	220	
3:45 AM	10		3:45 PM	232	
4:00 AM	4	17	4:00 PM	249	1081
4:15 AM	1		4:15 PM	256	
4:30 AM	5		4:30 PM	270	
4:45 AM	7		4:45 PM	306	
5:00 AM	5	45	5:00 PM	342	1374
5:15 AM	4		5:15 PM	348	
5:30 AM	14		5:30 PM	342	
5:45 AM	22		5:45 PM	342	
6:00 AM	35	185	6:00 PM	353	1109
6:15 AM	29		6:15 PM	318	
6:30 AM	41		6:30 PM	252	
6:45 AM	80		6:45 PM	186	
7:00 AM	105	605	7:00 PM	170	677
7:15 AM	136		7:15 PM	180	
7:30 AM	156		7:30 PM	169	
7:45 AM	208		7:45 PM	158	
8:00 AM	176	515	8:00 PM	147	531
8:15 AM	129		8:15 PM	144	
8:30 AM	110		8:30 PM	123	
8:45 AM	100		8:45 PM	117	
9:00 AM	98	412	9:00 PM	106	338
9:15 AM	92		9:15 PM	98	
9:30 AM	124		9:30 PM	73	
9:45 AM	98		9:45 PM	61	
10:00 AM	80	414	10:00 PM	46	175
10:15 AM	97		10:15 PM	53	
10:30 AM	127		10:30 PM	40	
10:45 AM	110		10:45 PM	36	
11:00 AM	130	546	11:00 PM	21	98
11:15 AM	144		11:15 PM	26	
11:30 AM	136		11:30 PM	27	
11:45 AM	136		11:45 PM	24	

24 Hour Total 11082

12:00 AM - 12:00 PM	
12 Hour Count	2850
Peak Hour	7:15 AM
Peak Volume	676
Factor	0.81

12:00 PM - 12:00 AM	
12 Hour Count	8232
Peak Hour	5:15 PM
Peak Volume	1385
Factor	0.98

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB off Ramp to
Schomburg Rd

Site: #25
1/23/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	14	52	12:00 PM	207	692
12:15 AM	18		12:15 PM	171	
12:30 AM	10		12:30 PM	162	
12:45 AM	10		12:45 PM	152	
1:00 AM	7	32	1:00 PM	148	661
1:15 AM	8		1:15 PM	183	
1:30 AM	5		1:30 PM	168	
1:45 AM	12		1:45 PM	162	
2:00 AM	2	20	2:00 PM	168	689
2:15 AM	7		2:15 PM	193	
2:30 AM	3		2:30 PM	156	
2:45 AM	8		2:45 PM	172	
3:00 AM	4	22	3:00 PM	185	931
3:15 AM	3		3:15 PM	250	
3:30 AM	8		3:30 PM	240	
3:45 AM	7		3:45 PM	256	
4:00 AM	3	20	4:00 PM	256	1117
4:15 AM	2		4:15 PM	272	
4:30 AM	6		4:30 PM	305	
4:45 AM	9		4:45 PM	284	
5:00 AM	10	59	5:00 PM	320	1245
5:15 AM	10		5:15 PM	342	
5:30 AM	15		5:30 PM	299	
5:45 AM	24		5:45 PM	284	
6:00 AM	27	194	6:00 PM	268	935
6:15 AM	38		6:15 PM	242	
6:30 AM	49		6:30 PM	200	
6:45 AM	80		6:45 PM	225	
7:00 AM	90	594	7:00 PM	164	645
7:15 AM	136		7:15 PM	174	
7:30 AM	166		7:30 PM	171	
7:45 AM	202		7:45 PM	136	
8:00 AM	178	494	8:00 PM	128	465
8:15 AM	125		8:15 PM	116	
8:30 AM	106		8:30 PM	121	
8:45 AM	85		8:45 PM	100	
9:00 AM	89	384	9:00 PM	95	318
9:15 AM	104		9:15 PM	88	
9:30 AM	97		9:30 PM	68	
9:45 AM	94		9:45 PM	67	
10:00 AM	109	430	10:00 PM	71	219
10:15 AM	98		10:15 PM	61	
10:30 AM	117		10:30 PM	40	
10:45 AM	106		10:45 PM	47	
11:00 AM	128	530	11:00 PM	42	112
11:15 AM	120		11:15 PM	30	
11:30 AM	120		11:30 PM	22	
11:45 AM	162		11:45 PM	18	

24 Hour Total 10860

12:00 AM - 12:00 PM	
12 Hour Count	2831
Peak Hour	7:15 AM
Peak Volume	682
Factor	0.84

12:00 PM - 12:00 AM	
12 Hour Count	8029
Peak Hour	4:30 PM
Peak Volume	1251
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 WB OFF Ramp to Moon Rd

Site: #26
1/29/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	5	22	12:00 PM	130	458
12:15 AM	8		12:15 PM	83	
12:30 AM	8		12:30 PM	125	
12:45 AM	1		12:45 PM	120	
1:00 AM	4	13	1:00 PM	97	374
1:15 AM	4		1:15 PM	98	
1:30 AM	2		1:30 PM	85	
1:45 AM	3		1:45 PM	94	
2:00 AM	3	10	2:00 PM	104	405
2:15 AM	2		2:15 PM	103	
2:30 AM	4		2:30 PM	87	
2:45 AM	1		2:45 PM	111	
3:00 AM	0	15	3:00 PM	118	476
3:15 AM	4		3:15 PM	124	
3:30 AM	5		3:30 PM	112	
3:45 AM	6		3:45 PM	122	
4:00 AM	5	26	4:00 PM	132	482
4:15 AM	3		4:15 PM	110	
4:30 AM	2		4:30 PM	118	
4:45 AM	16		4:45 PM	122	
5:00 AM	14	60	5:00 PM	138	600
5:15 AM	10		5:15 PM	138	
5:30 AM	16		5:30 PM	160	
5:45 AM	20		5:45 PM	164	
6:00 AM	20	134	6:00 PM	155	548
6:15 AM	34		6:15 PM	158	
6:30 AM	39		6:30 PM	119	
6:45 AM	41		6:45 PM	116	
7:00 AM	49	471	7:00 PM	86	314
7:15 AM	108		7:15 PM	94	
7:30 AM	158		7:30 PM	72	
7:45 AM	156		7:45 PM	62	
8:00 AM	99	418	8:00 PM	61	210
8:15 AM	96		8:15 PM	51	
8:30 AM	94		8:30 PM	50	
8:45 AM	129		8:45 PM	48	
9:00 AM	68	308	9:00 PM	26	95
9:15 AM	76		9:15 PM	30	
9:30 AM	79		9:30 PM	19	
9:45 AM	85		9:45 PM	20	
10:00 AM	80	345	10:00 PM	24	56
10:15 AM	88		10:15 PM	12	
10:30 AM	70		10:30 PM	8	
10:45 AM	107		10:45 PM	12	
11:00 AM	103	433	11:00 PM	12	29
11:15 AM	105		11:15 PM	8	
11:30 AM	107		11:30 PM	4	
11:45 AM	118		11:45 PM	5	

24 Hour Total 6302

12:00 AM - 12:00 PM	
12 Hour Count	2255
Peak Hour	7:15 AM
Peak Volume	521
Factor	0.82

12:00 PM - 12:00 AM	
12 Hour Count	4047
Peak Hour	5:30 PM
Peak Volume	637
Factor	0.97

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 WB OFF Ramp to Moon Rd

Site: #26
1/30/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	6	12	12:00 PM	126	484
12:15 AM	3		12:15 PM	118	
12:30 AM	0		12:30 PM	114	
12:45 AM	3		12:45 PM	126	
1:00 AM	4	11	1:00 PM	115	433
1:15 AM	4		1:15 PM	93	
1:30 AM	1		1:30 PM	103	
1:45 AM	2		1:45 PM	122	
2:00 AM	5	14	2:00 PM	104	451
2:15 AM	5		2:15 PM	128	
2:30 AM	4		2:30 PM	105	
2:45 AM	0		2:45 PM	114	
3:00 AM	2	16	3:00 PM	114	489
3:15 AM	2		3:15 PM	134	
3:30 AM	6		3:30 PM	122	
3:45 AM	6		3:45 PM	119	
4:00 AM	2	22	4:00 PM	134	562
4:15 AM	3		4:15 PM	147	
4:30 AM	5		4:30 PM	142	
4:45 AM	12		4:45 PM	139	
5:00 AM	6	50	5:00 PM	143	649
5:15 AM	8		5:15 PM	168	
5:30 AM	22		5:30 PM	172	
5:45 AM	14		5:45 PM	166	
6:00 AM	20	130	6:00 PM	155	599
6:15 AM	33		6:15 PM	168	
6:30 AM	37		6:30 PM	152	
6:45 AM	40		6:45 PM	124	
7:00 AM	48	473	7:00 PM	100	330
7:15 AM	109		7:15 PM	89	
7:30 AM	152		7:30 PM	83	
7:45 AM	164		7:45 PM	58	
8:00 AM	112	406	8:00 PM	61	200
8:15 AM	107		8:15 PM	62	
8:30 AM	89		8:30 PM	45	
8:45 AM	98		8:45 PM	32	
9:00 AM	66	336	9:00 PM	25	101
9:15 AM	81		9:15 PM	28	
9:30 AM	89		9:30 PM	28	
9:45 AM	100		9:45 PM	20	
10:00 AM	84	401	10:00 PM	17	63
10:15 AM	96		10:15 PM	22	
10:30 AM	102		10:30 PM	14	
10:45 AM	119		10:45 PM	10	
11:00 AM	88	446	11:00 PM	10	33
11:15 AM	118		11:15 PM	5	
11:30 AM	114		11:30 PM	10	
11:45 AM	126		11:45 PM	8	

24 Hour Total 6711

12:00 AM - 12:00 PM	
12 Hour Count	2317
Peak Hour	7:15 AM
Peak Volume	537
Factor	0.82

12:00 PM - 12:00 AM	
12 Hour Count	4394
Peak Hour	5:15 PM
Peak Volume	661
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB on Ramp From Moon Rd

Site: #27
1/29/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	11	24	12:00 PM	111	487
12:15 AM	7		12:15 PM	147	
12:30 AM	4		12:30 PM	119	
12:45 AM	2		12:45 PM	110	
1:00 AM	6	18	1:00 PM	130	476
1:15 AM	4		1:15 PM	108	
1:30 AM	6		1:30 PM	96	
1:45 AM	2		1:45 PM	142	
2:00 AM	4	14	2:00 PM	128	461
2:15 AM	2		2:15 PM	104	
2:30 AM	1		2:30 PM	114	
2:45 AM	7		2:45 PM	115	
3:00 AM	1	21	3:00 PM	148	564
3:15 AM	6		3:15 PM	145	
3:30 AM	3		3:30 PM	127	
3:45 AM	11		3:45 PM	144	
4:00 AM	0	17	4:00 PM	120	550
4:15 AM	3		4:15 PM	144	
4:30 AM	7		4:30 PM	130	
4:45 AM	7		4:45 PM	156	
5:00 AM	17	61	5:00 PM	186	687
5:15 AM	10		5:15 PM	169	
5:30 AM	16		5:30 PM	163	
5:45 AM	18		5:45 PM	169	
6:00 AM	24	124	6:00 PM	162	596
6:15 AM	24		6:15 PM	168	
6:30 AM	36		6:30 PM	152	
6:45 AM	40		6:45 PM	114	
7:00 AM	50	358	7:00 PM	109	452
7:15 AM	92		7:15 PM	103	
7:30 AM	92		7:30 PM	132	
7:45 AM	124		7:45 PM	108	
8:00 AM	112	329	8:00 PM	123	412
8:15 AM	74		8:15 PM	105	
8:30 AM	83		8:30 PM	102	
8:45 AM	60		8:45 PM	82	
9:00 AM	54	238	9:00 PM	93	261
9:15 AM	58		9:15 PM	65	
9:30 AM	50		9:30 PM	65	
9:45 AM	76		9:45 PM	38	
10:00 AM	58	258	10:00 PM	35	112
10:15 AM	62		10:15 PM	25	
10:30 AM	62		10:30 PM	36	
10:45 AM	76		10:45 PM	16	
11:00 AM	74	387	11:00 PM	16	60
11:15 AM	84		11:15 PM	20	
11:30 AM	112		11:30 PM	11	
11:45 AM	117		11:45 PM	13	

24 Hour Total 6967

12:00 AM - 12:00 PM

12 Hour Count	1849
Peak Hour	7:15 AM
Peak Volume	420
Factor	0.85

12:00 PM - 12:00 AM

12 Hour Count	5118
Peak Hour	5:00 PM
Peak Volume	687
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB on Ramp From Moon Rd

Site: #27
1/30/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	7	26	12:00 PM	113	473
12:15 AM	5		12:15 PM	104	
12:30 AM	4		12:30 PM	131	
12:45 AM	10		12:45 PM	125	
1:00 AM	7	13	1:00 PM	122	455
1:15 AM	2		1:15 PM	107	
1:30 AM	1		1:30 PM	116	
1:45 AM	3		1:45 PM	110	
2:00 AM	6	11	2:00 PM	132	492
2:15 AM	0		2:15 PM	126	
2:30 AM	2		2:30 PM	110	
2:45 AM	3		2:45 PM	124	
3:00 AM	5	20	3:00 PM	131	581
3:15 AM	4		3:15 PM	160	
3:30 AM	6		3:30 PM	163	
3:45 AM	5		3:45 PM	127	
4:00 AM	6	32	4:00 PM	125	540
4:15 AM	6		4:15 PM	116	
4:30 AM	4		4:30 PM	150	
4:45 AM	16		4:45 PM	149	
5:00 AM	13	55	5:00 PM	141	663
5:15 AM	8		5:15 PM	178	
5:30 AM	17		5:30 PM	167	
5:45 AM	17		5:45 PM	177	
6:00 AM	19	126	6:00 PM	148	547
6:15 AM	24		6:15 PM	146	
6:30 AM	44		6:30 PM	125	
6:45 AM	39		6:45 PM	128	
7:00 AM	72	389	7:00 PM	138	502
7:15 AM	82		7:15 PM	124	
7:30 AM	104		7:30 PM	131	
7:45 AM	131		7:45 PM	109	
8:00 AM	89	291	8:00 PM	113	402
8:15 AM	68		8:15 PM	107	
8:30 AM	68		8:30 PM	94	
8:45 AM	66		8:45 PM	88	
9:00 AM	66	252	9:00 PM	82	272
9:15 AM	58		9:15 PM	83	
9:30 AM	62		9:30 PM	54	
9:45 AM	66		9:45 PM	53	
10:00 AM	59	309	10:00 PM	38	133
10:15 AM	82		10:15 PM	38	
10:30 AM	88		10:30 PM	31	
10:45 AM	80		10:45 PM	26	
11:00 AM	90	368	11:00 PM	14	60
11:15 AM	88		11:15 PM	18	
11:30 AM	96		11:30 PM	15	
11:45 AM	94		11:45 PM	13	

24 Hour Total 7012

12:00 AM - 12:00 PM	
12 Hour Count	1892
Peak Hour	7:15 AM
Peak Volume	406
Factor	0.77

12:00 PM - 12:00 AM	
12 Hour Count	5120
Peak Hour	5:15 PM
Peak Volume	670
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd North of
J.R. Allen Parkway/US 80 WB Ramps

Site: #29
1/29/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	12	42	12:00 PM	144	507
12:15 AM	14		12:15 PM	132	
12:30 AM	10		12:30 PM	135	
12:45 AM	6		12:45 PM	96	
1:00 AM	9	29	1:00 PM	146	562
1:15 AM	8		1:15 PM	144	
1:30 AM	8		1:30 PM	132	
1:45 AM	4		1:45 PM	140	
2:00 AM	4	16	2:00 PM	178	640
2:15 AM	6		2:15 PM	128	
2:30 AM	2		2:30 PM	144	
2:45 AM	4		2:45 PM	190	
3:00 AM	4	18	3:00 PM	199	745
3:15 AM	4		3:15 PM	175	
3:30 AM	5		3:30 PM	177	
3:45 AM	5		3:45 PM	194	
4:00 AM	3	18	4:00 PM	180	769
4:15 AM	3		4:15 PM	190	
4:30 AM	2		4:30 PM	204	
4:45 AM	10		4:45 PM	195	
5:00 AM	10	55	5:00 PM	206	951
5:15 AM	10		5:15 PM	236	
5:30 AM	18		5:30 PM	263	
5:45 AM	17		5:45 PM	246	
6:00 AM	34	192	6:00 PM	194	730
6:15 AM	36		6:15 PM	230	
6:30 AM	40		6:30 PM	146	
6:45 AM	82		6:45 PM	160	
7:00 AM	80	781	7:00 PM	146	518
7:15 AM	163		7:15 PM	140	
7:30 AM	248		7:30 PM	122	
7:45 AM	290		7:45 PM	110	
8:00 AM	168	531	8:00 PM	125	393
8:15 AM	142		8:15 PM	88	
8:30 AM	118		8:30 PM	92	
8:45 AM	103		8:45 PM	88	
9:00 AM	90	352	9:00 PM	80	241
9:15 AM	87		9:15 PM	62	
9:30 AM	85		9:30 PM	60	
9:45 AM	90		9:45 PM	39	
10:00 AM	80	339	10:00 PM	38	108
10:15 AM	77		10:15 PM	23	
10:30 AM	102		10:30 PM	30	
10:45 AM	80		10:45 PM	17	
11:00 AM	123	454	11:00 PM	22	74
11:15 AM	107		11:15 PM	21	
11:30 AM	104		11:30 PM	23	
11:45 AM	120		11:45 PM	8	

24 Hour Total 9065

12:00 AM - 12:00 PM	
12 Hour Count	2827
Peak Hour	7:15 AM
Peak Volume	869
Factor	0.75

12:00 PM - 12:00 AM	
12 Hour Count	6238
Peak Hour	5:00 PM
Peak Volume	951
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd North of
J.R. Allen Parkway/US 80 WB Ramps

Site: #29
1/30/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	9	41	12:00 PM	143	587
12:15 AM	17		12:15 PM	146	
12:30 AM	9		12:30 PM	148	
12:45 AM	6		12:45 PM	150	
1:00 AM	2	23	1:00 PM	157	541
1:15 AM	9		1:15 PM	126	
1:30 AM	5		1:30 PM	138	
1:45 AM	7		1:45 PM	120	
2:00 AM	5	20	2:00 PM	167	658
2:15 AM	4		2:15 PM	148	
2:30 AM	7		2:30 PM	167	
2:45 AM	4		2:45 PM	176	
3:00 AM	1	17	3:00 PM	182	711
3:15 AM	6		3:15 PM	197	
3:30 AM	8		3:30 PM	164	
3:45 AM	2		3:45 PM	168	
4:00 AM	6	26	4:00 PM	166	756
4:15 AM	2		4:15 PM	168	
4:30 AM	7		4:30 PM	192	
4:45 AM	11		4:45 PM	230	
5:00 AM	10	62	5:00 PM	226	1007
5:15 AM	12		5:15 PM	286	
5:30 AM	12		5:30 PM	239	
5:45 AM	28		5:45 PM	256	
6:00 AM	32	182	6:00 PM	214	786
6:15 AM	30		6:15 PM	215	
6:30 AM	50		6:30 PM	184	
6:45 AM	70		6:45 PM	173	
7:00 AM	98	815	7:00 PM	128	459
7:15 AM	173		7:15 PM	128	
7:30 AM	250		7:30 PM	108	
7:45 AM	294		7:45 PM	95	
8:00 AM	188	570	8:00 PM	62	179
8:15 AM	138		8:15 PM	41	
8:30 AM	128		8:30 PM	36	
8:45 AM	116		8:45 PM	40	
9:00 AM	106	376	9:00 PM	38	116
9:15 AM	91		9:15 PM	33	
9:30 AM	89		9:30 PM	20	
9:45 AM	90		9:45 PM	25	
10:00 AM	92	387	10:00 PM	24	56
10:15 AM	94		10:15 PM	10	
10:30 AM	91		10:30 PM	12	
10:45 AM	110		10:45 PM	10	
11:00 AM	134	507	11:00 PM	8	31
11:15 AM	105		11:15 PM	8	
11:30 AM	120		11:30 PM	5	
11:45 AM	148		11:45 PM	10	

24 Hour Total 8913

12:00 AM - 12:00 PM	
12 Hour Count	3026
Peak Hour	7:15 AM
Peak Volume	905
Factor	0.77

12:00 PM - 12:00 AM	
12 Hour Count	5887
Peak Hour	5:00 PM
Peak Volume	1007
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd North of
J.R. Allen Parkway/US 80 WB Ramps

Site: #28
1/29/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	9	36	12:00 PM	152	570
12:15 AM	10		12:15 PM	118	
12:30 AM	8		12:30 PM	140	
12:45 AM	9		12:45 PM	160	
1:00 AM	2	9	1:00 PM	182	579
1:15 AM	3		1:15 PM	133	
1:30 AM	4		1:30 PM	132	
1:45 AM	0		1:45 PM	132	
2:00 AM	4	14	2:00 PM	133	609
2:15 AM	1		2:15 PM	139	
2:30 AM	8		2:30 PM	156	
2:45 AM	1		2:45 PM	181	
3:00 AM	2	17	3:00 PM	144	792
3:15 AM	1		3:15 PM	188	
3:30 AM	6		3:30 PM	244	
3:45 AM	8		3:45 PM	216	
4:00 AM	5	31	4:00 PM	210	809
4:15 AM	6		4:15 PM	212	
4:30 AM	11		4:30 PM	185	
4:45 AM	9		4:45 PM	202	
5:00 AM	23	120	5:00 PM	238	870
5:15 AM	29		5:15 PM	178	
5:30 AM	28		5:30 PM	244	
5:45 AM	40		5:45 PM	210	
6:00 AM	38	233	6:00 PM	207	647
6:15 AM	45		6:15 PM	156	
6:30 AM	71		6:30 PM	160	
6:45 AM	79		6:45 PM	124	
7:00 AM	98	707	7:00 PM	120	461
7:15 AM	133		7:15 PM	143	
7:30 AM	200		7:30 PM	90	
7:45 AM	276		7:45 PM	108	
8:00 AM	262	757	8:00 PM	110	357
8:15 AM	167		8:15 PM	101	
8:30 AM	153		8:30 PM	74	
8:45 AM	175		8:45 PM	72	
9:00 AM	125	462	9:00 PM	101	233
9:15 AM	124		9:15 PM	57	
9:30 AM	95		9:30 PM	38	
9:45 AM	118		9:45 PM	37	
10:00 AM	82	392	10:00 PM	37	122
10:15 AM	90		10:15 PM	41	
10:30 AM	130		10:30 PM	18	
10:45 AM	90		10:45 PM	26	
11:00 AM	123	516	11:00 PM	20	60
11:15 AM	136		11:15 PM	23	
11:30 AM	117		11:30 PM	11	
11:45 AM	140		11:45 PM	6	

24 Hour Total 9403

12:00 AM - 12:00 PM	
12 Hour Count	3294
Peak Hour	7:30 AM
Peak Volume	905
Factor	0.82

12:00 PM - 12:00 AM	
12 Hour Count	6109
Peak Hour	3:30 PM
Peak Volume	882
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd North of
J.R. Allen Parkway/US 80 WB Ramps

Site: #28
1/30/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	8	23	12:00 PM	184	656
12:15 AM	5		12:15 PM	148	
12:30 AM	4		12:30 PM	142	
12:45 AM	6		12:45 PM	182	
1:00 AM	3	19	1:00 PM	138	527
1:15 AM	4		1:15 PM	152	
1:30 AM	6		1:30 PM	118	
1:45 AM	6		1:45 PM	119	
2:00 AM	4	15	2:00 PM	162	619
2:15 AM	4		2:15 PM	134	
2:30 AM	4		2:30 PM	162	
2:45 AM	3		2:45 PM	161	
3:00 AM	5	22	3:00 PM	171	837
3:15 AM	7		3:15 PM	192	
3:30 AM	4		3:30 PM	234	
3:45 AM	6		3:45 PM	240	
4:00 AM	7	31	4:00 PM	238	834
4:15 AM	7		4:15 PM	214	
4:30 AM	8		4:30 PM	198	
4:45 AM	9		4:45 PM	184	
5:00 AM	33	131	5:00 PM	240	912
5:15 AM	34		5:15 PM	236	
5:30 AM	30		5:30 PM	258	
5:45 AM	34		5:45 PM	178	
6:00 AM	38	237	6:00 PM	254	730
6:15 AM	41		6:15 PM	158	
6:30 AM	60		6:30 PM	178	
6:45 AM	98		6:45 PM	140	
7:00 AM	106	716	7:00 PM	140	482
7:15 AM	130		7:15 PM	98	
7:30 AM	219		7:30 PM	140	
7:45 AM	261		7:45 PM	104	
8:00 AM	255	763	8:00 PM	126	332
8:15 AM	180		8:15 PM	74	
8:30 AM	158		8:30 PM	76	
8:45 AM	170		8:45 PM	56	
9:00 AM	131	490	9:00 PM	52	183
9:15 AM	118		9:15 PM	42	
9:30 AM	112		9:30 PM	48	
9:45 AM	129		9:45 PM	41	
10:00 AM	121	443	10:00 PM	38	116
10:15 AM	104		10:15 PM	32	
10:30 AM	120		10:30 PM	21	
10:45 AM	98		10:45 PM	25	
11:00 AM	118	486	11:00 PM	23	75
11:15 AM	128		11:15 PM	22	
11:30 AM	124		11:30 PM	20	
11:45 AM	116		11:45 PM	10	

24 Hour Total 9679

12:00 AM - 12:00 PM

12 Hour Count	3376
Peak Hour	7:30 AM
Peak Volume	915
Factor	0.88

12:00 PM - 12:00 AM

12 Hour Count	6303
Peak Hour	3:30 PM
Peak Volume	926
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 WB ON Ramp From
Moon Rd

Site: #30
1/29/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	13	37	12:00 PM	87	397
12:15 AM	14		12:15 PM	94	
12:30 AM	4		12:30 PM	106	
12:45 AM	6		12:45 PM	110	
1:00 AM	4	12	1:00 PM	126	446
1:15 AM	3		1:15 PM	100	
1:30 AM	1		1:30 PM	110	
1:45 AM	4		1:45 PM	110	
2:00 AM	4	9	2:00 PM	96	412
2:15 AM	0		2:15 PM	107	
2:30 AM	3		2:30 PM	105	
2:45 AM	2		2:45 PM	104	
3:00 AM	6	13	3:00 PM	119	480
3:15 AM	4		3:15 PM	115	
3:30 AM	1		3:30 PM	120	
3:45 AM	2		3:45 PM	126	
4:00 AM	5	40	4:00 PM	132	505
4:15 AM	6		4:15 PM	106	
4:30 AM	13		4:30 PM	128	
4:45 AM	16		4:45 PM	139	
5:00 AM	35	133	5:00 PM	152	598
5:15 AM	30		5:15 PM	162	
5:30 AM	37		5:30 PM	150	
5:45 AM	31		5:45 PM	134	
6:00 AM	37	212	6:00 PM	128	442
6:15 AM	46		6:15 PM	110	
6:30 AM	54		6:30 PM	98	
6:45 AM	75		6:45 PM	106	
7:00 AM	98	562	7:00 PM	76	303
7:15 AM	106		7:15 PM	74	
7:30 AM	168		7:30 PM	81	
7:45 AM	190		7:45 PM	72	
8:00 AM	150	522	8:00 PM	68	274
8:15 AM	124		8:15 PM	66	
8:30 AM	146		8:30 PM	72	
8:45 AM	102		8:45 PM	68	
9:00 AM	100	323	9:00 PM	68	189
9:15 AM	66		9:15 PM	57	
9:30 AM	89		9:30 PM	39	
9:45 AM	68		9:45 PM	25	
10:00 AM	62	287	10:00 PM	36	112
10:15 AM	88		10:15 PM	28	
10:30 AM	68		10:30 PM	34	
10:45 AM	69		10:45 PM	14	
11:00 AM	96	346	11:00 PM	20	47
11:15 AM	76		11:15 PM	6	
11:30 AM	80		11:30 PM	13	
11:45 AM	94		11:45 PM	8	

24 Hour Total 6701

12:00 AM - 12:00 PM	
12 Hour Count	2496
Peak Hour	7:30 AM
Peak Volume	632
Factor	0.83

12:00 PM - 12:00 AM	
12 Hour Count	4205
Peak Hour	4:45 PM
Peak Volume	603
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 WB ON Ramp From
Moon Rd

Site: #30
1/30/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	12	35	12:00 PM	81	373
12:15 AM	7		12:15 PM	94	
12:30 AM	7		12:30 PM	106	
12:45 AM	9		12:45 PM	92	
1:00 AM	1	10	1:00 PM	132	458
1:15 AM	5		1:15 PM	105	
1:30 AM	4		1:30 PM	108	
1:45 AM	0		1:45 PM	113	
2:00 AM	2	12	2:00 PM	97	453
2:15 AM	5		2:15 PM	98	
2:30 AM	2		2:30 PM	126	
2:45 AM	3		2:45 PM	132	
3:00 AM	9	23	3:00 PM	124	478
3:15 AM	6		3:15 PM	90	
3:30 AM	5		3:30 PM	136	
3:45 AM	3		3:45 PM	128	
4:00 AM	6	52	4:00 PM	140	569
4:15 AM	14		4:15 PM	136	
4:30 AM	15		4:30 PM	140	
4:45 AM	17		4:45 PM	153	
5:00 AM	18	116	5:00 PM	173	571
5:15 AM	31		5:15 PM	153	
5:30 AM	37		5:30 PM	129	
5:45 AM	30		5:45 PM	116	
6:00 AM	26	202	6:00 PM	120	424
6:15 AM	46		6:15 PM	120	
6:30 AM	66		6:30 PM	92	
6:45 AM	64		6:45 PM	92	
7:00 AM	108	580	7:00 PM	86	304
7:15 AM	126		7:15 PM	70	
7:30 AM	176		7:30 PM	92	
7:45 AM	170		7:45 PM	56	
8:00 AM	148	521	8:00 PM	64	262
8:15 AM	138		8:15 PM	71	
8:30 AM	126		8:30 PM	54	
8:45 AM	109		8:45 PM	73	
9:00 AM	94	342	9:00 PM	80	200
9:15 AM	92		9:15 PM	58	
9:30 AM	84		9:30 PM	40	
9:45 AM	72		9:45 PM	22	
10:00 AM	70	291	10:00 PM	36	109
10:15 AM	61		10:15 PM	30	
10:30 AM	82		10:30 PM	27	
10:45 AM	78		10:45 PM	16	
11:00 AM	88	342	11:00 PM	26	68
11:15 AM	80		11:15 PM	22	
11:30 AM	90		11:30 PM	13	
11:45 AM	84		11:45 PM	7	

24 Hour Total 6795

12:00 AM - 12:00 PM	
12 Hour Count	2526
Peak Hour	7:30 AM
Peak Volume	632
Factor	0.90

12:00 PM - 12:00 AM	
12 Hour Count	4269
Peak Hour	4:30 PM
Peak Volume	619
Factor	0.89

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB off Ramps to
Moon Rd

Site: #31
1/29/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	11	29	12:00 PM	112	399
12:15 AM	5		12:15 PM	99	
12:30 AM	5		12:30 PM	101	
12:45 AM	8		12:45 PM	87	
1:00 AM	1	12	1:00 PM	102	400
1:15 AM	3		1:15 PM	107	
1:30 AM	4		1:30 PM	94	
1:45 AM	4		1:45 PM	97	
2:00 AM	4	12	2:00 PM	94	409
2:15 AM	3		2:15 PM	102	
2:30 AM	3		2:30 PM	101	
2:45 AM	2		2:45 PM	112	
3:00 AM	3	11	3:00 PM	106	508
3:15 AM	1		3:15 PM	120	
3:30 AM	3		3:30 PM	136	
3:45 AM	4		3:45 PM	146	
4:00 AM	2	9	4:00 PM	156	681
4:15 AM	1		4:15 PM	176	
4:30 AM	2		4:30 PM	181	
4:45 AM	4		4:45 PM	168	
5:00 AM	4	66	5:00 PM	160	804
5:15 AM	18		5:15 PM	198	
5:30 AM	30		5:30 PM	240	
5:45 AM	14		5:45 PM	206	
6:00 AM	24	146	6:00 PM	136	543
6:15 AM	22		6:15 PM	162	
6:30 AM	44		6:30 PM	145	
6:45 AM	56		6:45 PM	100	
7:00 AM	67	502	7:00 PM	98	338
7:15 AM	114		7:15 PM	110	
7:30 AM	146		7:30 PM	64	
7:45 AM	175		7:45 PM	66	
8:00 AM	130	460	8:00 PM	71	245
8:15 AM	114		8:15 PM	60	
8:30 AM	98		8:30 PM	58	
8:45 AM	118		8:45 PM	56	
9:00 AM	94	310	9:00 PM	43	126
9:15 AM	70		9:15 PM	32	
9:30 AM	56		9:30 PM	30	
9:45 AM	90		9:45 PM	21	
10:00 AM	72	304	10:00 PM	29	77
10:15 AM	78		10:15 PM	12	
10:30 AM	71		10:30 PM	16	
10:45 AM	83		10:45 PM	20	
11:00 AM	94	382	11:00 PM	12	53
11:15 AM	86		11:15 PM	12	
11:30 AM	88		11:30 PM	13	
11:45 AM	114		11:45 PM	16	

24 Hour Total 6826

12:00 AM - 12:00 PM	
12 Hour Count	2243
Peak Hour	7:15 AM
Peak Volume	565
Factor	0.81

12:00 PM - 12:00 AM	
12 Hour Count	4583
Peak Hour	5:00 PM
Peak Volume	804
Factor	0.84

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB off Ramps to Moon Rd

Site: #31
1/30/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	8	31	12:00 PM	131	457
12:15 AM	6		12:15 PM	106	
12:30 AM	8		12:30 PM	100	
12:45 AM	9		12:45 PM	120	
1:00 AM	5	20	1:00 PM	102	447
1:15 AM	5		1:15 PM	120	
1:30 AM	6		1:30 PM	112	
1:45 AM	4		1:45 PM	113	
2:00 AM	6	19	2:00 PM	114	451
2:15 AM	5		2:15 PM	116	
2:30 AM	4		2:30 PM	110	
2:45 AM	4		2:45 PM	111	
3:00 AM	4	16	3:00 PM	118	505
3:15 AM	7		3:15 PM	114	
3:30 AM	3		3:30 PM	122	
3:45 AM	2		3:45 PM	151	
4:00 AM	3	18	4:00 PM	134	615
4:15 AM	4		4:15 PM	144	
4:30 AM	5		4:30 PM	151	
4:45 AM	6		4:45 PM	186	
5:00 AM	7	66	5:00 PM	208	788
5:15 AM	14		5:15 PM	193	
5:30 AM	25		5:30 PM	197	
5:45 AM	20		5:45 PM	190	
6:00 AM	12	141	6:00 PM	158	562
6:15 AM	21		6:15 PM	136	
6:30 AM	40		6:30 PM	152	
6:45 AM	68		6:45 PM	116	
7:00 AM	60	494	7:00 PM	128	378
7:15 AM	117		7:15 PM	127	
7:30 AM	147		7:30 PM	57	
7:45 AM	170		7:45 PM	66	
8:00 AM	133	453	8:00 PM	60	228
8:15 AM	106		8:15 PM	72	
8:30 AM	106		8:30 PM	48	
8:45 AM	108		8:45 PM	48	
9:00 AM	76	295	9:00 PM	39	125
9:15 AM	73		9:15 PM	35	
9:30 AM	72		9:30 PM	23	
9:45 AM	74		9:45 PM	28	
10:00 AM	79	326	10:00 PM	28	84
10:15 AM	86		10:15 PM	14	
10:30 AM	89		10:30 PM	20	
10:45 AM	72		10:45 PM	22	
11:00 AM	73	367	11:00 PM	17	47
11:15 AM	92		11:15 PM	8	
11:30 AM	103		11:30 PM	10	
11:45 AM	99		11:45 PM	12	

24 Hour Total 6933

12:00 AM - 12:00 PM	
12 Hour Count	2246
Peak Hour	7:15 AM
Peak Volume	567
Factor	0.83

12:00 PM - 12:00 AM	
12 Hour Count	4687
Peak Hour	5:00 PM
Peak Volume	788
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 WB off ramp to Veterans Pkwy

Site: #32
1/29/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	18	59	12:00 PM	155	724
12:15 AM	25		12:15 PM	193	
12:30 AM	10		12:30 PM	189	
12:45 AM	6		12:45 PM	187	
1:00 AM	12	33	1:00 PM	168	705
1:15 AM	8		1:15 PM	168	
1:30 AM	5		1:30 PM	200	
1:45 AM	8		1:45 PM	169	
2:00 AM	6	49	2:00 PM	220	776
2:15 AM	4		2:15 PM	184	
2:30 AM	20		2:30 PM	202	
2:45 AM	19		2:45 PM	170	
3:00 AM	7	32	3:00 PM	208	814
3:15 AM	4		3:15 PM	186	
3:30 AM	16		3:30 PM	210	
3:45 AM	5		3:45 PM	210	
4:00 AM	14	76	4:00 PM	206	858
4:15 AM	16		4:15 PM	216	
4:30 AM	22		4:30 PM	228	
4:45 AM	24		4:45 PM	208	
5:00 AM	34	209	5:00 PM	240	1026
5:15 AM	57		5:15 PM	274	
5:30 AM	54		5:30 PM	278	
5:45 AM	64		5:45 PM	234	
6:00 AM	70	324	6:00 PM	228	798
6:15 AM	62		6:15 PM	194	
6:30 AM	82		6:30 PM	192	
6:45 AM	110		6:45 PM	184	
7:00 AM	149	682	7:00 PM	168	590
7:15 AM	180		7:15 PM	158	
7:30 AM	173		7:30 PM	122	
7:45 AM	180		7:45 PM	142	
8:00 AM	179	745	8:00 PM	166	572
8:15 AM	190		8:15 PM	160	
8:30 AM	182		8:30 PM	122	
8:45 AM	194		8:45 PM	124	
9:00 AM	134	566	9:00 PM	101	358
9:15 AM	146		9:15 PM	101	
9:30 AM	136		9:30 PM	84	
9:45 AM	150		9:45 PM	72	
10:00 AM	134	547	10:00 PM	77	233
10:15 AM	138		10:15 PM	59	
10:30 AM	128		10:30 PM	68	
10:45 AM	147		10:45 PM	29	
11:00 AM	124	592	11:00 PM	36	118
11:15 AM	142		11:15 PM	27	
11:30 AM	177		11:30 PM	31	
11:45 AM	149		11:45 PM	24	

24 Hour Total 11486

12:00 AM - 12:00 PM	
12 Hour Count	3914
Peak Hour	8:00 AM
Peak Volume	745
Factor	0.96

12:00 PM - 12:00 AM	
12 Hour Count	7572
Peak Hour	5:00 PM
Peak Volume	1026
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 WB off ramp to Veterans Pkwy

Site: #32
1/30/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	22	76	12:00 PM	158	768
12:15 AM	14		12:15 PM	200	
12:30 AM	24		12:30 PM	208	
12:45 AM	16		12:45 PM	202	
1:00 AM	14	33	1:00 PM	195	822
1:15 AM	10		1:15 PM	196	
1:30 AM	3		1:30 PM	235	
1:45 AM	6		1:45 PM	196	
2:00 AM	2	29	2:00 PM	222	888
2:15 AM	7		2:15 PM	217	
2:30 AM	4		2:30 PM	262	
2:45 AM	16		2:45 PM	187	
3:00 AM	28	48	3:00 PM	230	928
3:15 AM	8		3:15 PM	214	
3:30 AM	8		3:30 PM	220	
3:45 AM	4		3:45 PM	264	
4:00 AM	12	76	4:00 PM	248	929
4:15 AM	14		4:15 PM	228	
4:30 AM	29		4:30 PM	231	
4:45 AM	21		4:45 PM	222	
5:00 AM	45	209	5:00 PM	248	984
5:15 AM	46		5:15 PM	254	
5:30 AM	50		5:30 PM	272	
5:45 AM	68		5:45 PM	210	
6:00 AM	60	304	6:00 PM	268	834
6:15 AM	60		6:15 PM	206	
6:30 AM	92		6:30 PM	196	
6:45 AM	92		6:45 PM	164	
7:00 AM	157	764	7:00 PM	180	741
7:15 AM	193		7:15 PM	188	
7:30 AM	220		7:30 PM	166	
7:45 AM	194		7:45 PM	207	
8:00 AM	204	734	8:00 PM	166	514
8:15 AM	204		8:15 PM	138	
8:30 AM	168		8:30 PM	122	
8:45 AM	158		8:45 PM	88	
9:00 AM	156	590	9:00 PM	106	382
9:15 AM	139		9:15 PM	98	
9:30 AM	154		9:30 PM	84	
9:45 AM	141		9:45 PM	94	
10:00 AM	138	630	10:00 PM	88	232
10:15 AM	158		10:15 PM	67	
10:30 AM	168		10:30 PM	50	
10:45 AM	166		10:45 PM	27	
11:00 AM	162	645	11:00 PM	47	133
11:15 AM	141		11:15 PM	40	
11:30 AM	160		11:30 PM	29	
11:45 AM	182		11:45 PM	17	

24 Hour Total 12293

12:00 AM - 12:00 PM	
12 Hour Count	4138
Peak Hour	7:30 AM
Peak Volume	822
Factor	0.93

12:00 PM - 12:00 AM	
12 Hour Count	8155
Peak Hour	5:15 PM
Peak Volume	1004
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 WB on ramp from Veterans Pkwy

Site: #33
1/29/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	5	15	12:00 PM	62	270
12:15 AM	8		12:15 PM	88	
12:30 AM	2		12:30 PM	62	
12:45 AM	0		12:45 PM	58	
1:00 AM	3	5	1:00 PM	70	314
1:15 AM	1		1:15 PM	78	
1:30 AM	0		1:30 PM	65	
1:45 AM	1		1:45 PM	101	
2:00 AM	0	8	2:00 PM	74	324
2:15 AM	2		2:15 PM	88	
2:30 AM	4		2:30 PM	78	
2:45 AM	2		2:45 PM	84	
3:00 AM	0	12	3:00 PM	94	347
3:15 AM	4		3:15 PM	69	
3:30 AM	4		3:30 PM	98	
3:45 AM	4		3:45 PM	86	
4:00 AM	6	29	4:00 PM	98	444
4:15 AM	4		4:15 PM	109	
4:30 AM	3		4:30 PM	104	
4:45 AM	16		4:45 PM	133	
5:00 AM	10	60	5:00 PM	116	465
5:15 AM	10		5:15 PM	124	
5:30 AM	13		5:30 PM	111	
5:45 AM	27		5:45 PM	114	
6:00 AM	16	164	6:00 PM	110	383
6:15 AM	34		6:15 PM	113	
6:30 AM	44		6:30 PM	84	
6:45 AM	70		6:45 PM	76	
7:00 AM	66	424	7:00 PM	68	230
7:15 AM	111		7:15 PM	76	
7:30 AM	124		7:30 PM	47	
7:45 AM	123		7:45 PM	39	
8:00 AM	124	449	8:00 PM	55	180
8:15 AM	102		8:15 PM	56	
8:30 AM	115		8:30 PM	44	
8:45 AM	108		8:45 PM	25	
9:00 AM	85	344	9:00 PM	29	80
9:15 AM	76		9:15 PM	22	
9:30 AM	91		9:30 PM	12	
9:45 AM	92		9:45 PM	17	
10:00 AM	78	319	10:00 PM	14	47
10:15 AM	78		10:15 PM	17	
10:30 AM	81		10:30 PM	7	
10:45 AM	82		10:45 PM	9	
11:00 AM	63	321	11:00 PM	3	29
11:15 AM	100		11:15 PM	6	
11:30 AM	80		11:30 PM	12	
11:45 AM	78		11:45 PM	8	

24 Hour Total 5263

12:00 AM - 12:00 PM	
12 Hour Count	2150
Peak Hour	7:15 AM
Peak Volume	482
Factor	0.97

12:00 PM - 12:00 AM	
12 Hour Count	3113
Peak Hour	4:45 PM
Peak Volume	484
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 WB on ramp from Veterans Pkwy

Site: #33
1/30/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	9	20	12:00 PM	95	338
12:15 AM	6		12:15 PM	91	
12:30 AM	3		12:30 PM	84	
12:45 AM	2		12:45 PM	68	
1:00 AM	5	13	1:00 PM	85	347
1:15 AM	3		1:15 PM	96	
1:30 AM	3		1:30 PM	74	
1:45 AM	2		1:45 PM	92	
2:00 AM	2	10	2:00 PM	75	346
2:15 AM	5		2:15 PM	90	
2:30 AM	1		2:30 PM	84	
2:45 AM	2		2:45 PM	97	
3:00 AM	8	14	3:00 PM	78	379
3:15 AM	1		3:15 PM	73	
3:30 AM	1		3:30 PM	110	
3:45 AM	4		3:45 PM	118	
4:00 AM	6	37	4:00 PM	94	460
4:15 AM	7		4:15 PM	116	
4:30 AM	10		4:30 PM	124	
4:45 AM	14		4:45 PM	126	
5:00 AM	12	62	5:00 PM	136	504
5:15 AM	10		5:15 PM	118	
5:30 AM	14		5:30 PM	122	
5:45 AM	26		5:45 PM	128	
6:00 AM	26	153	6:00 PM	90	341
6:15 AM	22		6:15 PM	98	
6:30 AM	36		6:30 PM	95	
6:45 AM	69		6:45 PM	58	
7:00 AM	74	443	7:00 PM	47	196
7:15 AM	100		7:15 PM	63	
7:30 AM	147		7:30 PM	44	
7:45 AM	122		7:45 PM	42	
8:00 AM	124	446	8:00 PM	34	111
8:15 AM	105		8:15 PM	29	
8:30 AM	102		8:30 PM	29	
8:45 AM	115		8:45 PM	19	
9:00 AM	90	346	9:00 PM	26	83
9:15 AM	80		9:15 PM	21	
9:30 AM	84		9:30 PM	20	
9:45 AM	92		9:45 PM	16	
10:00 AM	90	321	10:00 PM	14	45
10:15 AM	80		10:15 PM	14	
10:30 AM	77		10:30 PM	10	
10:45 AM	74		10:45 PM	7	
11:00 AM	68	321	11:00 PM	14	38
11:15 AM	70		11:15 PM	7	
11:30 AM	86		11:30 PM	8	
11:45 AM	97		11:45 PM	9	

24 Hour Total 5374

12:00 AM - 12:00 PM	
12 Hour Count	2186
Peak Hour	7:30 AM
Peak Volume	498
Factor	0.85

12:00 PM - 12:00 AM	
12 Hour Count	3188
Peak Hour	4:30 PM
Peak Volume	504
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB on ramp from Veterans Pkwy

Site: #34
1/29/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	5	14	12:00 PM	82	301
12:15 AM	5		12:15 PM	60	
12:30 AM	3		12:30 PM	81	
12:45 AM	1		12:45 PM	78	
1:00 AM	2	8	1:00 PM	79	309
1:15 AM	1		1:15 PM	77	
1:30 AM	4		1:30 PM	68	
1:45 AM	1		1:45 PM	85	
2:00 AM	1	7	2:00 PM	83	319
2:15 AM	1		2:15 PM	67	
2:30 AM	4		2:30 PM	82	
2:45 AM	1		2:45 PM	87	
3:00 AM	1	6	3:00 PM	82	327
3:15 AM	3		3:15 PM	81	
3:30 AM	1		3:30 PM	82	
3:45 AM	1		3:45 PM	82	
4:00 AM	4	23	4:00 PM	87	381
4:15 AM	1		4:15 PM	94	
4:30 AM	10		4:30 PM	104	
4:45 AM	8		4:45 PM	96	
5:00 AM	8	59	5:00 PM	113	431
5:15 AM	13		5:15 PM	98	
5:30 AM	20		5:30 PM	110	
5:45 AM	18		5:45 PM	110	
6:00 AM	14	115	6:00 PM	78	313
6:15 AM	21		6:15 PM	87	
6:30 AM	42		6:30 PM	86	
6:45 AM	38		6:45 PM	62	
7:00 AM	44	243	7:00 PM	66	256
7:15 AM	46		7:15 PM	70	
7:30 AM	72		7:30 PM	64	
7:45 AM	81		7:45 PM	56	
8:00 AM	62	213	8:00 PM	56	217
8:15 AM	50		8:15 PM	59	
8:30 AM	57		8:30 PM	55	
8:45 AM	44		8:45 PM	47	
9:00 AM	55	213	9:00 PM	37	99
9:15 AM	64		9:15 PM	21	
9:30 AM	48		9:30 PM	22	
9:45 AM	46		9:45 PM	19	
10:00 AM	45	207	10:00 PM	23	60
10:15 AM	56		10:15 PM	24	
10:30 AM	54		10:30 PM	6	
10:45 AM	52		10:45 PM	7	
11:00 AM	66	241	11:00 PM	7	26
11:15 AM	64		11:15 PM	6	
11:30 AM	54		11:30 PM	7	
11:45 AM	57		11:45 PM	6	

24 Hour Total 4388

12:00 AM - 12:00 PM	
12 Hour Count	1349
Peak Hour	7:30 AM
Peak Volume	265
Factor	0.82

12:00 PM - 12:00 AM	
12 Hour Count	3039
Peak Hour	5:00 PM
Peak Volume	431
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB on ramp from Veterans Pkwy

Site: #34
1/30/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	3	13	12:00 PM	72	310
12:15 AM	3		12:15 PM	80	
12:30 AM	1		12:30 PM	78	
12:45 AM	6		12:45 PM	80	
1:00 AM	3	9	1:00 PM	70	320
1:15 AM	1		1:15 PM	88	
1:30 AM	2		1:30 PM	85	
1:45 AM	3		1:45 PM	77	
2:00 AM	1	4	2:00 PM	84	325
2:15 AM	0		2:15 PM	69	
2:30 AM	2		2:30 PM	82	
2:45 AM	1		2:45 PM	90	
3:00 AM	0	7	3:00 PM	84	346
3:15 AM	2		3:15 PM	82	
3:30 AM	3		3:30 PM	87	
3:45 AM	2		3:45 PM	93	
4:00 AM	6	21	4:00 PM	107	393
4:15 AM	0		4:15 PM	103	
4:30 AM	3		4:30 PM	98	
4:45 AM	12		4:45 PM	85	
5:00 AM	10	45	5:00 PM	106	427
5:15 AM	11		5:15 PM	106	
5:30 AM	11		5:30 PM	95	
5:45 AM	13		5:45 PM	120	
6:00 AM	15	122	6:00 PM	99	340
6:15 AM	25		6:15 PM	76	
6:30 AM	40		6:30 PM	81	
6:45 AM	42		6:45 PM	84	
7:00 AM	40	230	7:00 PM	55	228
7:15 AM	57		7:15 PM	66	
7:30 AM	72		7:30 PM	56	
7:45 AM	61		7:45 PM	51	
8:00 AM	63	226	8:00 PM	64	176
8:15 AM	59		8:15 PM	45	
8:30 AM	62		8:30 PM	32	
8:45 AM	42		8:45 PM	35	
9:00 AM	56	214	9:00 PM	36	107
9:15 AM	58		9:15 PM	26	
9:30 AM	56		9:30 PM	22	
9:45 AM	44		9:45 PM	23	
10:00 AM	49	197	10:00 PM	20	72
10:15 AM	38		10:15 PM	24	
10:30 AM	62		10:30 PM	18	
10:45 AM	48		10:45 PM	10	
11:00 AM	58	258	11:00 PM	11	44
11:15 AM	68		11:15 PM	11	
11:30 AM	63		11:30 PM	8	
11:45 AM	69		11:45 PM	14	

24 Hour Total 4434

12:00 AM - 12:00 PM	
12 Hour Count	1346
Peak Hour	11:00 AM
Peak Volume	258
Factor	0.93

12:00 PM - 12:00 AM	
12 Hour Count	3088
Peak Hour	5:00 PM
Peak Volume	427
Factor	0.89

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB off ramp to
Veterans Pkwy

Site: #35
1/29/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	12	44	12:00 PM	212	794
12:15 AM	15		12:15 PM	191	
12:30 AM	8		12:30 PM	179	
12:45 AM	9		12:45 PM	212	
1:00 AM	10	31	1:00 PM	205	829
1:15 AM	7		1:15 PM	223	
1:30 AM	8		1:30 PM	176	
1:45 AM	6		1:45 PM	225	
2:00 AM	2	24	2:00 PM	180	828
2:15 AM	9		2:15 PM	180	
2:30 AM	8		2:30 PM	196	
2:45 AM	5		2:45 PM	272	
3:00 AM	10	50	3:00 PM	217	953
3:15 AM	14		3:15 PM	246	
3:30 AM	10		3:30 PM	223	
3:45 AM	16		3:45 PM	267	
4:00 AM	18	74	4:00 PM	262	1141
4:15 AM	12		4:15 PM	278	
4:30 AM	11		4:30 PM	296	
4:45 AM	33		4:45 PM	305	
5:00 AM	28	132	5:00 PM	312	1210
5:15 AM	24		5:15 PM	285	
5:30 AM	34		5:30 PM	299	
5:45 AM	46		5:45 PM	314	
6:00 AM	34	334	6:00 PM	276	926
6:15 AM	64		6:15 PM	244	
6:30 AM	86		6:30 PM	218	
6:45 AM	150		6:45 PM	188	
7:00 AM	132	846	7:00 PM	180	582
7:15 AM	172		7:15 PM	136	
7:30 AM	232		7:30 PM	154	
7:45 AM	310		7:45 PM	112	
8:00 AM	232	848	8:00 PM	104	411
8:15 AM	198		8:15 PM	105	
8:30 AM	186		8:30 PM	114	
8:45 AM	232		8:45 PM	88	
9:00 AM	182	703	9:00 PM	66	209
9:15 AM	170		9:15 PM	51	
9:30 AM	162		9:30 PM	53	
9:45 AM	189		9:45 PM	39	
10:00 AM	144	696	10:00 PM	36	141
10:15 AM	188		10:15 PM	44	
10:30 AM	172		10:30 PM	33	
10:45 AM	192		10:45 PM	28	
11:00 AM	190	817	11:00 PM	26	98
11:15 AM	188		11:15 PM	27	
11:30 AM	206		11:30 PM	23	
11:45 AM	233		11:45 PM	22	

24 Hour Total 12721

12:00 AM - 12:00 PM	
12 Hour Count	4599
Peak Hour	7:30 AM
Peak Volume	972
Factor	0.78

12:00 PM - 12:00 AM	
12 Hour Count	8122
Peak Hour	5:00 PM
Peak Volume	1210
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB off ramp to
Veterans Pkwy

Site: #35
1/30/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	10	40	12:00 PM	252	961
12:15 AM	9		12:15 PM	252	
12:30 AM	9		12:30 PM	250	
12:45 AM	12		12:45 PM	207	
1:00 AM	6	27	1:00 PM	236	878
1:15 AM	7		1:15 PM	200	
1:30 AM	9		1:30 PM	200	
1:45 AM	5		1:45 PM	242	
2:00 AM	2	24	2:00 PM	218	869
2:15 AM	6		2:15 PM	210	
2:30 AM	6		2:30 PM	196	
2:45 AM	10		2:45 PM	245	
3:00 AM	11	54	3:00 PM	248	1037
3:15 AM	10		3:15 PM	250	
3:30 AM	18		3:30 PM	268	
3:45 AM	15		3:45 PM	271	
4:00 AM	16	62	4:00 PM	294	1185
4:15 AM	10		4:15 PM	276	
4:30 AM	13		4:30 PM	308	
4:45 AM	23		4:45 PM	307	
5:00 AM	20	128	5:00 PM	336	1378
5:15 AM	20		5:15 PM	362	
5:30 AM	38		5:30 PM	338	
5:45 AM	50		5:45 PM	342	
6:00 AM	32	310	6:00 PM	227	913
6:15 AM	50		6:15 PM	262	
6:30 AM	92		6:30 PM	230	
6:45 AM	136		6:45 PM	194	
7:00 AM	122	807	7:00 PM	171	549
7:15 AM	166		7:15 PM	145	
7:30 AM	228		7:30 PM	122	
7:45 AM	291		7:45 PM	111	
8:00 AM	259	886	8:00 PM	84	363
8:15 AM	184		8:15 PM	90	
8:30 AM	204		8:30 PM	104	
8:45 AM	239		8:45 PM	85	
9:00 AM	180	704	9:00 PM	59	234
9:15 AM	174		9:15 PM	58	
9:30 AM	156		9:30 PM	64	
9:45 AM	194		9:45 PM	53	
10:00 AM	169	757	10:00 PM	59	173
10:15 AM	165		10:15 PM	49	
10:30 AM	206		10:30 PM	31	
10:45 AM	217		10:45 PM	34	
11:00 AM	196	878	11:00 PM	25	98
11:15 AM	214		11:15 PM	26	
11:30 AM	240		11:30 PM	19	
11:45 AM	228		11:45 PM	28	

24 Hour Total 13315

12:00 AM - 12:00 PM	
12 Hour Count	4677
Peak Hour	7:30 AM
Peak Volume	962
Factor	0.83

12:00 PM - 12:00 AM	
12 Hour Count	8638
Peak Hour	5:00 PM
Peak Volume	1378
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy South of
J.R. Allen Parkway/US 80 EB Ramps

Site: #36
1/29/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	24	58	12:00 PM	413	1467
12:15 AM	12		12:15 PM	369	
12:30 AM	10		12:30 PM	347	
12:45 AM	12		12:45 PM	338	
1:00 AM	6	19	1:00 PM	350	1389
1:15 AM	5		1:15 PM	353	
1:30 AM	2		1:30 PM	312	
1:45 AM	6		1:45 PM	374	
2:00 AM	3	34	2:00 PM	257	1240
2:15 AM	5		2:15 PM	315	
2:30 AM	18		2:30 PM	307	
2:45 AM	8		2:45 PM	361	
3:00 AM	14	50	3:00 PM	290	1390
3:15 AM	15		3:15 PM	314	
3:30 AM	10		3:30 PM	382	
3:45 AM	11		3:45 PM	404	
4:00 AM	20	101	4:00 PM	366	1505
4:15 AM	15		4:15 PM	369	
4:30 AM	16		4:30 PM	398	
4:45 AM	50		4:45 PM	372	
5:00 AM	34	175	5:00 PM	405	1639
5:15 AM	33		5:15 PM	382	
5:30 AM	54		5:30 PM	422	
5:45 AM	54		5:45 PM	430	
6:00 AM	56	452	6:00 PM	377	1253
6:15 AM	85		6:15 PM	340	
6:30 AM	139		6:30 PM	290	
6:45 AM	172		6:45 PM	246	
7:00 AM	162	1152	7:00 PM	245	809
7:15 AM	256		7:15 PM	210	
7:30 AM	314		7:30 PM	190	
7:45 AM	420		7:45 PM	164	
8:00 AM	359	1328	8:00 PM	141	531
8:15 AM	338		8:15 PM	157	
8:30 AM	313		8:30 PM	139	
8:45 AM	318		8:45 PM	94	
9:00 AM	316	1282	9:00 PM	84	269
9:15 AM	306		9:15 PM	80	
9:30 AM	300		9:30 PM	62	
9:45 AM	360		9:45 PM	43	
10:00 AM	292	1283	10:00 PM	48	167
10:15 AM	322		10:15 PM	50	
10:30 AM	302		10:30 PM	40	
10:45 AM	367		10:45 PM	29	
11:00 AM	358	1485	11:00 PM	22	79
11:15 AM	371		11:15 PM	21	
11:30 AM	376		11:30 PM	21	
11:45 AM	380		11:45 PM	15	

24 Hour Total 19157

12:00 AM - 12:00 PM	
12 Hour Count	7419
Peak Hour	11:00 AM
Peak Volume	1485
Factor	0.98

12:00 PM - 12:00 AM	
12 Hour Count	11738
Peak Hour	5:00 PM
Peak Volume	1639
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy South of
J.R. Allen Parkway/US 80 EB Ramps

Site: #36
1/30/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	18	59	12:00 PM	452	1722
12:15 AM	14		12:15 PM	446	
12:30 AM	16		12:30 PM	450	
12:45 AM	11		12:45 PM	374	
1:00 AM	12	35	1:00 PM	394	1448
1:15 AM	8		1:15 PM	362	
1:30 AM	7		1:30 PM	348	
1:45 AM	8		1:45 PM	344	
2:00 AM	4	24	2:00 PM	367	1395
2:15 AM	3		2:15 PM	336	
2:30 AM	8		2:30 PM	352	
2:45 AM	9		2:45 PM	340	
3:00 AM	20	56	3:00 PM	331	1483
3:15 AM	8		3:15 PM	356	
3:30 AM	14		3:30 PM	390	
3:45 AM	14		3:45 PM	406	
4:00 AM	14	90	4:00 PM	389	1638
4:15 AM	14		4:15 PM	421	
4:30 AM	22		4:30 PM	434	
4:45 AM	40		4:45 PM	394	
5:00 AM	23	169	5:00 PM	442	1783
5:15 AM	38		5:15 PM	458	
5:30 AM	46		5:30 PM	456	
5:45 AM	62		5:45 PM	427	
6:00 AM	64	432	6:00 PM	376	1375
6:15 AM	76		6:15 PM	393	
6:30 AM	114		6:30 PM	316	
6:45 AM	178		6:45 PM	290	
7:00 AM	192	1151	7:00 PM	258	827
7:15 AM	226		7:15 PM	227	
7:30 AM	319		7:30 PM	176	
7:45 AM	414		7:45 PM	166	
8:00 AM	374	1388	8:00 PM	158	518
8:15 AM	344		8:15 PM	130	
8:30 AM	317		8:30 PM	116	
8:45 AM	353		8:45 PM	114	
9:00 AM	288	1246	9:00 PM	94	352
9:15 AM	316		9:15 PM	76	
9:30 AM	304		9:30 PM	90	
9:45 AM	338		9:45 PM	92	
10:00 AM	348	1453	10:00 PM	84	231
10:15 AM	354		10:15 PM	56	
10:30 AM	361		10:30 PM	45	
10:45 AM	390		10:45 PM	46	
11:00 AM	368	1560	11:00 PM	37	133
11:15 AM	380		11:15 PM	37	
11:30 AM	403		11:30 PM	36	
11:45 AM	409		11:45 PM	23	

24 Hour Total 20568

12:00 AM - 12:00 PM

12 Hour Count	7663
Peak Hour	11:00 AM
Peak Volume	1560
Factor	0.95

12:00 PM - 12:00 AM

12 Hour Count	12905
Peak Hour	5:00 PM
Peak Volume	1783
Factor	0.97

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy South of I-85 EB Ramps

Site: #37
1/29/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	21	66	12:00 PM	306	1326
12:15 AM	24		12:15 PM	318	
12:30 AM	13		12:30 PM	340	
12:45 AM	8		12:45 PM	362	
1:00 AM	13	32	1:00 PM	302	1292
1:15 AM	6		1:15 PM	326	
1:30 AM	9		1:30 PM	330	
1:45 AM	4		1:45 PM	334	
2:00 AM	4	23	2:00 PM	343	1328
2:15 AM	6		2:15 PM	313	
2:30 AM	3		2:30 PM	348	
2:45 AM	10		2:45 PM	324	
3:00 AM	3	23	3:00 PM	316	1314
3:15 AM	6		3:15 PM	322	
3:30 AM	8		3:30 PM	334	
3:45 AM	6		3:45 PM	342	
4:00 AM	9	42	4:00 PM	362	1445
4:15 AM	6		4:15 PM	344	
4:30 AM	10		4:30 PM	375	
4:45 AM	17		4:45 PM	364	
5:00 AM	22	143	5:00 PM	395	1656
5:15 AM	32		5:15 PM	421	
5:30 AM	41		5:30 PM	426	
5:45 AM	48		5:45 PM	414	
6:00 AM	52	241	6:00 PM	352	1338
6:15 AM	47		6:15 PM	342	
6:30 AM	60		6:30 PM	352	
6:45 AM	82		6:45 PM	292	
7:00 AM	112	560	7:00 PM	311	1047
7:15 AM	138		7:15 PM	278	
7:30 AM	130		7:30 PM	252	
7:45 AM	180		7:45 PM	206	
8:00 AM	188	750	8:00 PM	258	832
8:15 AM	174		8:15 PM	198	
8:30 AM	204		8:30 PM	202	
8:45 AM	184		8:45 PM	174	
9:00 AM	167	762	9:00 PM	158	479
9:15 AM	189		9:15 PM	126	
9:30 AM	200		9:30 PM	113	
9:45 AM	206		9:45 PM	82	
10:00 AM	184	874	10:00 PM	85	255
10:15 AM	216		10:15 PM	77	
10:30 AM	232		10:30 PM	59	
10:45 AM	242		10:45 PM	34	
11:00 AM	274	1082	11:00 PM	34	117
11:15 AM	248		11:15 PM	28	
11:30 AM	284		11:30 PM	34	
11:45 AM	276		11:45 PM	21	

24 Hour Total 17027

12:00 AM - 12:00 PM	
12 Hour Count	4598
Peak Hour	11:00 AM
Peak Volume	1082
Factor	0.95

12:00 PM - 12:00 AM	
12 Hour Count	12429
Peak Hour	5:00 PM
Peak Volume	1656
Factor	0.97

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy South of I-85 EB Ramps

Site: #37
1/30/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	19	73	12:00 PM	288	1358
12:15 AM	18		12:15 PM	350	
12:30 AM	21		12:30 PM	357	
12:45 AM	15		12:45 PM	363	
1:00 AM	12	38	1:00 PM	342	1493
1:15 AM	12		1:15 PM	386	
1:30 AM	6		1:30 PM	387	
1:45 AM	8		1:45 PM	378	
2:00 AM	4	17	2:00 PM	368	1408
2:15 AM	6		2:15 PM	336	
2:30 AM	1		2:30 PM	350	
2:45 AM	6		2:45 PM	354	
3:00 AM	9	31	3:00 PM	375	1414
3:15 AM	6		3:15 PM	322	
3:30 AM	10		3:30 PM	384	
3:45 AM	6		3:45 PM	333	
4:00 AM	10	56	4:00 PM	389	1535
4:15 AM	9		4:15 PM	376	
4:30 AM	23		4:30 PM	394	
4:45 AM	14		4:45 PM	376	
5:00 AM	24	132	5:00 PM	393	1632
5:15 AM	26		5:15 PM	421	
5:30 AM	42		5:30 PM	403	
5:45 AM	40		5:45 PM	415	
6:00 AM	50	229	6:00 PM	399	1346
6:15 AM	51		6:15 PM	338	
6:30 AM	64		6:30 PM	287	
6:45 AM	64		6:45 PM	322	
7:00 AM	122	637	7:00 PM	290	1125
7:15 AM	150		7:15 PM	294	
7:30 AM	166		7:30 PM	277	
7:45 AM	199		7:45 PM	264	
8:00 AM	224	772	8:00 PM	248	772
8:15 AM	176		8:15 PM	204	
8:30 AM	186		8:30 PM	154	
8:45 AM	186		8:45 PM	166	
9:00 AM	168	767	9:00 PM	183	611
9:15 AM	212		9:15 PM	160	
9:30 AM	195		9:30 PM	128	
9:45 AM	192		9:45 PM	140	
10:00 AM	202	907	10:00 PM	100	286
10:15 AM	218		10:15 PM	82	
10:30 AM	241		10:30 PM	69	
10:45 AM	246		10:45 PM	35	
11:00 AM	282	1096	11:00 PM	68	177
11:15 AM	258		11:15 PM	49	
11:30 AM	256		11:30 PM	33	
11:45 AM	300		11:45 PM	27	

24 Hour Total 17912

12:00 AM - 12:00 PM	
12 Hour Count	4755
Peak Hour	11:00 AM
Peak Volume	1096
Factor	0.91

12:00 PM - 12:00 AM	
12 Hour Count	13157
Peak Hour	5:15 PM
Peak Volume	1638
Factor	0.97

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy WB off Ramp to
NB I-185

Site: #38
2/5/2020
Wednesday

Daily Volume, per Channel

	NB			NB	
Interval Start			Interval Start		
12:00 AM	4	20	12:00 PM	48	186
12:15 AM	6		12:15 PM	34	
12:30 AM	2		12:30 PM	58	
12:45 AM	8		12:45 PM	46	
1:00 AM	5	18	1:00 PM	60	244
1:15 AM	2		1:15 PM	60	
1:30 AM	3		1:30 PM	62	
1:45 AM	8		1:45 PM	62	
2:00 AM	6	40	2:00 PM	70	215
2:15 AM	20		2:15 PM	43	
2:30 AM	4		2:30 PM	58	
2:45 AM	10		2:45 PM	44	
3:00 AM	8	21	3:00 PM	52	254
3:15 AM	1		3:15 PM	62	
3:30 AM	6		3:30 PM	64	
3:45 AM	6		3:45 PM	76	
4:00 AM	8	46	4:00 PM	66	288
4:15 AM	6		4:15 PM	74	
4:30 AM	16		4:30 PM	72	
4:45 AM	16		4:45 PM	76	
5:00 AM	29	129	5:00 PM	83	304
5:15 AM	28		5:15 PM	75	
5:30 AM	38		5:30 PM	78	
5:45 AM	34		5:45 PM	68	
6:00 AM	32	156	6:00 PM	62	212
6:15 AM	32		6:15 PM	56	
6:30 AM	40		6:30 PM	50	
6:45 AM	52		6:45 PM	44	
7:00 AM	52	219	7:00 PM	37	144
7:15 AM	55		7:15 PM	48	
7:30 AM	60		7:30 PM	34	
7:45 AM	52		7:45 PM	25	
8:00 AM	56	199	8:00 PM	34	116
8:15 AM	46		8:15 PM	32	
8:30 AM	47		8:30 PM	28	
8:45 AM	50		8:45 PM	22	
9:00 AM	52	190	9:00 PM	20	91
9:15 AM	45		9:15 PM	27	
9:30 AM	52		9:30 PM	24	
9:45 AM	41		9:45 PM	20	
10:00 AM	32	168	10:00 PM	14	58
10:15 AM	46		10:15 PM	16	
10:30 AM	54		10:30 PM	12	
10:45 AM	36		10:45 PM	16	
11:00 AM	31	165	11:00 PM	8	34
11:15 AM	42		11:15 PM	10	
11:30 AM	54		11:30 PM	8	
11:45 AM	38		11:45 PM	8	

24 Hour Total 3517

12:00 AM - 12:00 PM	
12 Hour Count	1371
Peak Hour	7:15 AM
Peak Volume	223
Factor	0.93

12:00 PM - 12:00 AM	
12 Hour Count	2146
Peak Hour	4:45 PM
Peak Volume	312
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy WB off Ramp to
NB I-185

Site: #38
2/6/2020
Thursday

Daily Volume, per Channel

	NB			NB	
Interval Start			Interval Start		
12:00 AM	2	19	12:00 PM	39	166
12:15 AM	7		12:15 PM	43	
12:30 AM	4		12:30 PM	42	
12:45 AM	6		12:45 PM	42	
1:00 AM	4	13	1:00 PM	40	170
1:15 AM	4		1:15 PM	50	
1:30 AM	4		1:30 PM	46	
1:45 AM	1		1:45 PM	34	
2:00 AM	10	32	2:00 PM	54	219
2:15 AM	10		2:15 PM	50	
2:30 AM	9		2:30 PM	55	
2:45 AM	3		2:45 PM	60	
3:00 AM	12	20	3:00 PM	48	214
3:15 AM	3		3:15 PM	44	
3:30 AM	2		3:30 PM	66	
3:45 AM	3		3:45 PM	56	
4:00 AM	12	52	4:00 PM	75	296
4:15 AM	16		4:15 PM	84	
4:30 AM	10		4:30 PM	55	
4:45 AM	14		4:45 PM	82	
5:00 AM	16	113	5:00 PM	78	311
5:15 AM	30		5:15 PM	75	
5:30 AM	39		5:30 PM	90	
5:45 AM	28		5:45 PM	68	
6:00 AM	18	135	6:00 PM	66	193
6:15 AM	46		6:15 PM	46	
6:30 AM	36		6:30 PM	41	
6:45 AM	35		6:45 PM	40	
7:00 AM	56	197	7:00 PM	41	153
7:15 AM	48		7:15 PM	50	
7:30 AM	51		7:30 PM	36	
7:45 AM	42		7:45 PM	26	
8:00 AM	46	172	8:00 PM	23	112
8:15 AM	41		8:15 PM	29	
8:30 AM	43		8:30 PM	30	
8:45 AM	42		8:45 PM	30	
9:00 AM	44	152	9:00 PM	24	114
9:15 AM	37		9:15 PM	35	
9:30 AM	34		9:30 PM	23	
9:45 AM	37		9:45 PM	32	
10:00 AM	44	170	10:00 PM	13	48
10:15 AM	34		10:15 PM	9	
10:30 AM	52		10:30 PM	16	
10:45 AM	40		10:45 PM	10	
11:00 AM	48	176	11:00 PM	12	44
11:15 AM	56		11:15 PM	13	
11:30 AM	35		11:30 PM	6	
11:45 AM	37		11:45 PM	13	

24 Hour Total 3291

12:00 AM - 12:00 PM	
12 Hour Count	1251
Peak Hour	7:00 AM
Peak Volume	197
Factor	0.88

12:00 PM - 12:00 AM	
12 Hour Count	2040
Peak Hour	4:45 PM
Peak Volume	325
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 NB off Ramp to
WB US 80/J R Allen Pkwy

Site: #39
2/5/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	4	37	12:00 PM	94	376
12:15 AM	17		12:15 PM	78	
12:30 AM	8		12:30 PM	90	
12:45 AM	8		12:45 PM	114	
1:00 AM	5	28	1:00 PM	106	401
1:15 AM	10		1:15 PM	104	
1:30 AM	3		1:30 PM	95	
1:45 AM	10		1:45 PM	96	
2:00 AM	8	26	2:00 PM	104	494
2:15 AM	6		2:15 PM	118	
2:30 AM	8		2:30 PM	144	
2:45 AM	4		2:45 PM	128	
3:00 AM	4	18	3:00 PM	158	600
3:15 AM	3		3:15 PM	152	
3:30 AM	3		3:30 PM	136	
3:45 AM	8		3:45 PM	154	
4:00 AM	5	31	4:00 PM	168	611
4:15 AM	10		4:15 PM	152	
4:30 AM	7		4:30 PM	137	
4:45 AM	9		4:45 PM	154	
5:00 AM	12	66	5:00 PM	154	546
5:15 AM	18		5:15 PM	140	
5:30 AM	10		5:30 PM	130	
5:45 AM	26		5:45 PM	122	
6:00 AM	17	161	6:00 PM	88	347
6:15 AM	32		6:15 PM	114	
6:30 AM	44		6:30 PM	82	
6:45 AM	68		6:45 PM	63	
7:00 AM	76	426	7:00 PM	78	250
7:15 AM	86		7:15 PM	69	
7:30 AM	112		7:30 PM	49	
7:45 AM	152		7:45 PM	54	
8:00 AM	96	446	8:00 PM	62	201
8:15 AM	115		8:15 PM	50	
8:30 AM	115		8:30 PM	47	
8:45 AM	120		8:45 PM	42	
9:00 AM	88	318	9:00 PM	35	137
9:15 AM	88		9:15 PM	37	
9:30 AM	74		9:30 PM	40	
9:45 AM	68		9:45 PM	25	
10:00 AM	78	322	10:00 PM	24	91
10:15 AM	81		10:15 PM	29	
10:30 AM	74		10:30 PM	22	
10:45 AM	89		10:45 PM	16	
11:00 AM	78	338	11:00 PM	11	54
11:15 AM	80		11:15 PM	19	
11:30 AM	90		11:30 PM	16	
11:45 AM	90		11:45 PM	8	

24 Hour Total 6325

12:00 AM - 12:00 PM	
12 Hour Count	2217
Peak Hour	7:45 AM
Peak Volume	478
Factor	0.79

12:00 PM - 12:00 AM	
12 Hour Count	4108
Peak Hour	3:45 PM
Peak Volume	611
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 NB off Ramp to
WB US 80/J R Allen Pkwy

Site: #39
2/6/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	10	39	12:00 PM	76	317
12:15 AM	8		12:15 PM	78	
12:30 AM	13		12:30 PM	82	
12:45 AM	8		12:45 PM	81	
1:00 AM	15	24	1:00 PM	58	308
1:15 AM	2		1:15 PM	84	
1:30 AM	6		1:30 PM	80	
1:45 AM	1		1:45 PM	86	
2:00 AM	8	25	2:00 PM	87	383
2:15 AM	4		2:15 PM	83	
2:30 AM	10		2:30 PM	95	
2:45 AM	3		2:45 PM	118	
3:00 AM	6	22	3:00 PM	112	484
3:15 AM	4		3:15 PM	120	
3:30 AM	3		3:30 PM	106	
3:45 AM	9		3:45 PM	146	
4:00 AM	10	43	4:00 PM	134	557
4:15 AM	14		4:15 PM	119	
4:30 AM	8		4:30 PM	164	
4:45 AM	11		4:45 PM	140	
5:00 AM	10	51	5:00 PM	150	533
5:15 AM	14		5:15 PM	147	
5:30 AM	15		5:30 PM	137	
5:45 AM	12		5:45 PM	99	
6:00 AM	24	145	6:00 PM	130	416
6:15 AM	31		6:15 PM	108	
6:30 AM	26		6:30 PM	86	
6:45 AM	64		6:45 PM	92	
7:00 AM	68	402	7:00 PM	84	295
7:15 AM	78		7:15 PM	82	
7:30 AM	106		7:30 PM	69	
7:45 AM	150		7:45 PM	60	
8:00 AM	98	368	8:00 PM	66	205
8:15 AM	104		8:15 PM	43	
8:30 AM	76		8:30 PM	46	
8:45 AM	90		8:45 PM	50	
9:00 AM	70	267	9:00 PM	50	158
9:15 AM	56		9:15 PM	42	
9:30 AM	65		9:30 PM	38	
9:45 AM	76		9:45 PM	28	
10:00 AM	66	299	10:00 PM	28	113
10:15 AM	76		10:15 PM	26	
10:30 AM	84		10:30 PM	30	
10:45 AM	73		10:45 PM	29	
11:00 AM	84	335	11:00 PM	22	91
11:15 AM	75		11:15 PM	30	
11:30 AM	78		11:30 PM	23	
11:45 AM	98		11:45 PM	16	

24 Hour Total 5880

12:00 AM - 12:00 PM

12 Hour Count	2020
Peak Hour	7:30 AM
Peak Volume	458
Factor	0.76

12:00 PM - 12:00 AM

12 Hour Count	3860
Peak Hour	4:30 PM
Peak Volume	601
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB off Ramp to
NB I-185

Site: #40
2/5/2020
Wednesday

Daily Volume, per Channel

	NB			NB	
Interval Start			Interval Start		
12:00 AM	18	48	12:00 PM	108	414
12:15 AM	6		12:15 PM	93	
12:30 AM	16		12:30 PM	116	
12:45 AM	8		12:45 PM	97	
1:00 AM	6	32	1:00 PM	100	452
1:15 AM	10		1:15 PM	152	
1:30 AM	12		1:30 PM	98	
1:45 AM	4		1:45 PM	102	
2:00 AM	10	40	2:00 PM	113	465
2:15 AM	14		2:15 PM	146	
2:30 AM	12		2:30 PM	102	
2:45 AM	4		2:45 PM	104	
3:00 AM	20	74	3:00 PM	120	560
3:15 AM	20		3:15 PM	136	
3:30 AM	12		3:30 PM	178	
3:45 AM	22		3:45 PM	126	
4:00 AM	16	88	4:00 PM	146	642
4:15 AM	24		4:15 PM	168	
4:30 AM	16		4:30 PM	144	
4:45 AM	32		4:45 PM	184	
5:00 AM	34	239	5:00 PM	210	753
5:15 AM	55		5:15 PM	203	
5:30 AM	78		5:30 PM	196	
5:45 AM	72		5:45 PM	144	
6:00 AM	42	248	6:00 PM	154	492
6:15 AM	57		6:15 PM	145	
6:30 AM	63		6:30 PM	97	
6:45 AM	86		6:45 PM	96	
7:00 AM	92	395	7:00 PM	62	313
7:15 AM	112		7:15 PM	94	
7:30 AM	94		7:30 PM	86	
7:45 AM	97		7:45 PM	71	
8:00 AM	83	387	8:00 PM	76	241
8:15 AM	104		8:15 PM	47	
8:30 AM	94		8:30 PM	74	
8:45 AM	106		8:45 PM	44	
9:00 AM	105	358	9:00 PM	58	216
9:15 AM	85		9:15 PM	52	
9:30 AM	86		9:30 PM	54	
9:45 AM	82		9:45 PM	52	
10:00 AM	80	354	10:00 PM	28	106
10:15 AM	78		10:15 PM	34	
10:30 AM	102		10:30 PM	16	
10:45 AM	94		10:45 PM	28	
11:00 AM	73	360	11:00 PM	25	79
11:15 AM	114		11:15 PM	26	
11:30 AM	95		11:30 PM	14	
11:45 AM	78		11:45 PM	14	

24 Hour Total 7356

12:00 AM - 12:00 PM	
12 Hour Count	2623
Peak Hour	8:15 AM
Peak Volume	409
Factor	0.96

12:00 PM - 12:00 AM	
12 Hour Count	4733
Peak Hour	4:45 PM
Peak Volume	793
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB off Ramp to
NB I-185

Site: #40
2/6/2020
Thursday

Daily Volume, per Channel

	NB			NB	
Interval Start			Interval Start		
12:00 AM	14	53	12:00 PM	80	327
12:15 AM	20		12:15 PM	81	
12:30 AM	11		12:30 PM	86	
12:45 AM	8		12:45 PM	80	
1:00 AM	6	50	1:00 PM	112	397
1:15 AM	21		1:15 PM	87	
1:30 AM	16		1:30 PM	102	
1:45 AM	7		1:45 PM	96	
2:00 AM	12	40	2:00 PM	82	391
2:15 AM	12		2:15 PM	96	
2:30 AM	12		2:30 PM	117	
2:45 AM	4		2:45 PM	96	
3:00 AM	14	46	3:00 PM	122	514
3:15 AM	6		3:15 PM	134	
3:30 AM	14		3:30 PM	134	
3:45 AM	12		3:45 PM	124	
4:00 AM	12	84	4:00 PM	120	502
4:15 AM	24		4:15 PM	114	
4:30 AM	20		4:30 PM	110	
4:45 AM	28		4:45 PM	158	
5:00 AM	51	224	5:00 PM	168	681
5:15 AM	50		5:15 PM	197	
5:30 AM	56		5:30 PM	166	
5:45 AM	67		5:45 PM	150	
6:00 AM	48	201	6:00 PM	112	423
6:15 AM	34		6:15 PM	126	
6:30 AM	52		6:30 PM	95	
6:45 AM	67		6:45 PM	90	
7:00 AM	95	372	7:00 PM	87	287
7:15 AM	80		7:15 PM	80	
7:30 AM	103		7:30 PM	70	
7:45 AM	94		7:45 PM	50	
8:00 AM	87	303	8:00 PM	66	245
8:15 AM	76		8:15 PM	88	
8:30 AM	84		8:30 PM	46	
8:45 AM	56		8:45 PM	45	
9:00 AM	54	250	9:00 PM	52	228
9:15 AM	70		9:15 PM	76	
9:30 AM	62		9:30 PM	60	
9:45 AM	64		9:45 PM	40	
10:00 AM	94	343	10:00 PM	27	133
10:15 AM	74		10:15 PM	30	
10:30 AM	92		10:30 PM	38	
10:45 AM	83		10:45 PM	38	
11:00 AM	78	356	11:00 PM	44	121
11:15 AM	86		11:15 PM	36	
11:30 AM	92		11:30 PM	22	
11:45 AM	100		11:45 PM	19	

24 Hour Total 6571

12:00 AM - 12:00 PM	
12 Hour Count	2322
Peak Hour	7:00 AM
Peak Volume	372
Factor	0.90

12:00 PM - 12:00 AM	
12 Hour Count	4249
Peak Hour	4:45 PM
Peak Volume	689
Factor	0.87

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 NB off Ramp to
EB US 80/J R Allen Pkwy

Site: #41
2/5/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	8	32	12:00 PM	170	716
12:15 AM	4		12:15 PM	194	
12:30 AM	8		12:30 PM	186	
12:45 AM	12		12:45 PM	166	
1:00 AM	7	29	1:00 PM	164	744
1:15 AM	10		1:15 PM	212	
1:30 AM	6		1:30 PM	156	
1:45 AM	6		1:45 PM	212	
2:00 AM	7	22	2:00 PM	182	771
2:15 AM	4		2:15 PM	192	
2:30 AM	6		2:30 PM	185	
2:45 AM	5		2:45 PM	212	
3:00 AM	8	39	3:00 PM	250	1068
3:15 AM	4		3:15 PM	254	
3:30 AM	12		3:30 PM	260	
3:45 AM	15		3:45 PM	304	
4:00 AM	10	41	4:00 PM	262	1111
4:15 AM	5		4:15 PM	256	
4:30 AM	8		4:30 PM	248	
4:45 AM	18		4:45 PM	345	
5:00 AM	12	111	5:00 PM	339	1278
5:15 AM	24		5:15 PM	366	
5:30 AM	33		5:30 PM	307	
5:45 AM	42		5:45 PM	266	
6:00 AM	32	268	6:00 PM	248	896
6:15 AM	48		6:15 PM	228	
6:30 AM	74		6:30 PM	214	
6:45 AM	114		6:45 PM	206	
7:00 AM	108	687	7:00 PM	200	642
7:15 AM	130		7:15 PM	200	
7:30 AM	176		7:30 PM	114	
7:45 AM	273		7:45 PM	128	
8:00 AM	220	701	8:00 PM	130	436
8:15 AM	164		8:15 PM	115	
8:30 AM	154		8:30 PM	89	
8:45 AM	163		8:45 PM	102	
9:00 AM	118	501	9:00 PM	84	283
9:15 AM	111		9:15 PM	71	
9:30 AM	130		9:30 PM	67	
9:45 AM	142		9:45 PM	61	
10:00 AM	130	544	10:00 PM	49	162
10:15 AM	150		10:15 PM	43	
10:30 AM	128		10:30 PM	35	
10:45 AM	136		10:45 PM	35	
11:00 AM	160	636	11:00 PM	22	87
11:15 AM	160		11:15 PM	25	
11:30 AM	145		11:30 PM	19	
11:45 AM	171		11:45 PM	21	

24 Hour Total 11805

12:00 AM - 12:00 PM	
12 Hour Count	3611
Peak Hour	7:30 AM
Peak Volume	833
Factor	0.76

12:00 PM - 12:00 AM	
12 Hour Count	8194
Peak Hour	4:45 PM
Peak Volume	1357
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 NB off Ramp to
EB US 80/J R Allen Pkwy

Site: #41
2/6/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	9	56	12:00 PM	214	811
12:15 AM	24		12:15 PM	210	
12:30 AM	15		12:30 PM	204	
12:45 AM	8		12:45 PM	183	
1:00 AM	9	39	1:00 PM	192	761
1:15 AM	10		1:15 PM	183	
1:30 AM	13		1:30 PM	192	
1:45 AM	7		1:45 PM	194	
2:00 AM	12	37	2:00 PM	188	843
2:15 AM	12		2:15 PM	196	
2:30 AM	7		2:30 PM	217	
2:45 AM	6		2:45 PM	242	
3:00 AM	9	46	3:00 PM	236	1165
3:15 AM	9		3:15 PM	315	
3:30 AM	12		3:30 PM	275	
3:45 AM	16		3:45 PM	339	
4:00 AM	7	40	4:00 PM	314	1320
4:15 AM	9		4:15 PM	292	
4:30 AM	7		4:30 PM	356	
4:45 AM	17		4:45 PM	358	
5:00 AM	10	98	5:00 PM	313	1273
5:15 AM	16		5:15 PM	336	
5:30 AM	26		5:30 PM	314	
5:45 AM	46		5:45 PM	310	
6:00 AM	32	237	6:00 PM	280	1023
6:15 AM	44		6:15 PM	268	
6:30 AM	58		6:30 PM	250	
6:45 AM	103		6:45 PM	225	
7:00 AM	103	616	7:00 PM	172	700
7:15 AM	145		7:15 PM	205	
7:30 AM	162		7:30 PM	170	
7:45 AM	206		7:45 PM	153	
8:00 AM	192	654	8:00 PM	122	487
8:15 AM	185		8:15 PM	143	
8:30 AM	126		8:30 PM	128	
8:45 AM	151		8:45 PM	94	
9:00 AM	114	496	9:00 PM	88	322
9:15 AM	118		9:15 PM	93	
9:30 AM	120		9:30 PM	78	
9:45 AM	144		9:45 PM	63	
10:00 AM	112	522	10:00 PM	61	190
10:15 AM	114		10:15 PM	49	
10:30 AM	146		10:30 PM	44	
10:45 AM	150		10:45 PM	36	
11:00 AM	160	711	11:00 PM	26	103
11:15 AM	145		11:15 PM	24	
11:30 AM	184		11:30 PM	30	
11:45 AM	222		11:45 PM	23	

24 Hour Total 12550

12:00 AM - 12:00 PM	
12 Hour Count	3552
Peak Hour	7:30 AM
Peak Volume	745
Factor	0.90

12:00 PM - 12:00 AM	
12 Hour Count	8998
Peak Hour	4:30 PM
Peak Volume	1363
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 SB off ramp to
WB US 80/J R Allen Pkwy

Site: #42
1/29/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	15	53	12:00 PM	101	532
12:15 AM	24		12:15 PM	140	
12:30 AM	5		12:30 PM	150	
12:45 AM	9		12:45 PM	141	
1:00 AM	10	28	1:00 PM	146	599
1:15 AM	7		1:15 PM	163	
1:30 AM	8		1:30 PM	140	
1:45 AM	3		1:45 PM	150	
2:00 AM	5	38	2:00 PM	140	586
2:15 AM	3		2:15 PM	142	
2:30 AM	13		2:30 PM	162	
2:45 AM	17		2:45 PM	142	
3:00 AM	9	35	3:00 PM	168	702
3:15 AM	4		3:15 PM	161	
3:30 AM	10		3:30 PM	194	
3:45 AM	12		3:45 PM	179	
4:00 AM	17	115	4:00 PM	164	651
4:15 AM	26		4:15 PM	170	
4:30 AM	33		4:30 PM	164	
4:45 AM	39		4:45 PM	153	
5:00 AM	54	354	5:00 PM	178	873
5:15 AM	100		5:15 PM	220	
5:30 AM	94		5:30 PM	271	
5:45 AM	106		5:45 PM	204	
6:00 AM	107	471	6:00 PM	167	601
6:15 AM	89		6:15 PM	152	
6:30 AM	120		6:30 PM	162	
6:45 AM	155		6:45 PM	120	
7:00 AM	221	1046	7:00 PM	118	426
7:15 AM	248		7:15 PM	116	
7:30 AM	319		7:30 PM	99	
7:45 AM	258		7:45 PM	93	
8:00 AM	242	865	8:00 PM	111	435
8:15 AM	214		8:15 PM	128	
8:30 AM	223		8:30 PM	124	
8:45 AM	186		8:45 PM	72	
9:00 AM	158	534	9:00 PM	73	220
9:15 AM	132		9:15 PM	60	
9:30 AM	128		9:30 PM	49	
9:45 AM	116		9:45 PM	38	
10:00 AM	123	462	10:00 PM	58	185
10:15 AM	97		10:15 PM	50	
10:30 AM	124		10:30 PM	43	
10:45 AM	118		10:45 PM	34	
11:00 AM	98	462	11:00 PM	28	98
11:15 AM	118		11:15 PM	28	
11:30 AM	128		11:30 PM	20	
11:45 AM	118		11:45 PM	22	

24 Hour Total 10371

12:00 AM - 12:00 PM	
12 Hour Count	4463
Peak Hour	7:15 AM
Peak Volume	1067
Factor	0.84

12:00 PM - 12:00 AM	
12 Hour Count	5908
Peak Hour	5:00 PM
Peak Volume	873
Factor	0.81

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 SB off ramp to
WB US 80/J R Allen Pkwy

Site: #42
1/30/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	18	61	12:00 PM	134	632
12:15 AM	18		12:15 PM	154	
12:30 AM	16		12:30 PM	181	
12:45 AM	9		12:45 PM	163	
1:00 AM	12	21	1:00 PM	162	615
1:15 AM	5		1:15 PM	140	
1:30 AM	1		1:30 PM	154	
1:45 AM	3		1:45 PM	159	
2:00 AM	2	24	2:00 PM	120	619
2:15 AM	3		2:15 PM	167	
2:30 AM	5		2:30 PM	179	
2:45 AM	14		2:45 PM	153	
3:00 AM	26	44	3:00 PM	160	702
3:15 AM	8		3:15 PM	130	
3:30 AM	7		3:30 PM	206	
3:45 AM	3		3:45 PM	206	
4:00 AM	10	107	4:00 PM	182	727
4:15 AM	26		4:15 PM	202	
4:30 AM	30		4:30 PM	163	
4:45 AM	41		4:45 PM	180	
5:00 AM	80	359	5:00 PM	206	767
5:15 AM	105		5:15 PM	197	
5:30 AM	84		5:30 PM	176	
5:45 AM	90		5:45 PM	188	
6:00 AM	92	432	6:00 PM	196	612
6:15 AM	90		6:15 PM	153	
6:30 AM	118		6:30 PM	152	
6:45 AM	132		6:45 PM	111	
7:00 AM	232	1116	7:00 PM	114	497
7:15 AM	290		7:15 PM	142	
7:30 AM	296		7:30 PM	128	
7:45 AM	298		7:45 PM	113	
8:00 AM	229	850	8:00 PM	129	372
8:15 AM	228		8:15 PM	98	
8:30 AM	206		8:30 PM	77	
8:45 AM	187		8:45 PM	68	
9:00 AM	142	534	9:00 PM	75	263
9:15 AM	138		9:15 PM	68	
9:30 AM	136		9:30 PM	66	
9:45 AM	118		9:45 PM	54	
10:00 AM	118	492	10:00 PM	79	180
10:15 AM	115		10:15 PM	47	
10:30 AM	143		10:30 PM	30	
10:45 AM	116		10:45 PM	24	
11:00 AM	129	484	11:00 PM	35	100
11:15 AM	104		11:15 PM	29	
11:30 AM	122		11:30 PM	18	
11:45 AM	129		11:45 PM	18	

24 Hour Total 10610

12:00 AM - 12:00 PM

12 Hour Count	4524
Peak Hour	7:00 AM
Peak Volume	1116
Factor	0.94

12:00 PM - 12:00 AM

12 Hour Count	6086
Peak Hour	3:30 PM
Peak Volume	796
Factor	0.97

TRAFFIC DATA SERVICES

Phone: (678) 687 8266 Fax: (404) 294 6122

24-HOUR ADT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY
LOCATION: LOC #43 US 80/J R ALLEN PKWY WB OFF RAMP TO SB I-185
DATE: WEDNESDAY JANUARY 29TH 2020

DIRECTION:	NB				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0000
VOLUME	0
PM PEAK HOUR	0000-0000
VOLUME	0

DIRECTION:	SB				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	17	23	26	26	92
1:00	14	15	22	13	64
2:00	16	17	7	13	53
3:00	10	18	53	44	125
4:00	32	44	40	57	173
5:00	50	78	117	103	348
6:00	93	109	113	127	442
7:00	181	214	268	249	912
8:00	211	210	170	166	757
9:00	145	168	133	142	588
10:00	121	132	216	249	718
11:00	251	169	188	172	780
12:00	158	172	169	197	696
13:00	144	160	146	161	611
14:00	157	173	202	185	717
15:00	153	193	176	176	698
16:00	108	118	124	111	461
17:00	118	184	116	108	526
18:00	90	96	74	56	316
19:00	68	64	50	63	245
20:00	63	42	42	37	184
21:00	36	40	29	21	126
22:00	26	35	22	19	102
23:00	43	44	28	32	147
				TOTAL	9881

AM PEAK HOUR	0715-0815
VOLUME	942
PM PEAK HOUR	1430-1530
VOLUME	733

TOTAL BI-DIRECTIONAL VOLUME	9881

TRAFFIC DATA SERVICES

Phone: (678) 687 8266 Fax: (404) 294 6122

24-HOUR ADT COUNT SUMMARY

CLIENT: STANTEC
PROJECT: J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY
LOCATION: LOC #43 US 80/J R ALLEN PKWY WB OFF RAMP TO SB I-185
DATE: THURSDAY JANUARY 30TH 2020

DIRECTION:	NB				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0000
VOLUME	0
PM PEAK HOUR	0000-0000
VOLUME	0

DIRECTION:	SB				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	9	11	10	9	39
1:00	19	16	6	8	49
2:00	6	18	16	8	48
3:00	14	17	16	32	79
4:00	20	20	21	24	85
5:00	26	23	44	42	135
6:00	38	82	121	134	375
7:00	172	232	288	272	964
8:00	277	235	186	155	853
9:00	132	108	112	192	544
10:00	102	104	116	194	516
11:00	188	200	204	212	804
12:00	230	254	180	160	824
13:00	127	160	147	132	566
14:00	136	126	157	158	577
15:00	159	172	143	171	645
16:00	169	187	198	231	785
17:00	222	218	226	175	841
18:00	186	181	125	132	624
19:00	112	120	83	73	388
20:00	69	97	75	59	300
21:00	74	73	61	44	252
22:00	52	33	41	36	162
23:00	25	23	22	15	85
				TOTAL	10540

AM PEAK HOUR	0730-0830
VOLUME	1072
PM PEAK HOUR	1645-1745
VOLUME	897

TOTAL BI-DIRECTIONAL VOLUME	10540

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 SB OFF Ramp to
EB J.R. Allen Parkway/US 80

Site: #44
1/29/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	10	32	12:00 PM	48	160
12:15 AM	6		12:15 PM	38	
12:30 AM	6		12:30 PM	40	
12:45 AM	10		12:45 PM	34	
1:00 AM	1	14	1:00 PM	49	169
1:15 AM	2		1:15 PM	46	
1:30 AM	10		1:30 PM	48	
1:45 AM	1		1:45 PM	26	
2:00 AM	4	17	2:00 PM	34	195
2:15 AM	0		2:15 PM	48	
2:30 AM	4		2:30 PM	58	
2:45 AM	9		2:45 PM	55	
3:00 AM	6	20	3:00 PM	60	228
3:15 AM	2		3:15 PM	67	
3:30 AM	8		3:30 PM	47	
3:45 AM	4		3:45 PM	54	
4:00 AM	6	48	4:00 PM	63	239
4:15 AM	17		4:15 PM	70	
4:30 AM	10		4:30 PM	56	
4:45 AM	15		4:45 PM	50	
5:00 AM	28	116	5:00 PM	62	271
5:15 AM	24		5:15 PM	66	
5:30 AM	28		5:30 PM	63	
5:45 AM	36		5:45 PM	80	
6:00 AM	34	215	6:00 PM	63	221
6:15 AM	36		6:15 PM	58	
6:30 AM	78		6:30 PM	52	
6:45 AM	67		6:45 PM	48	
7:00 AM	68	403	7:00 PM	38	121
7:15 AM	96		7:15 PM	32	
7:30 AM	113		7:30 PM	25	
7:45 AM	126		7:45 PM	26	
8:00 AM	74	263	8:00 PM	26	93
8:15 AM	70		8:15 PM	24	
8:30 AM	61		8:30 PM	21	
8:45 AM	58		8:45 PM	22	
9:00 AM	58	198	9:00 PM	34	85
9:15 AM	46		9:15 PM	19	
9:30 AM	52		9:30 PM	14	
9:45 AM	42		9:45 PM	18	
10:00 AM	34	192	10:00 PM	14	59
10:15 AM	44		10:15 PM	12	
10:30 AM	50		10:30 PM	17	
10:45 AM	64		10:45 PM	16	
11:00 AM	49	198	11:00 PM	10	57
11:15 AM	55		11:15 PM	18	
11:30 AM	52		11:30 PM	19	
11:45 AM	42		11:45 PM	10	

24 Hour Total 3614

12:00 AM - 12:00 PM

12 Hour Count	1716
Peak Hour	7:15 AM
Peak Volume	409
Factor	0.81

12:00 PM - 12:00 AM

12 Hour Count	1898
Peak Hour	5:15 PM
Peak Volume	272
Factor	0.85

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 SB OFF Ramp to
EB J.R. Allen Parkway/US 80

Site: #44
1/30/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	6	25	12:00 PM	52	216
12:15 AM	5		12:15 PM	44	
12:30 AM	4		12:30 PM	70	
12:45 AM	10		12:45 PM	50	
1:00 AM	4	10	1:00 PM	48	219
1:15 AM	2		1:15 PM	56	
1:30 AM	2		1:30 PM	64	
1:45 AM	2		1:45 PM	51	
2:00 AM	2	11	2:00 PM	58	194
2:15 AM	2		2:15 PM	34	
2:30 AM	3		2:30 PM	48	
2:45 AM	4		2:45 PM	54	
3:00 AM	12	35	3:00 PM	44	248
3:15 AM	5		3:15 PM	76	
3:30 AM	10		3:30 PM	64	
3:45 AM	8		3:45 PM	64	
4:00 AM	8	46	4:00 PM	57	256
4:15 AM	9		4:15 PM	58	
4:30 AM	15		4:30 PM	72	
4:45 AM	14		4:45 PM	69	
5:00 AM	28	108	5:00 PM	77	324
5:15 AM	24		5:15 PM	91	
5:30 AM	24		5:30 PM	103	
5:45 AM	32		5:45 PM	53	
6:00 AM	26	196	6:00 PM	58	215
6:15 AM	46		6:15 PM	62	
6:30 AM	70		6:30 PM	55	
6:45 AM	54		6:45 PM	40	
7:00 AM	52	416	7:00 PM	34	120
7:15 AM	126		7:15 PM	29	
7:30 AM	122		7:30 PM	35	
7:45 AM	116		7:45 PM	22	
8:00 AM	76	293	8:00 PM	24	110
8:15 AM	86		8:15 PM	25	
8:30 AM	59		8:30 PM	32	
8:45 AM	72		8:45 PM	29	
9:00 AM	65	185	9:00 PM	22	98
9:15 AM	38		9:15 PM	18	
9:30 AM	39		9:30 PM	34	
9:45 AM	43		9:45 PM	24	
10:00 AM	33	177	10:00 PM	24	68
10:15 AM	42		10:15 PM	27	
10:30 AM	44		10:30 PM	9	
10:45 AM	58		10:45 PM	8	
11:00 AM	48	181	11:00 PM	15	57
11:15 AM	36		11:15 PM	17	
11:30 AM	60		11:30 PM	16	
11:45 AM	37		11:45 PM	9	

24 Hour Total 3808

12:00 AM - 12:00 PM	
12 Hour Count	1683
Peak Hour	7:15 AM
Peak Volume	440
Factor	0.87

12:00 PM - 12:00 AM	
12 Hour Count	2125
Peak Hour	4:45 PM
Peak Volume	340
Factor	0.83

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB OFF Ramp to
SB I-185

Site: #45
1/29/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	21	44	12:00 PM	126	523
12:15 AM	9		12:15 PM	118	
12:30 AM	5		12:30 PM	132	
12:45 AM	9		12:45 PM	147	
1:00 AM	15	29	1:00 PM	117	487
1:15 AM	4		1:15 PM	128	
1:30 AM	5		1:30 PM	116	
1:45 AM	5		1:45 PM	126	
2:00 AM	8	29	2:00 PM	120	512
2:15 AM	4		2:15 PM	118	
2:30 AM	5		2:30 PM	154	
2:45 AM	12		2:45 PM	120	
3:00 AM	9	27	3:00 PM	126	511
3:15 AM	4		3:15 PM	130	
3:30 AM	8		3:30 PM	132	
3:45 AM	6		3:45 PM	123	
4:00 AM	7	91	4:00 PM	118	523
4:15 AM	18		4:15 PM	115	
4:30 AM	28		4:30 PM	144	
4:45 AM	38		4:45 PM	146	
5:00 AM	44	241	5:00 PM	176	646
5:15 AM	59		5:15 PM	164	
5:30 AM	50		5:30 PM	162	
5:45 AM	88		5:45 PM	144	
6:00 AM	76	319	6:00 PM	158	494
6:15 AM	61		6:15 PM	142	
6:30 AM	84		6:30 PM	120	
6:45 AM	98		6:45 PM	74	
7:00 AM	172	800	7:00 PM	86	297
7:15 AM	194		7:15 PM	82	
7:30 AM	224		7:30 PM	61	
7:45 AM	210		7:45 PM	68	
8:00 AM	184	713	8:00 PM	60	227
8:15 AM	162		8:15 PM	50	
8:30 AM	183		8:30 PM	62	
8:45 AM	184		8:45 PM	55	
9:00 AM	140	551	9:00 PM	33	149
9:15 AM	139		9:15 PM	41	
9:30 AM	141		9:30 PM	45	
9:45 AM	131		9:45 PM	30	
10:00 AM	112	433	10:00 PM	29	121
10:15 AM	95		10:15 PM	32	
10:30 AM	122		10:30 PM	30	
10:45 AM	104		10:45 PM	30	
11:00 AM	119	429	11:00 PM	20	50
11:15 AM	97		11:15 PM	15	
11:30 AM	110		11:30 PM	9	
11:45 AM	103		11:45 PM	6	

24 Hour Total 8246

12:00 AM - 12:00 PM

12 Hour Count	3706
Peak Hour	7:15 AM
Peak Volume	812
Factor	0.91

12:00 PM - 12:00 AM

12 Hour Count	4540
Peak Hour	4:45 PM
Peak Volume	648
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 EB OFF Ramp to
SB I-185

Site: #45
1/30/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	14	63	12:00 PM	118	471
12:15 AM	27		12:15 PM	123	
12:30 AM	11		12:30 PM	109	
12:45 AM	11		12:45 PM	121	
1:00 AM	10	33	1:00 PM	145	503
1:15 AM	8		1:15 PM	126	
1:30 AM	8		1:30 PM	136	
1:45 AM	7		1:45 PM	96	
2:00 AM	6	25	2:00 PM	110	478
2:15 AM	6		2:15 PM	132	
2:30 AM	5		2:30 PM	112	
2:45 AM	8		2:45 PM	124	
3:00 AM	12	25	3:00 PM	136	580
3:15 AM	5		3:15 PM	128	
3:30 AM	6		3:30 PM	160	
3:45 AM	2		3:45 PM	156	
4:00 AM	9	90	4:00 PM	142	588
4:15 AM	17		4:15 PM	151	
4:30 AM	28		4:30 PM	154	
4:45 AM	36		4:45 PM	141	
5:00 AM	54	258	5:00 PM	165	764
5:15 AM	66		5:15 PM	201	
5:30 AM	58		5:30 PM	193	
5:45 AM	80		5:45 PM	205	
6:00 AM	78	364	6:00 PM	126	467
6:15 AM	62		6:15 PM	129	
6:30 AM	94		6:30 PM	112	
6:45 AM	130		6:45 PM	100	
7:00 AM	142	833	7:00 PM	82	272
7:15 AM	201		7:15 PM	68	
7:30 AM	248		7:30 PM	72	
7:45 AM	242		7:45 PM	50	
8:00 AM	190	645	8:00 PM	60	244
8:15 AM	156		8:15 PM	50	
8:30 AM	144		8:30 PM	76	
8:45 AM	155		8:45 PM	58	
9:00 AM	154	522	9:00 PM	42	139
9:15 AM	128		9:15 PM	40	
9:30 AM	112		9:30 PM	26	
9:45 AM	128		9:45 PM	31	
10:00 AM	108	459	10:00 PM	29	124
10:15 AM	122		10:15 PM	36	
10:30 AM	120		10:30 PM	23	
10:45 AM	109		10:45 PM	36	
11:00 AM	100	412	11:00 PM	28	76
11:15 AM	98		11:15 PM	22	
11:30 AM	114		11:30 PM	20	
11:45 AM	100		11:45 PM	6	

24 Hour Total 8435

12:00 AM - 12:00 PM	
12 Hour Count	3729
Peak Hour	7:15 AM
Peak Volume	881
Factor	0.89

12:00 PM - 12:00 AM	
12 Hour Count	4706
Peak Hour	5:00 PM
Peak Volume	764
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just South of 54th St

Site: #46
2/5/2020
Wednesday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	12	28	12:00 PM	100	436
12:15 AM	9		12:15 PM	115	
12:30 AM	4		12:30 PM	109	
12:45 AM	3		12:45 PM	112	
1:00 AM	1	7	1:00 PM	104	459
1:15 AM	2		1:15 PM	107	
1:30 AM	1		1:30 PM	110	
1:45 AM	3		1:45 PM	138	
2:00 AM	1	5	2:00 PM	114	498
2:15 AM	2		2:15 PM	112	
2:30 AM	0		2:30 PM	141	
2:45 AM	2		2:45 PM	131	
3:00 AM	4	11	3:00 PM	122	598
3:15 AM	2		3:15 PM	154	
3:30 AM	2		3:30 PM	152	
3:45 AM	3		3:45 PM	170	
4:00 AM	6	22	4:00 PM	141	607
4:15 AM	1		4:15 PM	140	
4:30 AM	7		4:30 PM	170	
4:45 AM	8		4:45 PM	156	
5:00 AM	7	43	5:00 PM	190	769
5:15 AM	15		5:15 PM	226	
5:30 AM	9		5:30 PM	199	
5:45 AM	12		5:45 PM	154	
6:00 AM	16	112	6:00 PM	116	432
6:15 AM	20		6:15 PM	128	
6:30 AM	34		6:30 PM	102	
6:45 AM	42		6:45 PM	86	
7:00 AM	52	332	7:00 PM	80	280
7:15 AM	74		7:15 PM	73	
7:30 AM	96		7:30 PM	64	
7:45 AM	110		7:45 PM	63	
8:00 AM	95	408	8:00 PM	50	192
8:15 AM	104		8:15 PM	50	
8:30 AM	116		8:30 PM	60	
8:45 AM	93		8:45 PM	32	
9:00 AM	84	329	9:00 PM	35	101
9:15 AM	98		9:15 PM	23	
9:30 AM	69		9:30 PM	20	
9:45 AM	78		9:45 PM	23	
10:00 AM	92	364	10:00 PM	12	55
10:15 AM	84		10:15 PM	13	
10:30 AM	86		10:30 PM	12	
10:45 AM	102		10:45 PM	18	
11:00 AM	82	374	11:00 PM	11	43
11:15 AM	93		11:15 PM	12	
11:30 AM	95		11:30 PM	11	
11:45 AM	104		11:45 PM	9	

24 Hour Total 6505

12:00 AM - 12:00 PM	
12 Hour Count	2035
Peak Hour	7:45 AM
Peak Volume	425
Factor	0.92

12:00 PM - 12:00 AM	
12 Hour Count	4470
Peak Hour	4:45 PM
Peak Volume	771
Factor	0.85

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just South of 54th St

Site: #46
2/6/2020
Thursday

Daily Volume, per Channel

NB

Interval Start			Interval Start		
12:00 AM	8	21	12:00 PM	102	366
12:15 AM	4		12:15 PM	94	
12:30 AM	6		12:30 PM	91	
12:45 AM	3		12:45 PM	79	
1:00 AM	5	8	1:00 PM	76	351
1:15 AM	0		1:15 PM	100	
1:30 AM	2		1:30 PM	81	
1:45 AM	1		1:45 PM	94	
2:00 AM	7	15	2:00 PM	92	447
2:15 AM	4		2:15 PM	112	
2:30 AM	1		2:30 PM	121	
2:45 AM	3		2:45 PM	122	
3:00 AM	7	17	3:00 PM	113	504
3:15 AM	2		3:15 PM	119	
3:30 AM	7		3:30 PM	122	
3:45 AM	1		3:45 PM	150	
4:00 AM	5	14	4:00 PM	137	553
4:15 AM	3		4:15 PM	122	
4:30 AM	1		4:30 PM	142	
4:45 AM	5		4:45 PM	152	
5:00 AM	7	42	5:00 PM	188	708
5:15 AM	8		5:15 PM	207	
5:30 AM	12		5:30 PM	184	
5:45 AM	15		5:45 PM	129	
6:00 AM	12	113	6:00 PM	118	420
6:15 AM	25		6:15 PM	98	
6:30 AM	31		6:30 PM	110	
6:45 AM	45		6:45 PM	94	
7:00 AM	41	373	7:00 PM	86	235
7:15 AM	78		7:15 PM	47	
7:30 AM	112		7:30 PM	56	
7:45 AM	142		7:45 PM	46	
8:00 AM	92	373	8:00 PM	42	173
8:15 AM	90		8:15 PM	52	
8:30 AM	96		8:30 PM	39	
8:45 AM	95		8:45 PM	40	
9:00 AM	84	330	9:00 PM	36	138
9:15 AM	96		9:15 PM	45	
9:30 AM	72		9:30 PM	28	
9:45 AM	78		9:45 PM	29	
10:00 AM	74	326	10:00 PM	23	77
10:15 AM	78		10:15 PM	19	
10:30 AM	83		10:30 PM	11	
10:45 AM	91		10:45 PM	24	
11:00 AM	68	340	11:00 PM	23	61
11:15 AM	78		11:15 PM	14	
11:30 AM	92		11:30 PM	12	
11:45 AM	102		11:45 PM	12	

24 Hour Total 6005

12:00 AM - 12:00 PM	
12 Hour Count	1972
Peak Hour	7:30 AM
Peak Volume	436
Factor	0.77

12:00 PM - 12:00 AM	
12 Hour Count	4033
Peak Hour	4:45 PM
Peak Volume	731
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just South of 54th St

Site: #47
2/5/2020
Wednesday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	9	22	12:00 PM	96	399
12:15 AM	6		12:15 PM	104	
12:30 AM	4		12:30 PM	97	
12:45 AM	3		12:45 PM	102	
1:00 AM	3	14	1:00 PM	106	385
1:15 AM	3		1:15 PM	87	
1:30 AM	1		1:30 PM	95	
1:45 AM	7		1:45 PM	97	
2:00 AM	2	9	2:00 PM	102	369
2:15 AM	2		2:15 PM	98	
2:30 AM	2		2:30 PM	77	
2:45 AM	3		2:45 PM	92	
3:00 AM	0	12	3:00 PM	110	390
3:15 AM	2		3:15 PM	102	
3:30 AM	2		3:30 PM	96	
3:45 AM	8		3:45 PM	82	
4:00 AM	1	17	4:00 PM	102	380
4:15 AM	5		4:15 PM	102	
4:30 AM	5		4:30 PM	90	
4:45 AM	6		4:45 PM	86	
5:00 AM	5	70	5:00 PM	84	408
5:15 AM	19		5:15 PM	116	
5:30 AM	22		5:30 PM	125	
5:45 AM	24		5:45 PM	83	
6:00 AM	30	188	6:00 PM	61	222
6:15 AM	44		6:15 PM	57	
6:30 AM	46		6:30 PM	58	
6:45 AM	68		6:45 PM	46	
7:00 AM	99	579	7:00 PM	48	133
7:15 AM	117		7:15 PM	32	
7:30 AM	173		7:30 PM	32	
7:45 AM	190		7:45 PM	21	
8:00 AM	153	553	8:00 PM	34	99
8:15 AM	140		8:15 PM	20	
8:30 AM	123		8:30 PM	35	
8:45 AM	137		8:45 PM	10	
9:00 AM	97	403	9:00 PM	19	72
9:15 AM	104		9:15 PM	22	
9:30 AM	98		9:30 PM	17	
9:45 AM	104		9:45 PM	14	
10:00 AM	97	334	10:00 PM	16	50
10:15 AM	67		10:15 PM	11	
10:30 AM	82		10:30 PM	13	
10:45 AM	88		10:45 PM	10	
11:00 AM	88	370	11:00 PM	8	29
11:15 AM	90		11:15 PM	10	
11:30 AM	98		11:30 PM	6	
11:45 AM	94		11:45 PM	5	

24 Hour Total 5507

12:00 AM - 12:00 PM	
12 Hour Count	2571
Peak Hour	7:30 AM
Peak Volume	656
Factor	0.86

12:00 PM - 12:00 AM	
12 Hour Count	2936
Peak Hour	4:45 PM
Peak Volume	411
Factor	0.82

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just South of 54th St

Site: #47
2/6/2020
Thursday

Daily Volume, per Channel

SB

Interval Start			Interval Start		
12:00 AM	2	11	12:00 PM	68	295
12:15 AM	4		12:15 PM	90	
12:30 AM	2		12:30 PM	69	
12:45 AM	3		12:45 PM	68	
1:00 AM	2	10	1:00 PM	89	325
1:15 AM	4		1:15 PM	82	
1:30 AM	1		1:30 PM	76	
1:45 AM	3		1:45 PM	78	
2:00 AM	3	12	2:00 PM	76	295
2:15 AM	4		2:15 PM	74	
2:30 AM	3		2:30 PM	72	
2:45 AM	2		2:45 PM	73	
3:00 AM	0	5	3:00 PM	86	332
3:15 AM	1		3:15 PM	105	
3:30 AM	0		3:30 PM	83	
3:45 AM	4		3:45 PM	58	
4:00 AM	4	18	4:00 PM	74	331
4:15 AM	3		4:15 PM	102	
4:30 AM	7		4:30 PM	84	
4:45 AM	4		4:45 PM	71	
5:00 AM	8	68	5:00 PM	90	329
5:15 AM	12		5:15 PM	108	
5:30 AM	18		5:30 PM	72	
5:45 AM	30		5:45 PM	59	
6:00 AM	38	206	6:00 PM	68	258
6:15 AM	40		6:15 PM	75	
6:30 AM	57		6:30 PM	48	
6:45 AM	71		6:45 PM	67	
7:00 AM	80	579	7:00 PM	42	170
7:15 AM	137		7:15 PM	52	
7:30 AM	172		7:30 PM	38	
7:45 AM	190		7:45 PM	38	
8:00 AM	176	504	8:00 PM	34	127
8:15 AM	130		8:15 PM	44	
8:30 AM	90		8:30 PM	30	
8:45 AM	108		8:45 PM	19	
9:00 AM	109	356	9:00 PM	26	78
9:15 AM	79		9:15 PM	20	
9:30 AM	86		9:30 PM	12	
9:45 AM	82		9:45 PM	20	
10:00 AM	62	308	10:00 PM	15	62
10:15 AM	79		10:15 PM	16	
10:30 AM	80		10:30 PM	11	
10:45 AM	87		10:45 PM	20	
11:00 AM	78	332	11:00 PM	14	43
11:15 AM	68		11:15 PM	11	
11:30 AM	72		11:30 PM	9	
11:45 AM	114		11:45 PM	9	

24 Hour Total 5054

12:00 AM - 12:00 PM	
12 Hour Count	2409
Peak Hour	7:15 AM
Peak Volume	675
Factor	0.89

12:00 PM - 12:00 AM	
12 Hour Count	2645
Peak Hour	4:30 PM
Peak Volume	353
Factor	0.82

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB on ramp from River Rd

Site: #48
2/5/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	8	11	12:00 PM	62	258
12:15 AM	1		12:15 PM	74	
12:30 AM	0		12:30 PM	64	
12:45 AM	2		12:45 PM	58	
1:00 AM	1	3	1:00 PM	68	265
1:15 AM	1		1:15 PM	61	
1:30 AM	1		1:30 PM	63	
1:45 AM	0		1:45 PM	73	
2:00 AM	0	1	2:00 PM	67	249
2:15 AM	1		2:15 PM	44	
2:30 AM	0		2:30 PM	78	
2:45 AM	0		2:45 PM	60	
3:00 AM	2	6	3:00 PM	79	313
3:15 AM	0		3:15 PM	84	
3:30 AM	3		3:30 PM	76	
3:45 AM	1		3:45 PM	74	
4:00 AM	4	27	4:00 PM	78	300
4:15 AM	2		4:15 PM	70	
4:30 AM	9		4:30 PM	80	
4:45 AM	12		4:45 PM	72	
5:00 AM	16	78	5:00 PM	87	352
5:15 AM	21		5:15 PM	101	
5:30 AM	22		5:30 PM	86	
5:45 AM	19		5:45 PM	78	
6:00 AM	22	114	6:00 PM	45	238
6:15 AM	26		6:15 PM	74	
6:30 AM	26		6:30 PM	76	
6:45 AM	40		6:45 PM	43	
7:00 AM	38	299	7:00 PM	34	138
7:15 AM	67		7:15 PM	46	
7:30 AM	100		7:30 PM	29	
7:45 AM	94		7:45 PM	29	
8:00 AM	66	264	8:00 PM	32	176
8:15 AM	70		8:15 PM	27	
8:30 AM	80		8:30 PM	69	
8:45 AM	48		8:45 PM	48	
9:00 AM	58	185	9:00 PM	17	53
9:15 AM	40		9:15 PM	15	
9:30 AM	36		9:30 PM	12	
9:45 AM	51		9:45 PM	9	
10:00 AM	50	215	10:00 PM	5	36
10:15 AM	38		10:15 PM	14	
10:30 AM	58		10:30 PM	12	
10:45 AM	69		10:45 PM	5	
11:00 AM	60	238	11:00 PM	8	21
11:15 AM	58		11:15 PM	6	
11:30 AM	54		11:30 PM	5	
11:45 AM	66		11:45 PM	2	

24 Hour Total 3840

12:00 AM - 12:00 PM	
12 Hour Count	1441
Peak Hour	7:30 AM
Peak Volume	330
Factor	0.83

12:00 PM - 12:00 AM	
12 Hour Count	2399
Peak Hour	5:00 PM
Peak Volume	352
Factor	0.87

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB on ramp from River Rd

Site: #48
2/6/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	3	10	12:00 PM	40	170
12:15 AM	0		12:15 PM	52	
12:30 AM	4		12:30 PM	36	
12:45 AM	3		12:45 PM	42	
1:00 AM	0	4	1:00 PM	44	176
1:15 AM	2		1:15 PM	44	
1:30 AM	2		1:30 PM	38	
1:45 AM	0		1:45 PM	50	
2:00 AM	3	7	2:00 PM	55	250
2:15 AM	2		2:15 PM	61	
2:30 AM	1		2:30 PM	58	
2:45 AM	1		2:45 PM	76	
3:00 AM	4	9	3:00 PM	55	230
3:15 AM	1		3:15 PM	66	
3:30 AM	3		3:30 PM	55	
3:45 AM	1		3:45 PM	54	
4:00 AM	1	21	4:00 PM	68	240
4:15 AM	4		4:15 PM	62	
4:30 AM	3		4:30 PM	52	
4:45 AM	13		4:45 PM	58	
5:00 AM	16	62	5:00 PM	103	347
5:15 AM	14		5:15 PM	102	
5:30 AM	16		5:30 PM	84	
5:45 AM	16		5:45 PM	58	
6:00 AM	16	103	6:00 PM	57	196
6:15 AM	26		6:15 PM	46	
6:30 AM	28		6:30 PM	51	
6:45 AM	33		6:45 PM	42	
7:00 AM	44	290	7:00 PM	42	127
7:15 AM	68		7:15 PM	29	
7:30 AM	86		7:30 PM	30	
7:45 AM	92		7:45 PM	26	
8:00 AM	84	263	8:00 PM	34	108
8:15 AM	68		8:15 PM	22	
8:30 AM	59		8:30 PM	28	
8:45 AM	52		8:45 PM	24	
9:00 AM	53	187	9:00 PM	17	71
9:15 AM	50		9:15 PM	21	
9:30 AM	40		9:30 PM	18	
9:45 AM	44		9:45 PM	15	
10:00 AM	47	181	10:00 PM	18	46
10:15 AM	42		10:15 PM	8	
10:30 AM	44		10:30 PM	14	
10:45 AM	48		10:45 PM	6	
11:00 AM	49	194	11:00 PM	11	28
11:15 AM	38		11:15 PM	6	
11:30 AM	56		11:30 PM	6	
11:45 AM	51		11:45 PM	5	

24 Hour Total 3320

12:00 AM - 12:00 PM	
12 Hour Count	1331
Peak Hour	7:15 AM
Peak Volume	330
Factor	0.90

12:00 PM - 12:00 AM	
12 Hour Count	1989
Peak Hour	4:45 PM
Peak Volume	347
Factor	0.84

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB off ramp to
River Rd

Site: #49
2/5/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	5	11	12:00 PM	32	180
12:15 AM	4		12:15 PM	46	
12:30 AM	0		12:30 PM	44	
12:45 AM	2		12:45 PM	58	
1:00 AM	4	7	1:00 PM	42	170
1:15 AM	2		1:15 PM	50	
1:30 AM	0		1:30 PM	29	
1:45 AM	1		1:45 PM	49	
2:00 AM	0	4	2:00 PM	53	189
2:15 AM	1		2:15 PM	42	
2:30 AM	3		2:30 PM	50	
2:45 AM	0		2:45 PM	44	
3:00 AM	1	5	3:00 PM	45	230
3:15 AM	1		3:15 PM	64	
3:30 AM	2		3:30 PM	76	
3:45 AM	1		3:45 PM	45	
4:00 AM	0	13	4:00 PM	55	242
4:15 AM	2		4:15 PM	67	
4:30 AM	7		4:30 PM	58	
4:45 AM	4		4:45 PM	62	
5:00 AM	4	28	5:00 PM	60	278
5:15 AM	2		5:15 PM	84	
5:30 AM	16		5:30 PM	65	
5:45 AM	6		5:45 PM	69	
6:00 AM	14	100	6:00 PM	51	205
6:15 AM	21		6:15 PM	64	
6:30 AM	22		6:30 PM	52	
6:45 AM	43		6:45 PM	38	
7:00 AM	40	240	7:00 PM	34	109
7:15 AM	61		7:15 PM	26	
7:30 AM	70		7:30 PM	26	
7:45 AM	69		7:45 PM	23	
8:00 AM	72	305	8:00 PM	24	80
8:15 AM	70		8:15 PM	23	
8:30 AM	63		8:30 PM	21	
8:45 AM	100		8:45 PM	12	
9:00 AM	46	145	9:00 PM	11	48
9:15 AM	33		9:15 PM	8	
9:30 AM	33		9:30 PM	14	
9:45 AM	33		9:45 PM	15	
10:00 AM	48	146	10:00 PM	10	31
10:15 AM	24		10:15 PM	9	
10:30 AM	38		10:30 PM	7	
10:45 AM	36		10:45 PM	5	
11:00 AM	36	135	11:00 PM	7	24
11:15 AM	30		11:15 PM	3	
11:30 AM	36		11:30 PM	10	
11:45 AM	33		11:45 PM	4	

24 Hour Total 2925

12:00 AM - 12:00 PM	
12 Hour Count	1139
Peak Hour	8:00 AM
Peak Volume	305
Factor	0.76

12:00 PM - 12:00 AM	
12 Hour Count	1786
Peak Hour	5:00 PM
Peak Volume	278
Factor	0.83

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB off ramp to River Rd

Site: #49
2/6/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	6	17	12:00 PM	32	124
12:15 AM	6		12:15 PM	30	
12:30 AM	2		12:30 PM	21	
12:45 AM	3		12:45 PM	41	
1:00 AM	0	11	1:00 PM	41	137
1:15 AM	4		1:15 PM	28	
1:30 AM	4		1:30 PM	39	
1:45 AM	3		1:45 PM	29	
2:00 AM	0	4	2:00 PM	26	122
2:15 AM	2		2:15 PM	30	
2:30 AM	1		2:30 PM	28	
2:45 AM	1		2:45 PM	38	
3:00 AM	1	2	3:00 PM	28	161
3:15 AM	0		3:15 PM	48	
3:30 AM	1		3:30 PM	46	
3:45 AM	0		3:45 PM	39	
4:00 AM	1	13	4:00 PM	53	193
4:15 AM	3		4:15 PM	41	
4:30 AM	5		4:30 PM	46	
4:45 AM	4		4:45 PM	53	
5:00 AM	2	31	5:00 PM	58	230
5:15 AM	5		5:15 PM	51	
5:30 AM	10		5:30 PM	62	
5:45 AM	14		5:45 PM	59	
6:00 AM	11	96	6:00 PM	47	201
6:15 AM	28		6:15 PM	48	
6:30 AM	20		6:30 PM	50	
6:45 AM	37		6:45 PM	56	
7:00 AM	25	229	7:00 PM	28	119
7:15 AM	58		7:15 PM	44	
7:30 AM	72		7:30 PM	27	
7:45 AM	74		7:45 PM	20	
8:00 AM	47	204	8:00 PM	30	72
8:15 AM	56		8:15 PM	18	
8:30 AM	40		8:30 PM	11	
8:45 AM	61		8:45 PM	13	
9:00 AM	37	142	9:00 PM	17	78
9:15 AM	44		9:15 PM	32	
9:30 AM	25		9:30 PM	14	
9:45 AM	36		9:45 PM	15	
10:00 AM	37	141	10:00 PM	16	52
10:15 AM	34		10:15 PM	14	
10:30 AM	40		10:30 PM	15	
10:45 AM	30		10:45 PM	7	
11:00 AM	19	124	11:00 PM	11	27
11:15 AM	30		11:15 PM	8	
11:30 AM	37		11:30 PM	5	
11:45 AM	38		11:45 PM	3	

24 Hour Total 2530

12:00 AM - 12:00 PM	
12 Hour Count	1014
Peak Hour	7:15 AM
Peak Volume	251
Factor	0.85

12:00 PM - 12:00 AM	
12 Hour Count	1516
Peak Hour	5:00 PM
Peak Volume	230
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy WB off ramp to River Rd

Site: #50
2/5/2020
Wednesday

Daily Volume, per Channel

	WB			WB	
Interval Start			Interval Start		
12:00 AM	1	3	12:00 PM	35	121
12:15 AM	1		12:15 PM	29	
12:30 AM	1		12:30 PM	31	
12:45 AM	0		12:45 PM	26	
1:00 AM	2	5	1:00 PM	26	136
1:15 AM	1		1:15 PM	28	
1:30 AM	1		1:30 PM	47	
1:45 AM	1		1:45 PM	35	
2:00 AM	1	4	2:00 PM	32	128
2:15 AM	0		2:15 PM	31	
2:30 AM	1		2:30 PM	34	
2:45 AM	2		2:45 PM	31	
3:00 AM	1	5	3:00 PM	31	117
3:15 AM	2		3:15 PM	34	
3:30 AM	0		3:30 PM	28	
3:45 AM	2		3:45 PM	24	
4:00 AM	1	4	4:00 PM	28	120
4:15 AM	1		4:15 PM	34	
4:30 AM	1		4:30 PM	35	
4:45 AM	1		4:45 PM	23	
5:00 AM	1	9	5:00 PM	32	174
5:15 AM	3		5:15 PM	56	
5:30 AM	2		5:30 PM	55	
5:45 AM	3		5:45 PM	31	
6:00 AM	2	41	6:00 PM	25	102
6:15 AM	10		6:15 PM	31	
6:30 AM	12		6:30 PM	31	
6:45 AM	17		6:45 PM	15	
7:00 AM	20	149	7:00 PM	19	62
7:15 AM	32		7:15 PM	15	
7:30 AM	44		7:30 PM	16	
7:45 AM	53		7:45 PM	12	
8:00 AM	48	209	8:00 PM	14	62
8:15 AM	35		8:15 PM	25	
8:30 AM	52		8:30 PM	16	
8:45 AM	74		8:45 PM	7	
9:00 AM	20	90	9:00 PM	3	30
9:15 AM	24		9:15 PM	10	
9:30 AM	14		9:30 PM	7	
9:45 AM	32		9:45 PM	10	
10:00 AM	18	89	10:00 PM	9	26
10:15 AM	17		10:15 PM	7	
10:30 AM	22		10:30 PM	6	
10:45 AM	32		10:45 PM	4	
11:00 AM	20	92	11:00 PM	3	11
11:15 AM	22		11:15 PM	5	
11:30 AM	28		11:30 PM	1	
11:45 AM	22		11:45 PM	2	

24 Hour Total 1789

12:00 AM - 12:00 PM	
12 Hour Count	700
Peak Hour	8:00 AM
Peak Volume	209
Factor	0.71

12:00 PM - 12:00 AM	
12 Hour Count	1089
Peak Hour	5:00 PM
Peak Volume	174
Factor	0.78

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy WB off ramp to River Rd

Site: #50
2/6/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	3	5	12:00 PM	24	100
12:15 AM	1		12:15 PM	36	
12:30 AM	0		12:30 PM	16	
12:45 AM	1		12:45 PM	24	
1:00 AM	1	6	1:00 PM	20	80
1:15 AM	3		1:15 PM	14	
1:30 AM	0		1:30 PM	19	
1:45 AM	2		1:45 PM	27	
2:00 AM	0	4	2:00 PM	27	108
2:15 AM	2		2:15 PM	24	
2:30 AM	1		2:30 PM	27	
2:45 AM	1		2:45 PM	30	
3:00 AM	0	4	3:00 PM	20	97
3:15 AM	3		3:15 PM	26	
3:30 AM	0		3:30 PM	25	
3:45 AM	1		3:45 PM	26	
4:00 AM	1	2	4:00 PM	30	117
4:15 AM	0		4:15 PM	32	
4:30 AM	1		4:30 PM	27	
4:45 AM	0		4:45 PM	28	
5:00 AM	3	17	5:00 PM	28	103
5:15 AM	3		5:15 PM	23	
5:30 AM	5		5:30 PM	26	
5:45 AM	6		5:45 PM	26	
6:00 AM	6	36	6:00 PM	23	112
6:15 AM	7		6:15 PM	35	
6:30 AM	8		6:30 PM	22	
6:45 AM	15		6:45 PM	32	
7:00 AM	21	212	7:00 PM	17	63
7:15 AM	36		7:15 PM	19	
7:30 AM	56		7:30 PM	13	
7:45 AM	99		7:45 PM	14	
8:00 AM	57	137	8:00 PM	15	53
8:15 AM	30		8:15 PM	20	
8:30 AM	26		8:30 PM	7	
8:45 AM	24		8:45 PM	11	
9:00 AM	18	70	9:00 PM	4	29
9:15 AM	21		9:15 PM	10	
9:30 AM	15		9:30 PM	7	
9:45 AM	16		9:45 PM	8	
10:00 AM	17	81	10:00 PM	9	22
10:15 AM	26		10:15 PM	4	
10:30 AM	19		10:30 PM	8	
10:45 AM	19		10:45 PM	1	
11:00 AM	26	95	11:00 PM	4	17
11:15 AM	17		11:15 PM	7	
11:30 AM	23		11:30 PM	2	
11:45 AM	29		11:45 PM	4	

24 Hour Total 1570

12:00 AM - 12:00 PM	
12 Hour Count	669
Peak Hour	7:15 AM
Peak Volume	248
Factor	0.63

12:00 PM - 12:00 AM	
12 Hour Count	901
Peak Hour	4:00 PM
Peak Volume	117
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy WB on ramp from River Rd

Site: #51
2/5/2020
Wednesday

Daily Volume, per Channel

	WB			WB	
Interval Start			Interval Start		
12:00 AM	8	16	12:00 PM	28	146
12:15 AM	4		12:15 PM	42	
12:30 AM	1		12:30 PM	36	
12:45 AM	3		12:45 PM	40	
1:00 AM	3	4	1:00 PM	46	163
1:15 AM	0		1:15 PM	28	
1:30 AM	1		1:30 PM	37	
1:45 AM	0		1:45 PM	52	
2:00 AM	1	3	2:00 PM	52	178
2:15 AM	0		2:15 PM	42	
2:30 AM	0		2:30 PM	34	
2:45 AM	2		2:45 PM	50	
3:00 AM	1	4	3:00 PM	70	225
3:15 AM	2		3:15 PM	41	
3:30 AM	0		3:30 PM	63	
3:45 AM	1		3:45 PM	51	
4:00 AM	2	4	4:00 PM	58	216
4:15 AM	0		4:15 PM	46	
4:30 AM	0		4:30 PM	57	
4:45 AM	2		4:45 PM	55	
5:00 AM	3	34	5:00 PM	96	258
5:15 AM	6		5:15 PM	67	
5:30 AM	9		5:30 PM	61	
5:45 AM	16		5:45 PM	34	
6:00 AM	10	77	6:00 PM	50	140
6:15 AM	20		6:15 PM	33	
6:30 AM	21		6:30 PM	30	
6:45 AM	26		6:45 PM	27	
7:00 AM	48	243	7:00 PM	30	83
7:15 AM	62		7:15 PM	21	
7:30 AM	64		7:30 PM	10	
7:45 AM	69		7:45 PM	22	
8:00 AM	59	237	8:00 PM	23	115
8:15 AM	68		8:15 PM	24	
8:30 AM	54		8:30 PM	38	
8:45 AM	56		8:45 PM	30	
9:00 AM	52	164	9:00 PM	13	51
9:15 AM	44		9:15 PM	17	
9:30 AM	36		9:30 PM	14	
9:45 AM	32		9:45 PM	7	
10:00 AM	38	129	10:00 PM	8	28
10:15 AM	24		10:15 PM	7	
10:30 AM	32		10:30 PM	9	
10:45 AM	35		10:45 PM	4	
11:00 AM	34	139	11:00 PM	5	20
11:15 AM	36		11:15 PM	6	
11:30 AM	34		11:30 PM	7	
11:45 AM	35		11:45 PM	2	

24 Hour Total 2677

12:00 AM - 12:00 PM	
12 Hour Count	1054
Peak Hour	7:30 AM
Peak Volume	260
Factor	0.94

12:00 PM - 12:00 AM	
12 Hour Count	1623
Peak Hour	4:45 PM
Peak Volume	279
Factor	0.73

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy WB on ramp from River Rd

Site: #51
2/6/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	5	14	12:00 PM	30	117
12:15 AM	4		12:15 PM	28	
12:30 AM	4		12:30 PM	27	
12:45 AM	1		12:45 PM	32	
1:00 AM	2	4	1:00 PM	42	123
1:15 AM	0		1:15 PM	29	
1:30 AM	0		1:30 PM	26	
1:45 AM	2		1:45 PM	26	
2:00 AM	2	4	2:00 PM	36	130
2:15 AM	1		2:15 PM	32	
2:30 AM	0		2:30 PM	32	
2:45 AM	1		2:45 PM	30	
3:00 AM	0	3	3:00 PM	25	127
3:15 AM	2		3:15 PM	34	
3:30 AM	1		3:30 PM	41	
3:45 AM	0		3:45 PM	27	
4:00 AM	2	6	4:00 PM	36	171
4:15 AM	2		4:15 PM	36	
4:30 AM	1		4:30 PM	55	
4:45 AM	1		4:45 PM	44	
5:00 AM	5	33	5:00 PM	78	226
5:15 AM	9		5:15 PM	55	
5:30 AM	5		5:30 PM	59	
5:45 AM	14		5:45 PM	34	
6:00 AM	7	74	6:00 PM	46	126
6:15 AM	21		6:15 PM	37	
6:30 AM	20		6:30 PM	27	
6:45 AM	26		6:45 PM	16	
7:00 AM	48	207	7:00 PM	19	73
7:15 AM	50		7:15 PM	19	
7:30 AM	52		7:30 PM	21	
7:45 AM	57		7:45 PM	14	
8:00 AM	60	196	8:00 PM	35	92
8:15 AM	49		8:15 PM	19	
8:30 AM	44		8:30 PM	19	
8:45 AM	43		8:45 PM	19	
9:00 AM	45	148	9:00 PM	17	49
9:15 AM	37		9:15 PM	13	
9:30 AM	28		9:30 PM	10	
9:45 AM	38		9:45 PM	9	
10:00 AM	39	114	10:00 PM	16	43
10:15 AM	29		10:15 PM	11	
10:30 AM	20		10:30 PM	11	
10:45 AM	26		10:45 PM	5	
11:00 AM	29	128	11:00 PM	14	26
11:15 AM	29		11:15 PM	5	
11:30 AM	30		11:30 PM	3	
11:45 AM	40		11:45 PM	4	

24 Hour Total 2234

12:00 AM - 12:00 PM	
12 Hour Count	931
Peak Hour	7:15 AM
Peak Volume	219
Factor	0.91

12:00 PM - 12:00 AM	
12 Hour Count	1303
Peak Hour	4:45 PM
Peak Volume	236
Factor	0.76

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

54th St Just East of River Rd

Site: #52
2/5/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	11	21	12:00 PM	72	304
12:15 AM	4		12:15 PM	82	
12:30 AM	2		12:30 PM	72	
12:45 AM	4		12:45 PM	78	
1:00 AM	5	9	1:00 PM	69	275
1:15 AM	0		1:15 PM	80	
1:30 AM	2		1:30 PM	68	
1:45 AM	2		1:45 PM	58	
2:00 AM	1	6	2:00 PM	83	287
2:15 AM	1		2:15 PM	65	
2:30 AM	2		2:30 PM	77	
2:45 AM	2		2:45 PM	62	
3:00 AM	2	7	3:00 PM	76	301
3:15 AM	4		3:15 PM	65	
3:30 AM	1		3:30 PM	86	
3:45 AM	0		3:45 PM	74	
4:00 AM	4	18	4:00 PM	83	298
4:15 AM	4		4:15 PM	57	
4:30 AM	3		4:30 PM	98	
4:45 AM	7		4:45 PM	60	
5:00 AM	7	37	5:00 PM	114	399
5:15 AM	6		5:15 PM	89	
5:30 AM	12		5:30 PM	110	
5:45 AM	12		5:45 PM	86	
6:00 AM	15	102	6:00 PM	102	406
6:15 AM	33		6:15 PM	108	
6:30 AM	19		6:30 PM	117	
6:45 AM	35		6:45 PM	79	
7:00 AM	56	326	7:00 PM	63	191
7:15 AM	64		7:15 PM	58	
7:30 AM	100		7:30 PM	37	
7:45 AM	106		7:45 PM	33	
8:00 AM	96	344	8:00 PM	72	346
8:15 AM	80		8:15 PM	62	
8:30 AM	90		8:30 PM	130	
8:45 AM	78		8:45 PM	82	
9:00 AM	92	281	9:00 PM	28	90
9:15 AM	67		9:15 PM	20	
9:30 AM	62		9:30 PM	22	
9:45 AM	60		9:45 PM	20	
10:00 AM	63	263	10:00 PM	11	55
10:15 AM	63		10:15 PM	16	
10:30 AM	61		10:30 PM	14	
10:45 AM	76		10:45 PM	14	
11:00 AM	60	266	11:00 PM	9	35
11:15 AM	62		11:15 PM	9	
11:30 AM	82		11:30 PM	11	
11:45 AM	62		11:45 PM	6	

24 Hour Total 4667

12:00 AM - 12:00 PM	
12 Hour Count	1680
Peak Hour	7:30 AM
Peak Volume	382
Factor	0.90

12:00 PM - 12:00 AM	
12 Hour Count	2987
Peak Hour	5:45 PM
Peak Volume	413
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

54th St Just East of River Rd

Site: #52
2/6/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	4	13	12:00 PM	60	286
12:15 AM	2		12:15 PM	71	
12:30 AM	3		12:30 PM	73	
12:45 AM	4		12:45 PM	82	
1:00 AM	1	8	1:00 PM	50	221
1:15 AM	4		1:15 PM	63	
1:30 AM	1		1:30 PM	53	
1:45 AM	2		1:45 PM	55	
2:00 AM	5	9	2:00 PM	62	249
2:15 AM	1		2:15 PM	60	
2:30 AM	0		2:30 PM	55	
2:45 AM	3		2:45 PM	72	
3:00 AM	1	2	3:00 PM	51	253
3:15 AM	1		3:15 PM	64	
3:30 AM	0		3:30 PM	70	
3:45 AM	0		3:45 PM	68	
4:00 AM	5	18	4:00 PM	64	308
4:15 AM	4		4:15 PM	76	
4:30 AM	3		4:30 PM	78	
4:45 AM	6		4:45 PM	90	
5:00 AM	7	50	5:00 PM	90	338
5:15 AM	13		5:15 PM	100	
5:30 AM	14		5:30 PM	88	
5:45 AM	16		5:45 PM	60	
6:00 AM	20	99	6:00 PM	72	282
6:15 AM	23		6:15 PM	72	
6:30 AM	15		6:30 PM	65	
6:45 AM	41		6:45 PM	73	
7:00 AM	41	299	7:00 PM	55	162
7:15 AM	59		7:15 PM	50	
7:30 AM	90		7:30 PM	34	
7:45 AM	109		7:45 PM	23	
8:00 AM	80	274	8:00 PM	77	201
8:15 AM	66		8:15 PM	46	
8:30 AM	56		8:30 PM	39	
8:45 AM	72		8:45 PM	39	
9:00 AM	70	231	9:00 PM	23	87
9:15 AM	62		9:15 PM	26	
9:30 AM	43		9:30 PM	16	
9:45 AM	56		9:45 PM	22	
10:00 AM	56	219	10:00 PM	21	68
10:15 AM	57		10:15 PM	14	
10:30 AM	65		10:30 PM	16	
10:45 AM	41		10:45 PM	17	
11:00 AM	46	249	11:00 PM	18	45
11:15 AM	51		11:15 PM	10	
11:30 AM	66		11:30 PM	8	
11:45 AM	86		11:45 PM	9	

24 Hour Total 3971

12:00 AM - 12:00 PM	
12 Hour Count	1471
Peak Hour	7:30 AM
Peak Volume	345
Factor	0.79

12:00 PM - 12:00 AM	
12 Hour Count	2500
Peak Hour	4:45 PM
Peak Volume	368
Factor	0.92

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

54th St Just East of River Rd

Site: #53
2/5/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	11	21	12:00 PM	72	304
12:15 AM	4		12:15 PM	83	
12:30 AM	2		12:30 PM	72	
12:45 AM	4		12:45 PM	77	
1:00 AM	5	9	1:00 PM	70	278
1:15 AM	0		1:15 PM	80	
1:30 AM	2		1:30 PM	68	
1:45 AM	2		1:45 PM	60	
2:00 AM	1	6	2:00 PM	83	287
2:15 AM	1		2:15 PM	65	
2:30 AM	2		2:30 PM	77	
2:45 AM	2		2:45 PM	62	
3:00 AM	2	7	3:00 PM	76	304
3:15 AM	4		3:15 PM	66	
3:30 AM	1		3:30 PM	86	
3:45 AM	0		3:45 PM	76	
4:00 AM	4	19	4:00 PM	82	307
4:15 AM	4		4:15 PM	60	
4:30 AM	4		4:30 PM	105	
4:45 AM	7		4:45 PM	60	
5:00 AM	7	37	5:00 PM	120	415
5:15 AM	6		5:15 PM	91	
5:30 AM	12		5:30 PM	116	
5:45 AM	12		5:45 PM	88	
6:00 AM	16	103	6:00 PM	106	411
6:15 AM	33		6:15 PM	106	
6:30 AM	19		6:30 PM	120	
6:45 AM	35		6:45 PM	79	
7:00 AM	55	333	7:00 PM	64	192
7:15 AM	67		7:15 PM	58	
7:30 AM	104		7:30 PM	37	
7:45 AM	107		7:45 PM	33	
8:00 AM	95	347	8:00 PM	72	352
8:15 AM	82		8:15 PM	62	
8:30 AM	92		8:30 PM	134	
8:45 AM	78		8:45 PM	84	
9:00 AM	96	286	9:00 PM	28	90
9:15 AM	68		9:15 PM	20	
9:30 AM	62		9:30 PM	22	
9:45 AM	60		9:45 PM	20	
10:00 AM	63	264	10:00 PM	11	55
10:15 AM	63		10:15 PM	16	
10:30 AM	62		10:30 PM	14	
10:45 AM	76		10:45 PM	14	
11:00 AM	60	268	11:00 PM	9	35
11:15 AM	63		11:15 PM	9	
11:30 AM	82		11:30 PM	11	
11:45 AM	63		11:45 PM	6	

24 Hour Total 4730

12:00 AM - 12:00 PM	
12 Hour Count	1700
Peak Hour	7:30 AM
Peak Volume	388
Factor	0.91

12:00 PM - 12:00 AM	
12 Hour Count	3030
Peak Hour	5:45 PM
Peak Volume	420
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

54th St Just East of River Rd

Site: #53
2/6/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	4	13	12:00 PM	62	293
12:15 AM	2		12:15 PM	72	
12:30 AM	3		12:30 PM	78	
12:45 AM	4		12:45 PM	81	
1:00 AM	1	8	1:00 PM	52	224
1:15 AM	4		1:15 PM	63	
1:30 AM	1		1:30 PM	53	
1:45 AM	2		1:45 PM	56	
2:00 AM	5	9	2:00 PM	64	251
2:15 AM	1		2:15 PM	60	
2:30 AM	0		2:30 PM	55	
2:45 AM	3		2:45 PM	72	
3:00 AM	1	2	3:00 PM	51	257
3:15 AM	1		3:15 PM	66	
3:30 AM	0		3:30 PM	70	
3:45 AM	0		3:45 PM	70	
4:00 AM	5	18	4:00 PM	64	310
4:15 AM	4		4:15 PM	75	
4:30 AM	3		4:30 PM	79	
4:45 AM	6		4:45 PM	92	
5:00 AM	7	50	5:00 PM	90	341
5:15 AM	13		5:15 PM	102	
5:30 AM	14		5:30 PM	89	
5:45 AM	16		5:45 PM	60	
6:00 AM	20	100	6:00 PM	73	285
6:15 AM	23		6:15 PM	72	
6:30 AM	15		6:30 PM	66	
6:45 AM	42		6:45 PM	74	
7:00 AM	41	303	7:00 PM	55	165
7:15 AM	60		7:15 PM	52	
7:30 AM	93		7:30 PM	35	
7:45 AM	109		7:45 PM	23	
8:00 AM	80	277	8:00 PM	78	203
8:15 AM	69		8:15 PM	46	
8:30 AM	56		8:30 PM	39	
8:45 AM	72		8:45 PM	40	
9:00 AM	70	232	9:00 PM	23	87
9:15 AM	63		9:15 PM	26	
9:30 AM	43		9:30 PM	16	
9:45 AM	56		9:45 PM	22	
10:00 AM	57	220	10:00 PM	21	68
10:15 AM	57		10:15 PM	14	
10:30 AM	66		10:30 PM	16	
10:45 AM	40		10:45 PM	17	
11:00 AM	46	247	11:00 PM	18	45
11:15 AM	50		11:15 PM	10	
11:30 AM	66		11:30 PM	8	
11:45 AM	85		11:45 PM	9	

24 Hour Total 4008

12:00 AM - 12:00 PM	
12 Hour Count	1479
Peak Hour	7:30 AM
Peak Volume	351
Factor	0.81

12:00 PM - 12:00 AM	
12 Hour Count	2529
Peak Hour	4:45 PM
Peak Volume	373
Factor	0.91

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB on Ramp from 2nd Ave

Site: #54
2/5/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	14	27	12:00 PM	145	540
12:15 AM	3		12:15 PM	138	
12:30 AM	3		12:30 PM	134	
12:45 AM	7		12:45 PM	123	
1:00 AM	2	15	1:00 PM	139	511
1:15 AM	3		1:15 PM	131	
1:30 AM	6		1:30 PM	120	
1:45 AM	4		1:45 PM	121	
2:00 AM	4	7	2:00 PM	128	506
2:15 AM	1		2:15 PM	132	
2:30 AM	2		2:30 PM	108	
2:45 AM	0		2:45 PM	138	
3:00 AM	0	13	3:00 PM	149	771
3:15 AM	7		3:15 PM	195	
3:30 AM	5		3:30 PM	214	
3:45 AM	1		3:45 PM	213	
4:00 AM	3	29	4:00 PM	222	870
4:15 AM	6		4:15 PM	178	
4:30 AM	8		4:30 PM	215	
4:45 AM	12		4:45 PM	255	
5:00 AM	12	68	5:00 PM	282	1130
5:15 AM	18		5:15 PM	336	
5:30 AM	20		5:30 PM	292	
5:45 AM	18		5:45 PM	220	
6:00 AM	12	110	6:00 PM	199	584
6:15 AM	22		6:15 PM	179	
6:30 AM	37		6:30 PM	114	
6:45 AM	39		6:45 PM	92	
7:00 AM	55	252	7:00 PM	84	335
7:15 AM	52		7:15 PM	83	
7:30 AM	70		7:30 PM	84	
7:45 AM	75		7:45 PM	84	
8:00 AM	96	431	8:00 PM	64	214
8:15 AM	129		8:15 PM	71	
8:30 AM	98		8:30 PM	49	
8:45 AM	108		8:45 PM	30	
9:00 AM	99	384	9:00 PM	48	151
9:15 AM	103		9:15 PM	30	
9:30 AM	94		9:30 PM	39	
9:45 AM	88		9:45 PM	34	
10:00 AM	106	348	10:00 PM	23	86
10:15 AM	68		10:15 PM	33	
10:30 AM	72		10:30 PM	16	
10:45 AM	102		10:45 PM	14	
11:00 AM	93	457	11:00 PM	32	62
11:15 AM	108		11:15 PM	12	
11:30 AM	118		11:30 PM	11	
11:45 AM	138		11:45 PM	7	

24 Hour Total 7901

12:00 AM - 12:00 PM	
12 Hour Count	2141
Peak Hour	11:00 AM
Peak Volume	457
Factor	0.83

12:00 PM - 12:00 AM	
12 Hour Count	5760
Peak Hour	4:45 PM
Peak Volume	1165
Factor	0.87

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB on Ramp from 2nd Ave

Site: #54
2/6/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	7	33	12:00 PM	98	364
12:15 AM	12		12:15 PM	100	
12:30 AM	8		12:30 PM	64	
12:45 AM	6		12:45 PM	102	
1:00 AM	4	26	1:00 PM	98	413
1:15 AM	7		1:15 PM	96	
1:30 AM	9		1:30 PM	126	
1:45 AM	6		1:45 PM	93	
2:00 AM	2	14	2:00 PM	97	419
2:15 AM	2		2:15 PM	94	
2:30 AM	4		2:30 PM	114	
2:45 AM	6		2:45 PM	114	
3:00 AM	3	10	3:00 PM	115	589
3:15 AM	2		3:15 PM	169	
3:30 AM	3		3:30 PM	160	
3:45 AM	2		3:45 PM	145	
4:00 AM	4	25	4:00 PM	188	773
4:15 AM	3		4:15 PM	159	
4:30 AM	10		4:30 PM	182	
4:45 AM	8		4:45 PM	244	
5:00 AM	11	60	5:00 PM	239	1109
5:15 AM	15		5:15 PM	326	
5:30 AM	9		5:30 PM	296	
5:45 AM	25		5:45 PM	248	
6:00 AM	15	90	6:00 PM	184	565
6:15 AM	17		6:15 PM	167	
6:30 AM	26		6:30 PM	109	
6:45 AM	32		6:45 PM	105	
7:00 AM	52	278	7:00 PM	94	337
7:15 AM	54		7:15 PM	81	
7:30 AM	87		7:30 PM	92	
7:45 AM	85		7:45 PM	70	
8:00 AM	66	354	8:00 PM	70	217
8:15 AM	110		8:15 PM	56	
8:30 AM	96		8:30 PM	36	
8:45 AM	82		8:45 PM	55	
9:00 AM	75	289	9:00 PM	40	255
9:15 AM	58		9:15 PM	115	
9:30 AM	78		9:30 PM	64	
9:45 AM	78		9:45 PM	36	
10:00 AM	71	323	10:00 PM	31	138
10:15 AM	76		10:15 PM	30	
10:30 AM	84		10:30 PM	33	
10:45 AM	92		10:45 PM	44	
11:00 AM	98	441	11:00 PM	72	167
11:15 AM	105		11:15 PM	52	
11:30 AM	104		11:30 PM	26	
11:45 AM	134		11:45 PM	17	

24 Hour Total 7289

12:00 AM - 12:00 PM	
12 Hour Count	1943
Peak Hour	11:00 AM
Peak Volume	441
Factor	0.82

12:00 PM - 12:00 AM	
12 Hour Count	5346
Peak Hour	5:00 PM
Peak Volume	1109
Factor	0.85

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy WB on Ramp from
2nd Ave

Site: #55
2/5/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	13	51	12:00 PM	97	388
12:15 AM	11		12:15 PM	99	
12:30 AM	12		12:30 PM	104	
12:45 AM	15		12:45 PM	88	
1:00 AM	4	22	1:00 PM	102	398
1:15 AM	3		1:15 PM	94	
1:30 AM	6		1:30 PM	96	
1:45 AM	9		1:45 PM	106	
2:00 AM	9	21	2:00 PM	101	481
2:15 AM	6		2:15 PM	124	
2:30 AM	3		2:30 PM	134	
2:45 AM	3		2:45 PM	122	
3:00 AM	7	28	3:00 PM	122	550
3:15 AM	4		3:15 PM	134	
3:30 AM	9		3:30 PM	136	
3:45 AM	8		3:45 PM	158	
4:00 AM	3	31	4:00 PM	166	646
4:15 AM	7		4:15 PM	157	
4:30 AM	12		4:30 PM	150	
4:45 AM	9		4:45 PM	173	
5:00 AM	7	57	5:00 PM	178	694
5:15 AM	14		5:15 PM	208	
5:30 AM	14		5:30 PM	170	
5:45 AM	22		5:45 PM	138	
6:00 AM	18	134	6:00 PM	112	372
6:15 AM	26		6:15 PM	120	
6:30 AM	36		6:30 PM	80	
6:45 AM	54		6:45 PM	60	
7:00 AM	60	285	7:00 PM	86	318
7:15 AM	64		7:15 PM	78	
7:30 AM	80		7:30 PM	96	
7:45 AM	81		7:45 PM	58	
8:00 AM	72	275	8:00 PM	64	264
8:15 AM	72		8:15 PM	68	
8:30 AM	74		8:30 PM	74	
8:45 AM	57		8:45 PM	58	
9:00 AM	78	291	9:00 PM	62	188
9:15 AM	72		9:15 PM	45	
9:30 AM	70		9:30 PM	38	
9:45 AM	71		9:45 PM	43	
10:00 AM	74	324	10:00 PM	28	92
10:15 AM	76		10:15 PM	24	
10:30 AM	87		10:30 PM	23	
10:45 AM	87		10:45 PM	17	
11:00 AM	86	352	11:00 PM	28	71
11:15 AM	96		11:15 PM	18	
11:30 AM	90		11:30 PM	17	
11:45 AM	80		11:45 PM	8	

24 Hour Total 6333

12:00 AM - 12:00 PM	
12 Hour Count	1871
Peak Hour	10:45 AM
Peak Volume	359
Factor	0.93

12:00 PM - 12:00 AM	
12 Hour Count	4462
Peak Hour	4:45 PM
Peak Volume	729
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy WB on Ramp from
2nd Ave

Site: #55
2/6/2020
Thursday

Daily Volume, per Channel

	WB			WB	
Interval Start			Interval Start		
12:00 AM	17	52	12:00 PM	94	356
12:15 AM	13		12:15 PM	100	
12:30 AM	6		12:30 PM	78	
12:45 AM	16		12:45 PM	84	
1:00 AM	6	20	1:00 PM	85	315
1:15 AM	5		1:15 PM	72	
1:30 AM	5		1:30 PM	68	
1:45 AM	4		1:45 PM	90	
2:00 AM	4	14	2:00 PM	81	397
2:15 AM	4		2:15 PM	100	
2:30 AM	3		2:30 PM	96	
2:45 AM	3		2:45 PM	120	
3:00 AM	5	15	3:00 PM	106	436
3:15 AM	1		3:15 PM	110	
3:30 AM	3		3:30 PM	104	
3:45 AM	6		3:45 PM	116	
4:00 AM	9	21	4:00 PM	120	544
4:15 AM	3		4:15 PM	126	
4:30 AM	1		4:30 PM	142	
4:45 AM	8		4:45 PM	156	
5:00 AM	7	47	5:00 PM	184	634
5:15 AM	5		5:15 PM	187	
5:30 AM	17		5:30 PM	134	
5:45 AM	18		5:45 PM	129	
6:00 AM	16	118	6:00 PM	112	372
6:15 AM	35		6:15 PM	96	
6:30 AM	27		6:30 PM	87	
6:45 AM	40		6:45 PM	77	
7:00 AM	39	206	7:00 PM	92	327
7:15 AM	48		7:15 PM	85	
7:30 AM	52		7:30 PM	86	
7:45 AM	67		7:45 PM	64	
8:00 AM	56	238	8:00 PM	72	231
8:15 AM	50		8:15 PM	60	
8:30 AM	70		8:30 PM	55	
8:45 AM	62		8:45 PM	44	
9:00 AM	60	273	9:00 PM	47	177
9:15 AM	59		9:15 PM	61	
9:30 AM	84		9:30 PM	32	
9:45 AM	70		9:45 PM	37	
10:00 AM	79	282	10:00 PM	37	108
10:15 AM	60		10:15 PM	37	
10:30 AM	59		10:30 PM	20	
10:45 AM	84		10:45 PM	14	
11:00 AM	98	372	11:00 PM	29	88
11:15 AM	98		11:15 PM	23	
11:30 AM	82		11:30 PM	17	
11:45 AM	94		11:45 PM	19	

24 Hour Total 5643

12:00 AM - 12:00 PM	
12 Hour Count	1658
Peak Hour	11:00 AM
Peak Volume	372
Factor	0.95

12:00 PM - 12:00 AM	
12 Hour Count	3985
Peak Hour	4:30 PM
Peak Volume	669
Factor	0.89

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB off Ramp to
2nd Ave

Site: #56
2/5/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	7	19	12:00 PM	67	343
12:15 AM	3		12:15 PM	86	
12:30 AM	6		12:30 PM	98	
12:45 AM	3		12:45 PM	92	
1:00 AM	6	27	1:00 PM	88	404
1:15 AM	8		1:15 PM	104	
1:30 AM	3		1:30 PM	114	
1:45 AM	10		1:45 PM	98	
2:00 AM	5	14	2:00 PM	87	373
2:15 AM	1		2:15 PM	112	
2:30 AM	3		2:30 PM	94	
2:45 AM	5		2:45 PM	80	
3:00 AM	7	23	3:00 PM	87	372
3:15 AM	4		3:15 PM	86	
3:30 AM	4		3:30 PM	98	
3:45 AM	8		3:45 PM	101	
4:00 AM	8	38	4:00 PM	108	355
4:15 AM	4		4:15 PM	88	
4:30 AM	10		4:30 PM	74	
4:45 AM	16		4:45 PM	85	
5:00 AM	12	126	5:00 PM	98	361
5:15 AM	22		5:15 PM	102	
5:30 AM	36		5:30 PM	79	
5:45 AM	56		5:45 PM	82	
6:00 AM	53	356	6:00 PM	95	329
6:15 AM	82		6:15 PM	85	
6:30 AM	103		6:30 PM	90	
6:45 AM	118		6:45 PM	59	
7:00 AM	138	802	7:00 PM	46	182
7:15 AM	182		7:15 PM	58	
7:30 AM	238		7:30 PM	40	
7:45 AM	244		7:45 PM	38	
8:00 AM	189	733	8:00 PM	32	119
8:15 AM	186		8:15 PM	31	
8:30 AM	182		8:30 PM	31	
8:45 AM	176		8:45 PM	25	
9:00 AM	122	437	9:00 PM	32	105
9:15 AM	112		9:15 PM	25	
9:30 AM	110		9:30 PM	22	
9:45 AM	93		9:45 PM	26	
10:00 AM	96	399	10:00 PM	28	88
10:15 AM	101		10:15 PM	26	
10:30 AM	108		10:30 PM	19	
10:45 AM	94		10:45 PM	15	
11:00 AM	72	355	11:00 PM	13	44
11:15 AM	88		11:15 PM	14	
11:30 AM	107		11:30 PM	7	
11:45 AM	88		11:45 PM	10	

24 Hour Total 6404

12:00 AM - 12:00 PM	
12 Hour Count	3329
Peak Hour	7:30 AM
Peak Volume	857
Factor	0.88

12:00 PM - 12:00 AM	
12 Hour Count	3075
Peak Hour	1:30 PM
Peak Volume	411
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB off Ramp to
2nd Ave

Site: #56
2/6/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	11	27	12:00 PM	63	304
12:15 AM	3		12:15 PM	60	
12:30 AM	7		12:30 PM	88	
12:45 AM	6		12:45 PM	93	
1:00 AM	3	27	1:00 PM	68	309
1:15 AM	6		1:15 PM	84	
1:30 AM	4		1:30 PM	77	
1:45 AM	14		1:45 PM	80	
2:00 AM	4	19	2:00 PM	92	327
2:15 AM	8		2:15 PM	81	
2:30 AM	2		2:30 PM	81	
2:45 AM	5		2:45 PM	73	
3:00 AM	1	15	3:00 PM	77	311
3:15 AM	1		3:15 PM	69	
3:30 AM	4		3:30 PM	88	
3:45 AM	9		3:45 PM	77	
4:00 AM	5	36	4:00 PM	73	317
4:15 AM	9		4:15 PM	78	
4:30 AM	10		4:30 PM	72	
4:45 AM	12		4:45 PM	94	
5:00 AM	10	101	5:00 PM	64	321
5:15 AM	22		5:15 PM	86	
5:30 AM	31		5:30 PM	80	
5:45 AM	38		5:45 PM	91	
6:00 AM	50	352	6:00 PM	81	258
6:15 AM	78		6:15 PM	67	
6:30 AM	104		6:30 PM	57	
6:45 AM	120		6:45 PM	53	
7:00 AM	136	774	7:00 PM	50	154
7:15 AM	180		7:15 PM	42	
7:30 AM	212		7:30 PM	28	
7:45 AM	246		7:45 PM	34	
8:00 AM	166	646	8:00 PM	33	139
8:15 AM	176		8:15 PM	41	
8:30 AM	146		8:30 PM	37	
8:45 AM	158		8:45 PM	28	
9:00 AM	102	392	9:00 PM	26	105
9:15 AM	104		9:15 PM	28	
9:30 AM	87		9:30 PM	18	
9:45 AM	99		9:45 PM	33	
10:00 AM	84	368	10:00 PM	30	87
10:15 AM	94		10:15 PM	22	
10:30 AM	96		10:30 PM	22	
10:45 AM	94		10:45 PM	13	
11:00 AM	80	290	11:00 PM	13	56
11:15 AM	68		11:15 PM	15	
11:30 AM	66		11:30 PM	11	
11:45 AM	76		11:45 PM	17	

24 Hour Total 5735

12:00 AM - 12:00 PM

12 Hour Count	3047
Peak Hour	7:15 AM
Peak Volume	804
Factor	0.82

12:00 PM - 12:00 AM

12 Hour Count	2688
Peak Hour	5:15 PM
Peak Volume	338
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy WB off Ramp to
2nd Ave

Site: #57
2/5/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	3	17	12:00 PM	115	547
12:15 AM	8		12:15 PM	127	
12:30 AM	2		12:30 PM	142	
12:45 AM	4		12:45 PM	163	
1:00 AM	5	15	1:00 PM	141	540
1:15 AM	4		1:15 PM	126	
1:30 AM	4		1:30 PM	130	
1:45 AM	2		1:45 PM	143	
2:00 AM	3	9	2:00 PM	118	476
2:15 AM	2		2:15 PM	106	
2:30 AM	0		2:30 PM	120	
2:45 AM	4		2:45 PM	132	
3:00 AM	1	9	3:00 PM	142	542
3:15 AM	5		3:15 PM	138	
3:30 AM	1		3:30 PM	126	
3:45 AM	2		3:45 PM	136	
4:00 AM	6	27	4:00 PM	109	454
4:15 AM	7		4:15 PM	117	
4:30 AM	6		4:30 PM	104	
4:45 AM	8		4:45 PM	124	
5:00 AM	14	109	5:00 PM	93	307
5:15 AM	28		5:15 PM	63	
5:30 AM	31		5:30 PM	77	
5:45 AM	36		5:45 PM	74	
6:00 AM	44	371	6:00 PM	70	292
6:15 AM	74		6:15 PM	76	
6:30 AM	99		6:30 PM	78	
6:45 AM	154		6:45 PM	68	
7:00 AM	186	1289	7:00 PM	53	173
7:15 AM	263		7:15 PM	39	
7:30 AM	390		7:30 PM	46	
7:45 AM	450		7:45 PM	35	
8:00 AM	458	1511	8:00 PM	29	99
8:15 AM	431		8:15 PM	28	
8:30 AM	320		8:30 PM	21	
8:45 AM	302		8:45 PM	21	
9:00 AM	234	696	9:00 PM	20	81
9:15 AM	182		9:15 PM	24	
9:30 AM	150		9:30 PM	17	
9:45 AM	130		9:45 PM	20	
10:00 AM	137	522	10:00 PM	18	56
10:15 AM	126		10:15 PM	15	
10:30 AM	138		10:30 PM	16	
10:45 AM	121		10:45 PM	7	
11:00 AM	113	519	11:00 PM	12	40
11:15 AM	127		11:15 PM	9	
11:30 AM	138		11:30 PM	11	
11:45 AM	141		11:45 PM	8	

24 Hour Total 8701

12:00 AM - 12:00 PM	
12 Hour Count	5094
Peak Hour	7:30 AM
Peak Volume	1729
Factor	0.94

12:00 PM - 12:00 AM	
12 Hour Count	3607
Peak Hour	12:15 PM
Peak Volume	573
Factor	0.88

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy WB off Ramp to
2nd Ave

Site: #57
2/6/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	8	20	12:00 PM	112	456
12:15 AM	7		12:15 PM	103	
12:30 AM	3		12:30 PM	115	
12:45 AM	2		12:45 PM	126	
1:00 AM	4	15	1:00 PM	123	457
1:15 AM	1		1:15 PM	129	
1:30 AM	8		1:30 PM	106	
1:45 AM	2		1:45 PM	99	
2:00 AM	0	4	2:00 PM	105	433
2:15 AM	2		2:15 PM	127	
2:30 AM	1		2:30 PM	94	
2:45 AM	1		2:45 PM	107	
3:00 AM	1	10	3:00 PM	104	399
3:15 AM	3		3:15 PM	111	
3:30 AM	1		3:30 PM	72	
3:45 AM	5		3:45 PM	112	
4:00 AM	5	35	4:00 PM	92	405
4:15 AM	7		4:15 PM	108	
4:30 AM	12		4:30 PM	100	
4:45 AM	11		4:45 PM	105	
5:00 AM	16	105	5:00 PM	99	431
5:15 AM	22		5:15 PM	115	
5:30 AM	29		5:30 PM	108	
5:45 AM	38		5:45 PM	109	
6:00 AM	46	361	6:00 PM	118	367
6:15 AM	66		6:15 PM	103	
6:30 AM	116		6:30 PM	76	
6:45 AM	133		6:45 PM	70	
7:00 AM	169	1214	7:00 PM	66	194
7:15 AM	257		7:15 PM	53	
7:30 AM	352		7:30 PM	38	
7:45 AM	436		7:45 PM	37	
8:00 AM	441	1403	8:00 PM	30	127
8:15 AM	420		8:15 PM	35	
8:30 AM	282		8:30 PM	30	
8:45 AM	260		8:45 PM	32	
9:00 AM	218	680	9:00 PM	34	98
9:15 AM	187		9:15 PM	34	
9:30 AM	152		9:30 PM	14	
9:45 AM	123		9:45 PM	16	
10:00 AM	114	454	10:00 PM	34	104
10:15 AM	127		10:15 PM	24	
10:30 AM	114		10:30 PM	22	
10:45 AM	99		10:45 PM	24	
11:00 AM	116	484	11:00 PM	14	53
11:15 AM	112		11:15 PM	22	
11:30 AM	128		11:30 PM	9	
11:45 AM	128		11:45 PM	8	

24 Hour Total 8309

12:00 AM - 12:00 PM	
12 Hour Count	4785
Peak Hour	7:30 AM
Peak Volume	1649
Factor	0.93

12:00 PM - 12:00 AM	
12 Hour Count	3524
Peak Hour	12:30 PM
Peak Volume	493
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Access Road just before
WB ON Ramp from Moon Road

Site: #1
1/29/2020
Wednesday

Daily Volume, per Channel

	WB			WB	
Interval Start			Interval Start		
12:00 AM	13	27	12:00 PM	94	440
12:15 AM	4		12:15 PM	132	
12:30 AM	8		12:30 PM	98	
12:45 AM	2		12:45 PM	116	
1:00 AM	10	27	1:00 PM	102	455
1:15 AM	8		1:15 PM	121	
1:30 AM	3		1:30 PM	118	
1:45 AM	6		1:45 PM	114	
2:00 AM	9	39	2:00 PM	112	523
2:15 AM	16		2:15 PM	152	
2:30 AM	5		2:30 PM	128	
2:45 AM	9		2:45 PM	131	
3:00 AM	6	38	3:00 PM	116	563
3:15 AM	6		3:15 PM	138	
3:30 AM	10		3:30 PM	152	
3:45 AM	16		3:45 PM	157	
4:00 AM	12	73	4:00 PM	158	664
4:15 AM	16		4:15 PM	179	
4:30 AM	18		4:30 PM	153	
4:45 AM	27		4:45 PM	174	
5:00 AM	46	236	5:00 PM	180	775
5:15 AM	47		5:15 PM	193	
5:30 AM	60		5:30 PM	206	
5:45 AM	83		5:45 PM	196	
6:00 AM	75	394	6:00 PM	132	500
6:15 AM	86		6:15 PM	130	
6:30 AM	89		6:30 PM	136	
6:45 AM	144		6:45 PM	102	
7:00 AM	192	976	7:00 PM	76	292
7:15 AM	227		7:15 PM	81	
7:30 AM	283		7:30 PM	63	
7:45 AM	274		7:45 PM	72	
8:00 AM	236	803	8:00 PM	58	211
8:15 AM	193		8:15 PM	56	
8:30 AM	200		8:30 PM	52	
8:45 AM	174		8:45 PM	45	
9:00 AM	140	530	9:00 PM	48	139
9:15 AM	125		9:15 PM	42	
9:30 AM	121		9:30 PM	28	
9:45 AM	144		9:45 PM	21	
10:00 AM	94	389	10:00 PM	24	82
10:15 AM	94		10:15 PM	25	
10:30 AM	91		10:30 PM	23	
10:45 AM	110		10:45 PM	10	
11:00 AM	79	409	11:00 PM	18	64
11:15 AM	122		11:15 PM	10	
11:30 AM	98		11:30 PM	18	
11:45 AM	110		11:45 PM	18	

24 Hour Total 8649

12:00 AM - 12:00 PM	
12 Hour Count	3941
Peak Hour	7:15 AM
Peak Volume	1020
Factor	0.90

12:00 PM - 12:00 AM	
12 Hour Count	4708
Peak Hour	5:00 PM
Peak Volume	775
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Access Road just before
WB ON Ramp from Moon Road

Site: #1
1/30/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	10	28	12:00 PM	118	491
12:15 AM	8		12:15 PM	118	
12:30 AM	6		12:30 PM	131	
12:45 AM	4		12:45 PM	124	
1:00 AM	4	24	1:00 PM	92	453
1:15 AM	6		1:15 PM	117	
1:30 AM	8		1:30 PM	124	
1:45 AM	6		1:45 PM	120	
2:00 AM	12	38	2:00 PM	116	547
2:15 AM	9		2:15 PM	158	
2:30 AM	5		2:30 PM	147	
2:45 AM	12		2:45 PM	126	
3:00 AM	6	32	3:00 PM	119	637
3:15 AM	6		3:15 PM	133	
3:30 AM	12		3:30 PM	188	
3:45 AM	8		3:45 PM	197	
4:00 AM	6	77	4:00 PM	154	727
4:15 AM	24		4:15 PM	206	
4:30 AM	19		4:30 PM	172	
4:45 AM	28		4:45 PM	195	
5:00 AM	34	207	5:00 PM	200	848
5:15 AM	51		5:15 PM	222	
5:30 AM	55		5:30 PM	238	
5:45 AM	67		5:45 PM	188	
6:00 AM	65	335	6:00 PM	190	568
6:15 AM	60		6:15 PM	124	
6:30 AM	88		6:30 PM	154	
6:45 AM	122		6:45 PM	100	
7:00 AM	192	829	7:00 PM	100	335
7:15 AM	202		7:15 PM	85	
7:30 AM	233		7:30 PM	82	
7:45 AM	202		7:45 PM	68	
8:00 AM	173	733	8:00 PM	64	251
8:15 AM	176		8:15 PM	76	
8:30 AM	190		8:30 PM	67	
8:45 AM	194		8:45 PM	44	
9:00 AM	134	548	9:00 PM	52	146
9:15 AM	130		9:15 PM	32	
9:30 AM	142		9:30 PM	36	
9:45 AM	142		9:45 PM	26	
10:00 AM	96	450	10:00 PM	16	86
10:15 AM	94		10:15 PM	34	
10:30 AM	118		10:30 PM	20	
10:45 AM	142		10:45 PM	16	
11:00 AM	111	481	11:00 PM	24	79
11:15 AM	142		11:15 PM	18	
11:30 AM	122		11:30 PM	18	
11:45 AM	106		11:45 PM	19	

24 Hour Total 8950

12:00 AM - 12:00 PM

12 Hour Count	3782
Peak Hour	7:00 AM
Peak Volume	829
Factor	0.89

12:00 PM - 12:00 AM

12 Hour Count	5168
Peak Hour	4:45 PM
Peak Volume	855
Factor	0.90

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Access Rd Just after
EB off ramp to Moon Rd

Site: #2
1/29/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	14	49	12:00 PM	124	468
12:15 AM	14		12:15 PM	115	
12:30 AM	9		12:30 PM	105	
12:45 AM	12		12:45 PM	124	
1:00 AM	7	26	1:00 PM	116	498
1:15 AM	10		1:15 PM	125	
1:30 AM	5		1:30 PM	130	
1:45 AM	4		1:45 PM	127	
2:00 AM	1	19	2:00 PM	118	492
2:15 AM	4		2:15 PM	124	
2:30 AM	2		2:30 PM	122	
2:45 AM	12		2:45 PM	128	
3:00 AM	12	28	3:00 PM	151	665
3:15 AM	4		3:15 PM	176	
3:30 AM	6		3:30 PM	160	
3:45 AM	6		3:45 PM	178	
4:00 AM	6	67	4:00 PM	200	785
4:15 AM	14		4:15 PM	175	
4:30 AM	25		4:30 PM	186	
4:45 AM	22		4:45 PM	224	
5:00 AM	26	145	5:00 PM	239	854
5:15 AM	38		5:15 PM	226	
5:30 AM	36		5:30 PM	200	
5:45 AM	45		5:45 PM	189	
6:00 AM	40	321	6:00 PM	158	540
6:15 AM	77		6:15 PM	144	
6:30 AM	79		6:30 PM	121	
6:45 AM	125		6:45 PM	117	
7:00 AM	118	624	7:00 PM	126	430
7:15 AM	142		7:15 PM	116	
7:30 AM	173		7:30 PM	104	
7:45 AM	191		7:45 PM	84	
8:00 AM	146	490	8:00 PM	90	341
8:15 AM	114		8:15 PM	102	
8:30 AM	112		8:30 PM	72	
8:45 AM	118		8:45 PM	77	
9:00 AM	92	331	9:00 PM	70	202
9:15 AM	82		9:15 PM	52	
9:30 AM	68		9:30 PM	40	
9:45 AM	89		9:45 PM	40	
10:00 AM	87	350	10:00 PM	44	143
10:15 AM	83		10:15 PM	42	
10:30 AM	94		10:30 PM	31	
10:45 AM	86		10:45 PM	26	
11:00 AM	91	419	11:00 PM	25	108
11:15 AM	100		11:15 PM	41	
11:30 AM	118		11:30 PM	20	
11:45 AM	110		11:45 PM	22	

24 Hour Total 8395

12:00 AM - 12:00 PM

12 Hour Count	2869
Peak Hour	7:15 AM
Peak Volume	652
Factor	0.85

12:00 PM - 12:00 AM

12 Hour Count	5526
Peak Hour	4:45 PM
Peak Volume	889
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Access Rd Just after
EB off ramp to Moon Rd

Site: #2
1/30/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	16	51	12:00 PM	122	480
12:15 AM	10		12:15 PM	124	
12:30 AM	13		12:30 PM	124	
12:45 AM	12		12:45 PM	110	
1:00 AM	6	37	1:00 PM	112	470
1:15 AM	10		1:15 PM	122	
1:30 AM	10		1:30 PM	118	
1:45 AM	11		1:45 PM	118	
2:00 AM	8	34	2:00 PM	142	532
2:15 AM	10		2:15 PM	112	
2:30 AM	9		2:30 PM	132	
2:45 AM	7		2:45 PM	146	
3:00 AM	5	20	3:00 PM	158	701
3:15 AM	1		3:15 PM	174	
3:30 AM	6		3:30 PM	179	
3:45 AM	8		3:45 PM	190	
4:00 AM	10	79	4:00 PM	194	817
4:15 AM	19		4:15 PM	187	
4:30 AM	26		4:30 PM	202	
4:45 AM	24		4:45 PM	234	
5:00 AM	31	129	5:00 PM	232	860
5:15 AM	30		5:15 PM	218	
5:30 AM	40		5:30 PM	222	
5:45 AM	28		5:45 PM	188	
6:00 AM	41	320	6:00 PM	188	656
6:15 AM	85		6:15 PM	174	
6:30 AM	100		6:30 PM	150	
6:45 AM	94		6:45 PM	144	
7:00 AM	120	607	7:00 PM	166	551
7:15 AM	120		7:15 PM	141	
7:30 AM	190		7:30 PM	125	
7:45 AM	177		7:45 PM	119	
8:00 AM	156	532	8:00 PM	118	399
8:15 AM	136		8:15 PM	93	
8:30 AM	110		8:30 PM	110	
8:45 AM	130		8:45 PM	78	
9:00 AM	87	355	9:00 PM	90	244
9:15 AM	94		9:15 PM	58	
9:30 AM	102		9:30 PM	48	
9:45 AM	72		9:45 PM	48	
10:00 AM	90	336	10:00 PM	43	134
10:15 AM	78		10:15 PM	35	
10:30 AM	80		10:30 PM	31	
10:45 AM	88		10:45 PM	25	
11:00 AM	91	403	11:00 PM	30	122
11:15 AM	96		11:15 PM	34	
11:30 AM	118		11:30 PM	34	
11:45 AM	98		11:45 PM	24	

24 Hour Total 8869

12:00 AM - 12:00 PM	
12 Hour Count	2903
Peak Hour	7:30 AM
Peak Volume	659
Factor	0.87

12:00 PM - 12:00 AM	
12 Hour Count	5966
Peak Hour	4:45 PM
Peak Volume	906
Factor	0.97

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Access Rd just After
WB off Ramp to Veterans Pkwy

Site: #3
1/29/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	30	58	12:00 PM	109	531
12:15 AM	10		12:15 PM	138	
12:30 AM	12		12:30 PM	144	
12:45 AM	6		12:45 PM	140	
1:00 AM	15	30	1:00 PM	146	532
1:15 AM	8		1:15 PM	127	
1:30 AM	1		1:30 PM	129	
1:45 AM	6		1:45 PM	130	
2:00 AM	12	44	2:00 PM	141	605
2:15 AM	16		2:15 PM	150	
2:30 AM	6		2:30 PM	150	
2:45 AM	10		2:45 PM	164	
3:00 AM	8	51	3:00 PM	151	647
3:15 AM	8		3:15 PM	158	
3:30 AM	10		3:30 PM	186	
3:45 AM	25		3:45 PM	152	
4:00 AM	17	90	4:00 PM	168	693
4:15 AM	15		4:15 PM	173	
4:30 AM	20		4:30 PM	171	
4:45 AM	38		4:45 PM	181	
5:00 AM	70	327	5:00 PM	232	878
5:15 AM	72		5:15 PM	232	
5:30 AM	85		5:30 PM	212	
5:45 AM	100		5:45 PM	202	
6:00 AM	84	441	6:00 PM	174	574
6:15 AM	96		6:15 PM	138	
6:30 AM	100		6:30 PM	152	
6:45 AM	161		6:45 PM	110	
7:00 AM	220	1135	7:00 PM	98	396
7:15 AM	260		7:15 PM	115	
7:30 AM	325		7:30 PM	89	
7:45 AM	330		7:45 PM	94	
8:00 AM	274	948	8:00 PM	94	316
8:15 AM	236		8:15 PM	73	
8:30 AM	232		8:30 PM	74	
8:45 AM	206		8:45 PM	75	
9:00 AM	146	530	9:00 PM	110	261
9:15 AM	132		9:15 PM	64	
9:30 AM	108		9:30 PM	41	
9:45 AM	144		9:45 PM	46	
10:00 AM	94	398	10:00 PM	52	163
10:15 AM	86		10:15 PM	48	
10:30 AM	104		10:30 PM	42	
10:45 AM	114		10:45 PM	21	
11:00 AM	98	415	11:00 PM	30	114
11:15 AM	116		11:15 PM	26	
11:30 AM	96		11:30 PM	28	
11:45 AM	105		11:45 PM	30	

24 Hour Total 10177

12:00 AM - 12:00 PM

12 Hour Count	4467
Peak Hour	7:15 AM
Peak Volume	1189
Factor	0.90

12:00 PM - 12:00 AM

12 Hour Count	5710
Peak Hour	5:00 PM
Peak Volume	878
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Access Rd just After
WB off Ramp to Veterans Pkwy

Site: #3
1/30/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	22	57	12:00 PM	146	591
12:15 AM	16		12:15 PM	146	
12:30 AM	9		12:30 PM	143	
12:45 AM	10		12:45 PM	156	
1:00 AM	4	29	1:00 PM	144	553
1:15 AM	10		1:15 PM	130	
1:30 AM	9		1:30 PM	137	
1:45 AM	6		1:45 PM	142	
2:00 AM	16	54	2:00 PM	150	600
2:15 AM	12		2:15 PM	152	
2:30 AM	8		2:30 PM	150	
2:45 AM	18		2:45 PM	148	
3:00 AM	10	48	3:00 PM	150	723
3:15 AM	12		3:15 PM	156	
3:30 AM	12		3:30 PM	222	
3:45 AM	14		3:45 PM	195	
4:00 AM	10	100	4:00 PM	175	725
4:15 AM	22		4:15 PM	188	
4:30 AM	28		4:30 PM	188	
4:45 AM	40		4:45 PM	174	
5:00 AM	53	315	5:00 PM	225	936
5:15 AM	76		5:15 PM	246	
5:30 AM	86		5:30 PM	242	
5:45 AM	100		5:45 PM	223	
6:00 AM	85	436	6:00 PM	198	654
6:15 AM	76		6:15 PM	170	
6:30 AM	125		6:30 PM	156	
6:45 AM	150		6:45 PM	130	
7:00 AM	225	1163	7:00 PM	134	457
7:15 AM	254		7:15 PM	116	
7:30 AM	364		7:30 PM	115	
7:45 AM	320		7:45 PM	92	
8:00 AM	267	924	8:00 PM	84	361
8:15 AM	235		8:15 PM	117	
8:30 AM	226		8:30 PM	93	
8:45 AM	196		8:45 PM	67	
9:00 AM	162	555	9:00 PM	82	262
9:15 AM	138		9:15 PM	58	
9:30 AM	132		9:30 PM	60	
9:45 AM	123		9:45 PM	62	
10:00 AM	101	458	10:00 PM	39	142
10:15 AM	107		10:15 PM	52	
10:30 AM	120		10:30 PM	28	
10:45 AM	130		10:45 PM	23	
11:00 AM	104	465	11:00 PM	37	107
11:15 AM	118		11:15 PM	32	
11:30 AM	124		11:30 PM	15	
11:45 AM	119		11:45 PM	23	

24 Hour Total 10715

12:00 AM - 12:00 PM	
12 Hour Count	4604
Peak Hour	7:15 AM
Peak Volume	1205
Factor	0.83

12:00 PM - 12:00 AM	
12 Hour Count	6111
Peak Hour	5:00 PM
Peak Volume	936
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Access Rd Just after
EB off ramp to Veterans Pkwy

Site: #4
1/29/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	21	61	12:00 PM	122	541
12:15 AM	15		12:15 PM	144	
12:30 AM	11		12:30 PM	140	
12:45 AM	14		12:45 PM	135	
1:00 AM	11	39	1:00 PM	139	578
1:15 AM	14		1:15 PM	126	
1:30 AM	6		1:30 PM	163	
1:45 AM	8		1:45 PM	150	
2:00 AM	2	21	2:00 PM	129	565
2:15 AM	4		2:15 PM	146	
2:30 AM	5		2:30 PM	152	
2:45 AM	10		2:45 PM	138	
3:00 AM	12	33	3:00 PM	170	846
3:15 AM	8		3:15 PM	234	
3:30 AM	6		3:30 PM	204	
3:45 AM	7		3:45 PM	238	
4:00 AM	6	58	4:00 PM	242	975
4:15 AM	12		4:15 PM	218	
4:30 AM	24		4:30 PM	242	
4:45 AM	16		4:45 PM	273	
5:00 AM	24	158	5:00 PM	282	1119
5:15 AM	46		5:15 PM	295	
5:30 AM	51		5:30 PM	288	
5:45 AM	37		5:45 PM	254	
6:00 AM	42	328	6:00 PM	217	706
6:15 AM	75		6:15 PM	192	
6:30 AM	80		6:30 PM	148	
6:45 AM	131		6:45 PM	149	
7:00 AM	132	898	7:00 PM	137	474
7:15 AM	213		7:15 PM	129	
7:30 AM	276		7:30 PM	104	
7:45 AM	277		7:45 PM	104	
8:00 AM	192	706	8:00 PM	96	344
8:15 AM	183		8:15 PM	94	
8:30 AM	156		8:30 PM	68	
8:45 AM	175		8:45 PM	86	
9:00 AM	137	453	9:00 PM	72	202
9:15 AM	108		9:15 PM	49	
9:30 AM	106		9:30 PM	42	
9:45 AM	102		9:45 PM	39	
10:00 AM	121	428	10:00 PM	41	130
10:15 AM	90		10:15 PM	37	
10:30 AM	109		10:30 PM	24	
10:45 AM	108		10:45 PM	28	
11:00 AM	114	512	11:00 PM	25	124
11:15 AM	116		11:15 PM	50	
11:30 AM	138		11:30 PM	22	
11:45 AM	144		11:45 PM	27	

24 Hour Total 10299

12:00 AM - 12:00 PM	
12 Hour Count	3695
Peak Hour	7:15 AM
Peak Volume	958
Factor	0.86

12:00 PM - 12:00 AM	
12 Hour Count	6604
Peak Hour	4:45 PM
Peak Volume	1138
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Access Rd Just after
EB off ramp to Veterans Pkwy

Site: #4
1/30/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	17	65	12:00 PM	153	608
12:15 AM	17		12:15 PM	159	
12:30 AM	19		12:30 PM	146	
12:45 AM	12		12:45 PM	150	
1:00 AM	10	39	1:00 PM	150	574
1:15 AM	11		1:15 PM	148	
1:30 AM	10		1:30 PM	130	
1:45 AM	8		1:45 PM	146	
2:00 AM	6	40	2:00 PM	157	635
2:15 AM	14		2:15 PM	134	
2:30 AM	8		2:30 PM	159	
2:45 AM	12		2:45 PM	185	
3:00 AM	5	29	3:00 PM	209	906
3:15 AM	7		3:15 PM	217	
3:30 AM	10		3:30 PM	220	
3:45 AM	7		3:45 PM	260	
4:00 AM	14	66	4:00 PM	205	972
4:15 AM	17		4:15 PM	222	
4:30 AM	16		4:30 PM	274	
4:45 AM	19		4:45 PM	271	
5:00 AM	26	150	5:00 PM	296	1177
5:15 AM	34		5:15 PM	317	
5:30 AM	52		5:30 PM	282	
5:45 AM	38		5:45 PM	282	
6:00 AM	48	332	6:00 PM	237	802
6:15 AM	86		6:15 PM	234	
6:30 AM	92		6:30 PM	172	
6:45 AM	106		6:45 PM	159	
7:00 AM	115	854	7:00 PM	181	569
7:15 AM	186		7:15 PM	153	
7:30 AM	293		7:30 PM	114	
7:45 AM	260		7:45 PM	121	
8:00 AM	220	759	8:00 PM	118	370
8:15 AM	200		8:15 PM	87	
8:30 AM	165		8:30 PM	91	
8:45 AM	174		8:45 PM	74	
9:00 AM	124	482	9:00 PM	94	258
9:15 AM	140		9:15 PM	64	
9:30 AM	118		9:30 PM	50	
9:45 AM	100		9:45 PM	50	
10:00 AM	134	438	10:00 PM	52	167
10:15 AM	78		10:15 PM	47	
10:30 AM	100		10:30 PM	36	
10:45 AM	126		10:45 PM	32	
11:00 AM	124	538	11:00 PM	24	120
11:15 AM	124		11:15 PM	38	
11:30 AM	143		11:30 PM	37	
11:45 AM	147		11:45 PM	21	

24 Hour Total 10950

12:00 AM - 12:00 PM	
12 Hour Count	3792
Peak Hour	7:30 AM
Peak Volume	973
Factor	0.83

12:00 PM - 12:00 AM	
12 Hour Count	7158
Peak Hour	5:00 PM
Peak Volume	1177
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Access Rd Just after
WB exit Ramp to NB I-185

Site: #5
1/29/2020
Wednesday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	42	91	12:00 PM	249	1042
12:15 AM	19		12:15 PM	251	
12:30 AM	18		12:30 PM	267	
12:45 AM	12		12:45 PM	275	
1:00 AM	16	41	1:00 PM	273	981
1:15 AM	10		1:15 PM	229	
1:30 AM	7		1:30 PM	241	
1:45 AM	8		1:45 PM	238	
2:00 AM	7	48	2:00 PM	274	1185
2:15 AM	13		2:15 PM	308	
2:30 AM	16		2:30 PM	281	
2:45 AM	12		2:45 PM	322	
3:00 AM	19	55	3:00 PM	256	1128
3:15 AM	9		3:15 PM	264	
3:30 AM	10		3:30 PM	338	
3:45 AM	17		3:45 PM	270	
4:00 AM	13	102	4:00 PM	284	1154
4:15 AM	21		4:15 PM	270	
4:30 AM	33		4:30 PM	296	
4:45 AM	35		4:45 PM	304	
5:00 AM	90	398	5:00 PM	367	1418
5:15 AM	86		5:15 PM	360	
5:30 AM	106		5:30 PM	377	
5:45 AM	116		5:45 PM	314	
6:00 AM	112	604	6:00 PM	362	1132
6:15 AM	130		6:15 PM	268	
6:30 AM	150		6:30 PM	268	
6:45 AM	212		6:45 PM	234	
7:00 AM	310	1582	7:00 PM	202	762
7:15 AM	354		7:15 PM	204	
7:30 AM	472		7:30 PM	186	
7:45 AM	446		7:45 PM	170	
8:00 AM	414	1450	8:00 PM	196	682
8:15 AM	372		8:15 PM	174	
8:30 AM	370		8:30 PM	162	
8:45 AM	294		8:45 PM	150	
9:00 AM	249	908	9:00 PM	174	488
9:15 AM	226		9:15 PM	132	
9:30 AM	194		9:30 PM	80	
9:45 AM	239		9:45 PM	102	
10:00 AM	200	803	10:00 PM	104	310
10:15 AM	178		10:15 PM	90	
10:30 AM	213		10:30 PM	76	
10:45 AM	212		10:45 PM	40	
11:00 AM	184	808	11:00 PM	59	219
11:15 AM	213		11:15 PM	69	
11:30 AM	197		11:30 PM	50	
11:45 AM	214		11:45 PM	41	

24 Hour Total 17391

12:00 AM - 12:00 PM

12 Hour Count	6890
Peak Hour	7:30 AM
Peak Volume	1704
Factor	0.90

12:00 PM - 12:00 AM

12 Hour Count	10501
Peak Hour	5:00 PM
Peak Volume	1418
Factor	0.94

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Access Rd Just after
WB exit Ramp to NB I-185

Site: #5
1/30/2020
Thursday

Daily Volume, per Channel

WB

Interval Start			Interval Start		
12:00 AM	30	91	12:00 PM	278	1107
12:15 AM	22		12:15 PM	266	
12:30 AM	19		12:30 PM	279	
12:45 AM	20		12:45 PM	284	
1:00 AM	9	51	1:00 PM	305	1149
1:15 AM	17		1:15 PM	265	
1:30 AM	9		1:30 PM	290	
1:45 AM	16		1:45 PM	289	
2:00 AM	17	54	2:00 PM	284	1200
2:15 AM	9		2:15 PM	310	
2:30 AM	8		2:30 PM	292	
2:45 AM	20		2:45 PM	314	
3:00 AM	17	57	3:00 PM	276	1306
3:15 AM	10		3:15 PM	298	
3:30 AM	14		3:30 PM	402	
3:45 AM	16		3:45 PM	330	
4:00 AM	12	113	4:00 PM	319	1277
4:15 AM	19		4:15 PM	334	
4:30 AM	36		4:30 PM	304	
4:45 AM	46		4:45 PM	320	
5:00 AM	78	388	5:00 PM	398	1556
5:15 AM	82		5:15 PM	389	
5:30 AM	106		5:30 PM	402	
5:45 AM	122		5:45 PM	367	
6:00 AM	114	575	6:00 PM	366	1247
6:15 AM	106		6:15 PM	329	
6:30 AM	156		6:30 PM	304	
6:45 AM	199		6:45 PM	248	
7:00 AM	310	1579	7:00 PM	270	930
7:15 AM	340		7:15 PM	218	
7:30 AM	486		7:30 PM	248	
7:45 AM	443		7:45 PM	194	
8:00 AM	392	1410	8:00 PM	224	784
8:15 AM	356		8:15 PM	219	
8:30 AM	352		8:30 PM	193	
8:45 AM	310		8:45 PM	148	
9:00 AM	270	970	9:00 PM	162	567
9:15 AM	236		9:15 PM	156	
9:30 AM	244		9:30 PM	139	
9:45 AM	220		9:45 PM	110	
10:00 AM	198	827	10:00 PM	111	342
10:15 AM	183		10:15 PM	86	
10:30 AM	221		10:30 PM	75	
10:45 AM	225		10:45 PM	70	
11:00 AM	200	926	11:00 PM	67	210
11:15 AM	249		11:15 PM	64	
11:30 AM	241		11:30 PM	42	
11:45 AM	236		11:45 PM	37	

24 Hour Total 18716

12:00 AM - 12:00 PM	
12 Hour Count	7041
Peak Hour	7:30 AM
Peak Volume	1677
Factor	0.86

12:00 PM - 12:00 AM	
12 Hour Count	11675
Peak Hour	5:00 PM
Peak Volume	1556
Factor	0.97

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Access Rd Just before
EB ON ramp from NB I-185

Site: #6
1/29/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	25	66	12:00 PM	152	665
12:15 AM	11		12:15 PM	174	
12:30 AM	12		12:30 PM	167	
12:45 AM	18		12:45 PM	172	
1:00 AM	8	37	1:00 PM	166	684
1:15 AM	11		1:15 PM	162	
1:30 AM	10		1:30 PM	180	
1:45 AM	8		1:45 PM	176	
2:00 AM	3	35	2:00 PM	142	633
2:15 AM	10		2:15 PM	151	
2:30 AM	6		2:30 PM	180	
2:45 AM	16		2:45 PM	160	
3:00 AM	15	50	3:00 PM	190	758
3:15 AM	12		3:15 PM	196	
3:30 AM	9		3:30 PM	188	
3:45 AM	14		3:45 PM	184	
4:00 AM	6	90	4:00 PM	206	832
4:15 AM	22		4:15 PM	192	
4:30 AM	22		4:30 PM	207	
4:45 AM	40		4:45 PM	227	
5:00 AM	43	186	5:00 PM	250	1087
5:15 AM	46		5:15 PM	276	
5:30 AM	43		5:30 PM	291	
5:45 AM	54		5:45 PM	270	
6:00 AM	38	390	6:00 PM	215	766
6:15 AM	86		6:15 PM	190	
6:30 AM	100		6:30 PM	194	
6:45 AM	166		6:45 PM	167	
7:00 AM	161	1035	7:00 PM	130	460
7:15 AM	248		7:15 PM	134	
7:30 AM	272		7:30 PM	108	
7:45 AM	354		7:45 PM	88	
8:00 AM	263	925	8:00 PM	84	340
8:15 AM	220		8:15 PM	96	
8:30 AM	210		8:30 PM	72	
8:45 AM	232		8:45 PM	88	
9:00 AM	180	622	9:00 PM	64	219
9:15 AM	158		9:15 PM	64	
9:30 AM	134		9:30 PM	51	
9:45 AM	150		9:45 PM	40	
10:00 AM	151	586	10:00 PM	42	141
10:15 AM	141		10:15 PM	41	
10:30 AM	144		10:30 PM	28	
10:45 AM	150		10:45 PM	30	
11:00 AM	138	658	11:00 PM	24	124
11:15 AM	156		11:15 PM	50	
11:30 AM	176		11:30 PM	24	
11:45 AM	188		11:45 PM	26	

24 Hour Total 11389

12:00 AM - 12:00 PM

12 Hour Count	4680
Peak Hour	7:15 AM
Peak Volume	1137
Factor	0.80

12:00 PM - 12:00 AM

12 Hour Count	6709
Peak Hour	5:00 PM
Peak Volume	1087
Factor	0.93

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Access Rd Just before
EB ON ramp from NB I-185

Site: #6
1/30/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	12	60	12:00 PM	198	762
12:15 AM	17		12:15 PM	220	
12:30 AM	17		12:30 PM	178	
12:45 AM	14		12:45 PM	166	
1:00 AM	10	40	1:00 PM	166	648
1:15 AM	6		1:15 PM	166	
1:30 AM	10		1:30 PM	140	
1:45 AM	14		1:45 PM	176	
2:00 AM	10	45	2:00 PM	161	695
2:15 AM	10		2:15 PM	172	
2:30 AM	9		2:30 PM	176	
2:45 AM	16		2:45 PM	186	
3:00 AM	8	40	3:00 PM	194	821
3:15 AM	6		3:15 PM	202	
3:30 AM	10		3:30 PM	194	
3:45 AM	16		3:45 PM	231	
4:00 AM	20	82	4:00 PM	180	889
4:15 AM	16		4:15 PM	199	
4:30 AM	20		4:30 PM	252	
4:45 AM	26		4:45 PM	258	
5:00 AM	40	170	5:00 PM	279	1156
5:15 AM	38		5:15 PM	301	
5:30 AM	44		5:30 PM	282	
5:45 AM	48		5:45 PM	294	
6:00 AM	55	404	6:00 PM	249	820
6:15 AM	89		6:15 PM	210	
6:30 AM	110		6:30 PM	192	
6:45 AM	150		6:45 PM	169	
7:00 AM	157	984	7:00 PM	186	560
7:15 AM	201		7:15 PM	140	
7:30 AM	310		7:30 PM	114	
7:45 AM	316		7:45 PM	120	
8:00 AM	238	962	8:00 PM	106	345
8:15 AM	266		8:15 PM	80	
8:30 AM	206		8:30 PM	84	
8:45 AM	252		8:45 PM	75	
9:00 AM	190	673	9:00 PM	80	259
9:15 AM	177		9:15 PM	77	
9:30 AM	162		9:30 PM	58	
9:45 AM	144		9:45 PM	44	
10:00 AM	145	578	10:00 PM	52	161
10:15 AM	140		10:15 PM	41	
10:30 AM	130		10:30 PM	32	
10:45 AM	163		10:45 PM	36	
11:00 AM	142	721	11:00 PM	32	128
11:15 AM	183		11:15 PM	39	
11:30 AM	168		11:30 PM	32	
11:45 AM	228		11:45 PM	25	

24 Hour Total 12003

12:00 AM - 12:00 PM	
12 Hour Count	4759
Peak Hour	7:30 AM
Peak Volume	1130
Factor	0.89

12:00 PM - 12:00 AM	
12 Hour Count	7244
Peak Hour	5:00 PM
Peak Volume	1156
Factor	0.96

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

WB access from I-185 Ramps to
WB US 80/J R Allen Pkwy

Site: #7
2/5/2020
Wednesday

Daily Volume, per Channel

	WB			WB	
Interval Start			Interval Start		
12:00 AM	39	138	12:00 PM	306	1273
12:15 AM	40		12:15 PM	270	
12:30 AM	32		12:30 PM	374	
12:45 AM	27		12:45 PM	323	
1:00 AM	34	116	1:00 PM	340	1334
1:15 AM	28		1:15 PM	328	
1:30 AM	26		1:30 PM	340	
1:45 AM	28		1:45 PM	326	
2:00 AM	28	108	2:00 PM	332	1448
2:15 AM	20		2:15 PM	344	
2:30 AM	30		2:30 PM	404	
2:45 AM	30		2:45 PM	368	
3:00 AM	24	105	3:00 PM	420	1682
3:15 AM	21		3:15 PM	396	
3:30 AM	22		3:30 PM	420	
3:45 AM	38		3:45 PM	446	
4:00 AM	20	123	4:00 PM	448	1704
4:15 AM	34		4:15 PM	450	
4:30 AM	32		4:30 PM	392	
4:45 AM	37		4:45 PM	414	
5:00 AM	44	263	5:00 PM	439	1575
5:15 AM	59		5:15 PM	396	
5:30 AM	82		5:30 PM	410	
5:45 AM	78		5:45 PM	330	
6:00 AM	94	727	6:00 PM	295	1099
6:15 AM	162		6:15 PM	316	
6:30 AM	196		6:30 PM	264	
6:45 AM	275		6:45 PM	224	
7:00 AM	311	1918	7:00 PM	214	800
7:15 AM	477		7:15 PM	238	
7:30 AM	518		7:30 PM	171	
7:45 AM	612		7:45 PM	177	
8:00 AM	517	1844	8:00 PM	194	679
8:15 AM	476		8:15 PM	185	
8:30 AM	450		8:30 PM	154	
8:45 AM	401		8:45 PM	146	
9:00 AM	303	1108	9:00 PM	126	447
9:15 AM	265		9:15 PM	126	
9:30 AM	280		9:30 PM	112	
9:45 AM	260		9:45 PM	83	
10:00 AM	254	1060	10:00 PM	88	304
10:15 AM	261		10:15 PM	86	
10:30 AM	270		10:30 PM	76	
10:45 AM	275		10:45 PM	54	
11:00 AM	273	1184	11:00 PM	48	209
11:15 AM	289		11:15 PM	72	
11:30 AM	304		11:30 PM	46	
11:45 AM	318		11:45 PM	43	

24 Hour Total 21248

12:00 AM - 12:00 PM	
12 Hour Count	8694
Peak Hour	7:15 AM
Peak Volume	2124
Factor	0.87

12:00 PM - 12:00 AM	
12 Hour Count	12554
Peak Hour	3:30 PM
Peak Volume	1764
Factor	0.98

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

WB access from I-185 Ramps to
WB US 80/J R Allen Pkwy

Site: #7
2/6/2020
Thursday

Daily Volume, per Channel

	WB			WB	
Interval Start			Interval Start		
12:00 AM	46	142	12:00 PM	220	1026
12:15 AM	28		12:15 PM	256	
12:30 AM	32		12:30 PM	254	
12:45 AM	36		12:45 PM	296	
1:00 AM	30	100	1:00 PM	274	1084
1:15 AM	20		1:15 PM	282	
1:30 AM	31		1:30 PM	262	
1:45 AM	19		1:45 PM	266	
2:00 AM	18	76	2:00 PM	296	1192
2:15 AM	18		2:15 PM	281	
2:30 AM	20		2:30 PM	319	
2:45 AM	20		2:45 PM	296	
3:00 AM	24	102	3:00 PM	310	1358
3:15 AM	20		3:15 PM	335	
3:30 AM	22		3:30 PM	347	
3:45 AM	36		3:45 PM	366	
4:00 AM	21	125	4:00 PM	342	1458
4:15 AM	32		4:15 PM	340	
4:30 AM	32		4:30 PM	382	
4:45 AM	40		4:45 PM	394	
5:00 AM	44	248	5:00 PM	426	1561
5:15 AM	74		5:15 PM	409	
5:30 AM	70		5:30 PM	388	
5:45 AM	60		5:45 PM	338	
6:00 AM	86	642	6:00 PM	358	1198
6:15 AM	140		6:15 PM	317	
6:30 AM	184		6:30 PM	260	
6:45 AM	232		6:45 PM	263	
7:00 AM	270	1831	7:00 PM	268	905
7:15 AM	388		7:15 PM	231	
7:30 AM	525		7:30 PM	205	
7:45 AM	648		7:45 PM	201	
8:00 AM	472	1562	8:00 PM	203	705
8:15 AM	420		8:15 PM	175	
8:30 AM	340		8:30 PM	182	
8:45 AM	330		8:45 PM	145	
9:00 AM	275	1005	9:00 PM	172	523
9:15 AM	242		9:15 PM	136	
9:30 AM	250		9:30 PM	131	
9:45 AM	238		9:45 PM	84	
10:00 AM	244	1000	10:00 PM	106	350
10:15 AM	284		10:15 PM	94	
10:30 AM	258		10:30 PM	80	
10:45 AM	214		10:45 PM	70	
11:00 AM	254	1067	11:00 PM	84	292
11:15 AM	255		11:15 PM	92	
11:30 AM	271		11:30 PM	66	
11:45 AM	287		11:45 PM	50	

24 Hour Total 19552

12:00 AM - 12:00 PM	
12 Hour Count	7900
Peak Hour	7:30 AM
Peak Volume	2065
Factor	0.80

12:00 PM - 12:00 AM	
12 Hour Count	11652
Peak Hour	4:45 PM
Peak Volume	1617
Factor	0.95

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB access to I-185 Ramps

Site: #8
2/5/2020
Wednesday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	38	127	12:00 PM	341	1384
12:15 AM	24		12:15 PM	370	
12:30 AM	34		12:30 PM	355	
12:45 AM	31		12:45 PM	318	
1:00 AM	20	72	1:00 PM	364	1354
1:15 AM	18		1:15 PM	342	
1:30 AM	22		1:30 PM	310	
1:45 AM	12		1:45 PM	338	
2:00 AM	26	89	2:00 PM	334	1379
2:15 AM	30		2:15 PM	352	
2:30 AM	17		2:30 PM	325	
2:45 AM	16		2:45 PM	368	
3:00 AM	31	112	3:00 PM	376	1636
3:15 AM	24		3:15 PM	416	
3:30 AM	23		3:30 PM	452	
3:45 AM	34		3:45 PM	392	
4:00 AM	32	210	4:00 PM	410	1621
4:15 AM	46		4:15 PM	392	
4:30 AM	50		4:30 PM	385	
4:45 AM	82		4:45 PM	434	
5:00 AM	102	576	5:00 PM	548	1912
5:15 AM	146		5:15 PM	498	
5:30 AM	174		5:30 PM	476	
5:45 AM	154		5:45 PM	390	
6:00 AM	148	841	6:00 PM	377	1245
6:15 AM	167		6:15 PM	342	
6:30 AM	216		6:30 PM	276	
6:45 AM	310		6:45 PM	250	
7:00 AM	360	1822	7:00 PM	210	775
7:15 AM	432		7:15 PM	203	
7:30 AM	528		7:30 PM	199	
7:45 AM	502		7:45 PM	163	
8:00 AM	408	1666	8:00 PM	166	602
8:15 AM	428		8:15 PM	140	
8:30 AM	402		8:30 PM	176	
8:45 AM	428		8:45 PM	120	
9:00 AM	305	1306	9:00 PM	110	436
9:15 AM	326		9:15 PM	110	
9:30 AM	344		9:30 PM	118	
9:45 AM	331		9:45 PM	98	
10:00 AM	282	1176	10:00 PM	64	276
10:15 AM	272		10:15 PM	74	
10:30 AM	306		10:30 PM	72	
10:45 AM	316		10:45 PM	66	
11:00 AM	293	1283	11:00 PM	59	181
11:15 AM	306		11:15 PM	56	
11:30 AM	350		11:30 PM	32	
11:45 AM	334		11:45 PM	34	

24 Hour Total 22081

12:00 AM - 12:00 PM	
12 Hour Count	9280
Peak Hour	7:15 AM
Peak Volume	1870
Factor	0.89

12:00 PM - 12:00 AM	
12 Hour Count	12801
Peak Hour	4:45 PM
Peak Volume	1956
Factor	0.89

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy EB access to I-185 Ramps

Site: #8
2/6/2020
Thursday

Daily Volume, per Channel

EB

Interval Start			Interval Start		
12:00 AM	28	111	12:00 PM	216	971
12:15 AM	33		12:15 PM	266	
12:30 AM	26		12:30 PM	249	
12:45 AM	24		12:45 PM	240	
1:00 AM	18	99	1:00 PM	260	1001
1:15 AM	31		1:15 PM	246	
1:30 AM	30		1:30 PM	243	
1:45 AM	20		1:45 PM	252	
2:00 AM	24	72	2:00 PM	241	1119
2:15 AM	26		2:15 PM	279	
2:30 AM	11		2:30 PM	306	
2:45 AM	11		2:45 PM	293	
3:00 AM	24	94	3:00 PM	328	1348
3:15 AM	16		3:15 PM	342	
3:30 AM	22		3:30 PM	350	
3:45 AM	32		3:45 PM	328	
4:00 AM	28	213	4:00 PM	342	1430
4:15 AM	43		4:15 PM	348	
4:30 AM	55		4:30 PM	366	
4:45 AM	87		4:45 PM	374	
5:00 AM	109	500	5:00 PM	450	1872
5:15 AM	126		5:15 PM	535	
5:30 AM	119		5:30 PM	458	
5:45 AM	146		5:45 PM	429	
6:00 AM	122	698	6:00 PM	326	1225
6:15 AM	136		6:15 PM	344	
6:30 AM	178		6:30 PM	280	
6:45 AM	262		6:45 PM	275	
7:00 AM	352	1717	7:00 PM	240	770
7:15 AM	389		7:15 PM	188	
7:30 AM	510		7:30 PM	178	
7:45 AM	466		7:45 PM	164	
8:00 AM	380	1344	8:00 PM	177	596
8:15 AM	340		8:15 PM	168	
8:30 AM	318		8:30 PM	124	
8:45 AM	306		8:45 PM	127	
9:00 AM	282	1071	9:00 PM	124	499
9:15 AM	251		9:15 PM	167	
9:30 AM	302		9:30 PM	110	
9:45 AM	236		9:45 PM	98	
10:00 AM	316	1144	10:00 PM	85	346
10:15 AM	244		10:15 PM	76	
10:30 AM	326		10:30 PM	87	
10:45 AM	258		10:45 PM	98	
11:00 AM	293	1151	11:00 PM	118	292
11:15 AM	292		11:15 PM	72	
11:30 AM	256		11:30 PM	50	
11:45 AM	310		11:45 PM	52	

24 Hour Total 19683

12:00 AM - 12:00 PM	
12 Hour Count	8214
Peak Hour	7:15 AM
Peak Volume	1745
Factor	0.86

12:00 PM - 12:00 AM	
12 Hour Count	11469
Peak Hour	5:00 PM
Peak Volume	1872
Factor	0.87

APPENDIX F

ROADWAY SPEED DATA

- Average Roadway Speeds
- Arterial Roadway/Freeway Speeds

Location	Count #	Average Speed Without Peak Hour (mph)	Peak Period	Average Speed Peak Hour (mph)
US-80 WB East of Blackmon Rd	5	63	AM	63
			PM	63
US-80 EB East of Blackmon Rd	6	52	AM	43
			PM	47
US-80 WB East of Moon Rd	7	64	AM	62
			PM	62
US-80 EB East of Moon Rd	8	63	AM	64
			PM	58
US-80 WB Just East of Moon Rd Overpass	9	65	AM	64
			PM	65
US-80 EB Just East of Moon Rd Overpass	10	66	AM	67
			PM	66
US-80 WB West of Eastern C-D Rd Ramps	11	66	AM	67
			PM	67
US-80 EB West of Eastern C-D Rd Ramps	12	66	AM	67
			PM	67
US-80 WB West of Western C-D Rd Ramps	15	58	AM	58
			PM	52
US-80 EB West of Western C-D Rd Ramps	16	60	AM	62
			PM	54
US-80 WB East of River Rd	21	60	AM	59
			PM	45
US-80 EB East of River Rd	22	60	AM	60
			PM	52
US-80 WB West of River Rd	23	56	AM	49
			PM	41
US-80 EB West of River Rd	24	59	AM	60
			PM	52
US-80 WB West of 2nd Ave Interchange	25	58	AM	62
			PM	38
US-80 EB West of 2nd Ave Interchange	26	61	AM	56
			PM	56

CD RD EB Approximation	63
CD RD WB Approximation	62

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	24	0	0	0	1	1	0	7	8	6	1	0	0	0
12:15 AM	13	0	0	0	0	1	2	2	5	3	0	0	0	0
12:30 AM	14	0	0	0	0	1	2	1	5	3	1	1	0	0
12:45 AM	14	0	0	0	0	0	1	5	5	2	1	0	0	0
1:00 AM	6	0	0	0	0	0	0	2	2	1	1	0	0	0
1:15 AM	15	0	0	0	0	0	1	2	4	7	0	1	0	0
1:30 AM	9	0	0	0	0	0	1	3	3	1	1	0	0	0
1:45 AM	10	0	0	0	0	0	3	2	3	1	1	0	0	0
2:00 AM	14	0	0	0	0	0	0	2	5	6	0	1	0	0
2:15 AM	5	0	0	0	0	0	1	0	4	0	0	0	0	0
2:30 AM	16	0	0	0	0	0	0	1	6	8	1	0	0	0
2:45 AM	9	0	0	0	0	0	0	1	2	6	0	0	0	0
3:00 AM	14	0	0	0	0	0	0	1	3	8	1	1	0	0
3:15 AM	14	0	0	0	0	0	1	1	5	5	2	0	0	0
3:30 AM	23	0	0	0	0	0	0	3	7	8	3	2	0	0
3:45 AM	13	0	0	0	0	0	0	1	6	5	1	0	0	0
4:00 AM	16	0	0	0	0	0	2	3	3	6	1	1	0	0
4:15 AM	20	0	0	0	0	0	0	5	6	6	2	1	0	0
4:30 AM	30	0	0	0	0	0	1	6	14	6	3	0	0	0
4:45 AM	48	0	0	0	0	0	3	8	19	14	3	1	0	0
5:00 AM	71	0	0	0	0	0	1	5	23	38	3	1	0	0
5:15 AM	101	0	0	0	1	0	3	8	40	38	8	3	0	0
5:30 AM	83	0	0	0	0	0	1	7	35	35	2	3	0	0
5:45 AM	83	0	0	0	0	2	1	6	19	48	6	1	0	0
6:00 AM	85	0	0	0	1	0	2	18	31	24	6	3	0	0
6:15 AM	112	1	0	0	0	0	0	12	38	49	7	5	0	0
6:30 AM	151	1	1	4	1	0	5	16	59	51	10	3	0	0
6:45 AM	143	1	0	2	0	2	0	10	40	71	13	4	0	0
7:00 AM	149	0	0	0	1	0	1	17	45	66	15	4	0	0
7:15 AM	192	0	2	3	1	1	1	28	64	75	14	3	0	0
7:30 AM	240	0	0	0	1	1	3	17	76	112	17	10	3	0
7:45 AM	243	0	0	0	0	0	3	18	73	112	22	14	1	0
8:00 AM	227	1	1	0	1	2	6	36	78	78	18	4	2	0
8:15 AM	223	1	1	1	1	3	12	25	79	80	13	7	0	0
8:30 AM	215	0	1	1	0	1	12	48	95	50	6	1	0	0
8:45 AM	179	1	1	0	1	0	5	46	62	54	6	3	0	0
9:00 AM	138	2	1	1	0	3	8	31	47	40	3	2	0	0
9:15 AM	151	0	0	0	0	1	6	12	56	53	14	9	0	0
9:30 AM	139	1	0	0	0	0	6	23	32	63	10	4	0	0
9:45 AM	130	0	1	0	1	3	4	12	43	43	12	10	1	0
10:00 AM	114	0	0	0	0	1	2	15	32	50	12	1	1	0
10:15 AM	144	3	2	0	5	2	4	25	40	47	12	4	0	0
10:30 AM	119	0	0	0	0	1	4	13	40	49	10	2	0	0
10:45 AM	119	0	1	0	3	0	6	23	46	33	4	3	0	0
11:00 AM	137	0	2	0	1	1	4	26	56	39	6	2	0	0
11:15 AM	140	1	0	4	2	1	9	34	41	43	4	0	0	1
11:30 AM	166	0	0	0	1	1	3	37	64	51	8	1	0	0
11:45 AM	175	0	0	1	0	2	7	42	72	42	8	0	1	0

EB

Average (Mean)	48.7 mph
Minimum	10.2 mph
Maximum	88.7 mph

Pace Range

43.3 - 53.3 mph 3304 vehicles (73.5%)

Percentile Speeds

%	mph
10	42.3
15	44.3
50	49.0
85	54.8
90	54.8

Speeds Exceeded

mph	%	Count
25	99.0%	4452
35	97.8%	4398
45	80.0%	3595
55	9.3%	418
65	0.2%	10
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4496	13	14	17	23	31	137	666	1541	1636	292	116	9	1
%		0.3	0.3	0.4	0.5	0.7	3.0	14.8	34.3	36.4	6.5	2.6	0.2	0.0

EB

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	162	0	0	0	1	1	11	43	76	28	2	0	0	0
12:15 PM	170	0	1	0	1	9	12	55	61	28	1	2	0	0
12:30 PM	211	1	3	5	2	1	8	57	91	36	4	2	1	0
12:45 PM	221	0	0	2	2	0	8	55	90	49	12	3	0	0
1:00 PM	183	0	1	0	1	2	5	29	80	52	9	4	0	0
1:15 PM	187	0	0	0	0	9	18	31	58	55	11	4	0	1
1:30 PM	177	0	0	1	1	1	4	27	69	63	7	4	0	0
1:45 PM	189	0	0	1	2	1	15	30	49	75	11	5	0	0
2:00 PM	152	0	1	0	0	0	2	21	66	51	7	3	0	1
2:15 PM	185	0	1	0	0	0	6	34	90	46	7	1	0	0
2:30 PM	199	2	1	2	1	1	6	45	61	64	11	4	0	1
2:45 PM	212	0	0	0	1	2	8	43	92	55	8	3	0	0
3:00 PM	188	2	0	3	3	2	3	34	63	63	9	5	1	0
3:15 PM	195	1	0	1	3	1	3	33	74	64	8	4	2	1
3:30 PM	200	0	1	1	0	10	4	28	83	53	16	4	0	0
3:45 PM	229	1	0	3	2	4	19	49	102	44	3	2	0	0
4:00 PM	235	0	2	0	2	0	5	44	92	82	6	2	0	0
4:15 PM	219	0	1	1	0	2	7	38	81	76	11	2	0	0
4:30 PM	230	0	0	0	0	1	12	44	95	61	14	3	0	0
4:45 PM	205	3	1	1	0	3	14	57	85	28	9	4	0	0
5:00 PM	209	0	0	2	1	1	9	42	70	65	12	7	0	0
5:15 PM	260	1	3	1	1	0	10	64	97	69	11	3	0	0
5:30 PM	245	1	2	0	2	1	19	80	78	55	6	1	0	0
5:45 PM	244	1	1	1	0	3	18	69	101	50	0	0	0	0
6:00 PM	218	1	3	0	1	5	25	55	76	45	5	2	0	0
6:15 PM	209	1	0	1	1	4	27	58	71	43	2	1	0	0
6:30 PM	204	2	0	1	0	7	19	50	65	56	2	2	0	0
6:45 PM	209	0	0	0	1	1	13	60	75	52	5	1	0	1
7:00 PM	155	0	1	0	0	2	18	42	59	29	4	0	0	0
7:15 PM	173	0	2	1	0	3	7	49	60	41	10	0	0	0
7:30 PM	164	0	2	2	0	2	7	32	62	51	4	2	0	0
7:45 PM	150	0	0	0	0	3	7	24	64	42	9	1	0	0
8:00 PM	144	0	0	1	0	0	6	23	66	40	8	0	0	0
8:15 PM	139	0	0	0	1	1	11	27	48	48	3	0	0	0
8:30 PM	128	0	0	0	1	1	14	21	61	24	6	0	0	0
8:45 PM	130	0	0	0	0	3	10	18	40	54	5	0	0	0
9:00 PM	99	0	0	0	1	1	3	14	41	35	2	2	0	0
9:15 PM	79	0	0	0	0	0	2	19	25	26	6	1	0	0
9:30 PM	84	0	0	1	0	1	8	18	40	16	0	0	0	0
9:45 PM	73	0	0	0	2	1	12	20	27	10	1	0	0	0
10:00 PM	57	0	0	0	0	2	5	12	20	18	0	0	0	0
10:15 PM	56	0	0	0	1	0	4	9	26	12	3	0	1	0
10:30 PM	47	0	0	0	0	1	2	15	12	12	2	3	0	0
10:45 PM	49	0	0	0	0	1	7	19	8	13	0	1	0	0
11:00 PM	49	0	0	0	1	2	1	14	16	12	1	2	0	0
11:15 PM	40	0	0	0	0	0	2	8	16	9	2	3	0	0
11:30 PM	26	0	0	0	0	1	2	5	9	5	1	3	0	0
11:45 PM	21	0	0	0	0	0	1	4	5	10	1	0	0	0

EB

Average (Mean)	47.0 mph
Minimum	10.1 mph
Maximum	84.6 mph

Pace Range

43.3 - 53.3 mph 5549 vehicles (72.9%)

Percentile Speeds

%	mph
10	40.5
15	42.3
50	47.7
85	51.7
90	53.2

Speeds Exceeded

mph	%	Count
25	99.0%	7534
35	97.3%	7401
45	69.6%	5294
55	5.0%	383
65	0.1%	10
75	0.0%	3

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	7610	17	27	32	36	97	439	1668	2896	2015	277	96	5	5
%		0.2	0.4	0.4	0.5	1.3	5.8	21.9	38.1	26.5	3.6	1.3	0.1	0.1

EB

TRAFFIC DATA SERVICES
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US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	15	0	0	0	0	1	1	3	7	3	0	0	0	0
12:15 AM	15	0	0	0	0	0	0	3	6	6	0	0	0	0
12:30 AM	14	0	0	0	0	0	0	4	5	4	1	0	0	0
12:45 AM	18	0	0	0	0	0	1	4	6	5	1	0	0	1
1:00 AM	15	0	0	1	0	0	0	2	8	3	1	0	0	0
1:15 AM	8	0	0	0	0	0	1	1	2	3	1	0	0	0
1:30 AM	17	0	0	0	0	0	2	4	4	6	0	1	0	0
1:45 AM	12	0	0	0	0	0	2	5	1	2	2	0	0	0
2:00 AM	15	0	0	0	0	0	0	2	5	7	1	0	0	0
2:15 AM	22	0	0	0	0	0	1	4	7	9	1	0	0	0
2:30 AM	13	0	0	0	0	1	1	2	6	1	2	0	0	0
2:45 AM	17	0	1	0	0	0	0	2	7	6	1	0	0	0
3:00 AM	6	0	0	0	0	0	0	0	4	1	1	0	0	0
3:15 AM	14	0	0	0	0	0	0	1	9	2	0	1	1	0
3:30 AM	25	0	0	0	0	0	0	1	8	14	0	2	0	0
3:45 AM	17	0	0	0	0	0	0	3	5	8	0	1	0	0
4:00 AM	18	0	0	0	0	0	1	2	7	7	1	0	0	0
4:15 AM	23	0	0	0	0	0	0	3	9	8	2	1	0	0
4:30 AM	21	0	0	0	0	0	0	3	8	8	2	0	0	0
4:45 AM	49	0	0	0	0	0	0	7	17	20	4	1	0	0
5:00 AM	66	0	0	1	0	0	1	8	25	27	4	0	0	0
5:15 AM	98	1	1	1	0	1	5	11	29	38	8	3	0	0
5:30 AM	94	0	0	0	0	0	1	7	38	38	8	2	0	0
5:45 AM	88	0	0	0	0	1	0	4	29	36	15	3	0	0
6:00 AM	80	0	0	0	0	0	2	10	26	34	6	2	0	0
6:15 AM	125	0	0	0	0	0	2	19	44	50	9	1	0	0
6:30 AM	147	0	0	0	0	1	1	23	54	53	11	4	0	0
6:45 AM	156	1	0	1	0	0	6	17	42	62	17	9	1	0
7:00 AM	144	0	0	0	0	1	0	28	57	51	6	1	0	0
7:15 AM	205	0	1	0	2	6	8	20	74	77	14	3	0	0
7:30 AM	276	0	0	1	1	1	3	30	96	106	27	11	0	0
7:45 AM	239	0	0	1	0	1	3	11	83	107	21	11	1	0
8:00 AM	212	0	0	0	1	1	1	23	81	77	15	13	0	0
8:15 AM	233	0	2	1	1	4	7	33	64	93	20	8	0	0
8:30 AM	198	0	0	0	2	0	6	20	70	85	9	4	2	0
8:45 AM	160	0	1	1	1	1	3	31	68	46	7	1	0	0
9:00 AM	158	1	0	1	1	2	7	41	64	35	5	0	0	1
9:15 AM	143	2	0	1	1	1	4	12	47	55	13	7	0	0
9:30 AM	141	2	0	0	1	2	3	23	48	46	15	1	0	0
9:45 AM	150	1	4	1	3	1	4	10	56	56	11	3	0	0
10:00 AM	116	0	0	1	1	0	4	21	42	35	7	3	2	0
10:15 AM	138	1	0	1	1	1	7	32	44	43	5	3	0	0
10:30 AM	128	0	0	0	0	0	7	21	44	46	7	3	0	0
10:45 AM	145	0	0	0	2	0	4	20	58	48	9	4	0	0
11:00 AM	151	0	0	1	1	2	4	30	51	49	11	2	0	0
11:15 AM	164	1	3	0	1	1	13	28	63	46	8	0	0	0
11:30 AM	141	0	0	1	0	1	4	29	50	48	7	0	1	0
11:45 AM	174	0	0	2	0	1	13	40	64	42	11	1	0	0

EB

Average (Mean)	48.8 mph
Minimum	10.2 mph
Maximum	74.5 mph

Pace Range

43.3 - 53.3 mph 3402 vehicles (73.6%)

Percentile Speeds

%	mph
10	42.3
15	44.3
50	49.0
85	54.8
90	54.8

Speeds Exceeded

mph	%	Count
25	99.1%	4584
35	98.0%	4532
45	80.9%	3741
55	9.7%	447
65	0.2%	10
75	0.0%	0

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4624	10	13	17	20	32	133	658	1642	1652	327	110	8	2
%		0.2	0.3	0.4	0.4	0.7	2.9	14.2	35.5	35.7	7.1	2.4	0.2	0.0

EB

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US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	182	1	2	0	2	1	9	37	70	55	5	0	0	0
12:15 PM	184	0	1	1	1	3	6	35	75	53	8	1	0	0
12:30 PM	195	1	1	0	1	2	8	35	85	51	11	0	0	0
12:45 PM	216	1	0	0	0	0	12	42	78	74	8	1	0	0
1:00 PM	179	1	0	2	0	0	7	22	74	64	6	3	0	0
1:15 PM	173	1	1	0	3	3	10	29	73	43	7	3	0	0
1:30 PM	171	0	0	0	1	2	7	35	63	51	8	3	1	0
1:45 PM	183	0	0	0	0	3	4	20	73	68	10	5	0	0
2:00 PM	157	0	0	0	0	0	7	35	55	56	3	1	0	0
2:15 PM	229	2	1	1	0	4	14	50	87	59	10	1	0	0
2:30 PM	187	1	0	1	0	1	4	38	81	54	7	0	0	0
2:45 PM	209	1	2	2	1	2	15	34	75	67	9	1	0	0
3:00 PM	191	0	0	0	1	2	9	44	67	55	9	3	1	0
3:15 PM	231	0	1	2	1	6	12	62	93	47	7	0	0	0
3:30 PM	213	2	2	3	2	4	8	30	97	55	7	2	0	1
3:45 PM	205	2	0	2	1	1	5	45	73	60	14	2	0	0
4:00 PM	194	1	0	0	0	0	5	34	79	55	17	3	0	0
4:15 PM	207	2	0	2	3	2	8	44	68	67	7	3	0	1
4:30 PM	214	0	1	0	0	2	6	42	68	79	10	6	0	0
4:45 PM	204	1	0	0	1	2	11	38	71	68	9	3	0	0
5:00 PM	248	0	0	0	0	0	7	34	109	90	6	2	0	0
5:15 PM	247	0	0	1	0	0	3	39	84	105	12	2	1	0
5:30 PM	301	0	0	1	1	5	20	72	117	74	8	3	0	0
5:45 PM	263	0	1	0	3	4	20	58	103	65	8	1	0	0
6:00 PM	223	0	0	1	0	5	17	57	88	48	7	0	0	0
6:15 PM	248	1	2	1	0	3	25	76	95	40	5	0	0	0
6:30 PM	210	1	0	1	2	1	18	43	82	52	9	0	1	0
6:45 PM	178	1	0	2	0	0	10	38	66	57	4	0	0	0
7:00 PM	178	0	0	0	0	1	11	39	77	43	6	1	0	0
7:15 PM	177	0	0	0	0	1	7	39	68	51	6	4	1	0
7:30 PM	177	1	1	0	0	8	11	40	70	35	6	5	0	0
7:45 PM	138	1	0	0	0	2	10	33	38	41	10	2	1	0
8:00 PM	153	0	0	0	0	0	8	22	52	62	6	1	2	0
8:15 PM	117	0	0	0	2	1	3	19	41	46	4	1	0	0
8:30 PM	127	2	0	2	0	0	6	32	41	37	4	2	1	0
8:45 PM	111	0	0	0	1	0	7	23	35	42	3	0	0	0
9:00 PM	128	0	0	0	0	1	11	33	43	29	9	2	0	0
9:15 PM	106	1	0	0	0	0	6	22	41	29	6	1	0	0
9:30 PM	72	0	0	0	0	0	5	17	31	16	2	1	0	0
9:45 PM	77	0	0	0	0	0	8	15	23	27	1	3	0	0
10:00 PM	77	0	0	0	0	0	4	13	27	23	9	1	0	0
10:15 PM	74	0	0	0	0	0	4	14	16	29	10	1	0	0
10:30 PM	50	0	0	0	0	0	3	11	13	18	4	1	0	0
10:45 PM	54	0	0	0	1	0	4	7	15	19	6	1	1	0
11:00 PM	50	0	0	0	0	0	3	9	15	16	5	0	2	0
11:15 PM	51	0	0	0	0	0	0	7	15	19	7	3	0	0
11:30 PM	32	0	0	0	0	1	4	3	6	14	1	3	0	0
11:45 PM	19	0	0	1	0	0	1	1	9	5	0	1	1	0

EB

Average (Mean)	47.5 mph
Minimum	10.0 mph
Maximum	84.6 mph

Pace Range

43.3 - 53.3 mph 5776 vehicles (74.0%)

Percentile Speeds

%	mph
10	41.4
15	42.3
50	47.7
85	53.2
90	54.8

Speeds Exceeded

mph	%	Count
25	99.1%	7743
35	97.8%	7642
45	72.6%	5672
55	5.6%	434
65	0.2%	15
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #1
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	7810	25	16	26	28	73	403	1567	2925	2313	336	83	13	2
%		0.3	0.2	0.3	0.4	0.9	5.2	20.1	37.5	29.6	4.3	1.1	0.2	0.0

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	9	0	0	0	0	0	0	0	0	0	0	0	6	3
12:15 AM	8	0	0	0	0	0	0	0	0	0	2	1	2	3
12:30 AM	11	0	0	0	0	0	0	0	0	0	0	2	5	4
12:45 AM	6	0	0	0	0	0	0	0	0	0	0	2	1	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	5	0	0	0	0	0	0	0	0	0	0	1	1	3
1:30 AM	4	0	0	0	0	0	0	0	0	0	0	1	1	2
1:45 AM	7	0	0	0	0	0	0	0	2	0	1	0	2	2
2:00 AM	11	0	0	0	0	0	0	0	0	0	0	3	1	7
2:15 AM	7	0	0	0	0	0	0	0	0	0	0	2	2	3
2:30 AM	10	0	0	0	0	0	0	0	0	0	1	1	4	4
2:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0
3:00 AM	5	0	0	0	0	0	0	0	0	1	0	0	1	3
3:15 AM	9	0	0	0	0	0	0	0	1	1	0	0	2	5
3:30 AM	12	0	0	0	0	0	0	0	0	0	0	0	6	6
3:45 AM	8	0	0	0	0	0	0	0	0	0	0	0	1	7
4:00 AM	8	0	0	0	0	0	0	0	0	0	2	3	2	1
4:15 AM	16	0	0	0	0	0	0	0	0	0	2	4	3	7
4:30 AM	27	0	0	0	0	0	0	0	0	0	3	5	3	16
4:45 AM	36	0	0	0	0	0	0	0	0	0	2	5	9	20
5:00 AM	29	0	0	0	0	0	0	0	0	0	2	5	4	18
5:15 AM	58	0	0	0	0	0	0	1	1	1	3	7	8	37
5:30 AM	77	0	0	0	0	0	0	0	0	1	2	5	25	44
5:45 AM	85	0	0	0	0	0	0	0	0	0	6	4	17	58
6:00 AM	103	0	0	0	0	0	0	0	0	0	4	17	24	58
6:15 AM	129	0	0	0	0	0	0	0	0	0	3	17	27	82
6:30 AM	175	0	1	0	0	0	0	1	1	0	3	13	53	103
6:45 AM	210	1	0	0	0	0	0	0	0	0	2	23	41	143
7:00 AM	262	0	0	0	0	0	0	0	0	1	3	23	46	189
7:15 AM	375	3	0	0	0	0	0	1	1	1	7	21	62	279
7:30 AM	443	0	2	1	0	0	0	1	2	0	9	33	58	337
7:45 AM	341	1	0	0	0	0	0	0	0	0	4	29	64	243
8:00 AM	295	0	1	0	0	0	0	0	0	0	3	28	52	211
8:15 AM	243	2	0	0	0	0	0	0	0	0	4	23	46	168
8:30 AM	263	0	0	0	0	0	0	0	0	2	6	19	62	174
8:45 AM	213	0	0	0	0	0	0	0	1	1	2	22	38	149
9:00 AM	165	0	0	0	0	0	0	0	0	1	5	19	42	98
9:15 AM	168	0	0	0	0	0	0	0	0	1	5	18	39	105
9:30 AM	178	0	0	0	0	0	0	0	0	1	3	18	41	115
9:45 AM	142	0	1	0	0	0	0	0	0	1	3	9	33	95
10:00 AM	132	0	0	0	0	0	0	0	1	0	3	13	31	84
10:15 AM	123	0	0	0	0	0	0	0	0	0	3	19	27	74
10:30 AM	138	0	0	0	0	0	0	0	0	0	4	16	31	87
10:45 AM	114	0	0	0	0	0	0	0	0	0	0	11	31	72
11:00 AM	105	0	0	0	0	0	0	0	1	0	2	18	24	60
11:15 AM	129	0	0	0	0	0	0	0	0	0	5	17	32	75
11:30 AM	102	0	0	0	0	0	0	0	0	0	2	10	29	61
11:45 AM	122	0	0	0	0	0	0	0	0	1	2	12	33	74

SB

Average (Mean)	72.1 mph
Minimum	10.2 mph
Maximum	87.6 mph

Pace Range

69.3 - 79.3 mph 3276 vehicles (64.0%)

Percentile Speeds

%	mph
10	64.8
15	66.2
50	72.7
85	78.4
90	80.5

Speeds Exceeded

mph	%	Count
25	99.7%	5106
35	99.7%	5106
45	99.7%	5102
55	99.2%	5077
65	87.2%	4465
75	30.6%	1564

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	5119	7	5	1	0	0	0	4	11	14	113	499	1073	3392
%		0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.3	2.2	9.7	21.0	66.3

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	106	0	0	0	0	0	0	0	1	0	6	7	33	59
12:15 PM	110	0	0	0	0	0	0	0	0	0	2	7	33	68
12:30 PM	126	0	0	0	0	0	0	0	1	0	3	16	29	77
12:45 PM	129	0	0	0	0	0	0	0	0	1	3	17	27	81
1:00 PM	122	0	0	0	0	0	0	0	1	1	2	11	29	78
1:15 PM	99	0	0	0	0	0	0	0	0	1	2	12	25	59
1:30 PM	120	0	0	0	0	0	0	0	0	1	1	14	31	73
1:45 PM	95	0	0	0	0	0	0	0	0	0	3	15	26	51
2:00 PM	88	0	0	0	0	0	0	0	0	0	2	16	17	53
2:15 PM	99	0	0	0	0	0	0	0	0	0	3	14	29	53
2:30 PM	117	0	0	0	0	1	0	0	0	1	1	16	30	68
2:45 PM	111	0	0	0	0	0	0	0	0	0	3	19	35	54
3:00 PM	106	0	0	0	0	0	0	0	0	0	4	18	23	61
3:15 PM	102	0	0	0	0	0	0	0	2	0	8	12	30	50
3:30 PM	109	0	0	0	0	0	0	0	0	1	4	11	31	62
3:45 PM	87	0	0	0	0	0	0	0	0	0	5	14	23	45
4:00 PM	135	0	0	0	0	0	0	0	0	1	3	20	31	80
4:15 PM	126	0	0	0	0	0	0	0	0	0	4	18	34	70
4:30 PM	116	0	0	0	0	0	0	0	0	0	1	18	30	67
4:45 PM	132	0	0	0	0	0	0	0	0	0	1	19	33	79
5:00 PM	138	0	0	0	0	0	0	0	0	2	3	25	27	81
5:15 PM	140	1	0	0	0	0	0	0	0	1	5	20	56	57
5:30 PM	158	0	0	0	0	1	0	0	0	0	7	21	51	78
5:45 PM	128	0	0	0	0	0	0	0	0	0	4	30	36	58
6:00 PM	102	0	0	0	0	0	0	0	0	1	7	25	23	46
6:15 PM	122	0	0	0	0	0	0	0	0	3	5	21	36	57
6:30 PM	114	0	0	0	0	0	0	0	0	0	3	22	41	48
6:45 PM	87	0	0	0	0	0	0	0	0	0	5	14	16	52
7:00 PM	76	0	0	0	0	0	0	0	0	2	3	17	20	34
7:15 PM	71	0	0	0	0	0	0	0	0	0	2	14	23	32
7:30 PM	53	0	0	0	0	0	0	0	0	2	5	10	13	23
7:45 PM	44	0	0	0	0	0	0	0	0	0	3	13	14	14
8:00 PM	46	0	0	0	0	0	0	0	0	2	3	8	17	16
8:15 PM	46	0	0	0	0	0	0	0	1	0	0	10	14	21
8:30 PM	40	0	0	0	0	0	0	0	0	1	0	14	11	14
8:45 PM	39	0	0	0	0	0	0	0	0	2	2	11	10	14
9:00 PM	23	0	0	0	0	0	0	0	0	0	1	4	10	8
9:15 PM	23	0	0	0	0	0	0	0	0	0	0	7	6	10
9:30 PM	34	0	0	0	0	0	0	0	1	0	5	7	12	9
9:45 PM	23	0	0	0	0	0	0	0	0	1	4	3	6	9
10:00 PM	19	0	0	0	0	0	0	0	0	0	0	5	8	6
10:15 PM	17	0	0	0	0	0	0	0	0	0	2	2	4	3	6
10:30 PM	19	0	0	0	0	0	0	0	0	0	0	1	3	9	6
10:45 PM	20	0	0	0	0	0	0	0	0	0	2	1	3	6	8
11:00 PM	15	0	0	0	0	0	0	0	0	0	0	3	6	2	4
11:15 PM	12	0	0	0	0	0	0	0	0	0	0	0	3	3	6
11:30 PM	17	0	0	0	0	0	0	0	0	0	0	0	5	7	5
11:45 PM	7	0	0	0	0	0	0	0	0	0	0	1	2	2	2

SB

Average (Mean)	70.3 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 2550 vehicles (65.9%)

Percentile Speeds

%	mph
10	62.1
15	64.8
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	100.0%	3867
35	99.9%	3865
45	99.9%	3865
55	99.0%	3830
65	79.4%	3073
75	19.6%	758

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3868	1	0	0	0	2	0	0	7	28	136	621	1061	2012
%		0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.7	3.5	16.1	27.4	52.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	11	0	0	0	0	0	0	0	0	0	2	3	4	2
12:15 AM	6	0	0	0	0	0	0	0	0	0	3	1	0	2
12:30 AM	5	0	0	0	0	0	0	0	0	0	1	0	3	1
12:45 AM	4	0	0	0	0	0	0	0	0	0	0	0	1	3
1:00 AM	4	0	0	0	0	0	0	0	0	0	1	1	2	0
1:15 AM	2	0	0	0	0	0	0	0	0	0	0	2	0	0
1:30 AM	4	0	0	0	0	0	0	0	0	0	0	0	2	2
1:45 AM	6	0	0	0	0	0	0	0	0	0	1	3	0	2
2:00 AM	10	0	0	0	0	0	0	0	0	0	0	0	3	7
2:15 AM	7	0	0	0	0	0	0	0	0	0	0	3	3	1
2:30 AM	5	0	0	0	0	0	0	0	0	0	0	2	1	2
2:45 AM	3	0	0	0	0	0	0	0	0	0	0	1	2	0
3:00 AM	5	0	0	0	0	0	0	0	0	0	2	1	1	1
3:15 AM	3	0	0	0	0	0	0	0	0	0	1	0	1	1
3:30 AM	10	0	0	0	0	0	0	0	0	0	1	4	2	3
3:45 AM	11	0	0	0	0	0	0	0	0	0	1	2	3	5
4:00 AM	11	0	0	0	0	0	0	0	0	0	0	4	2	5
4:15 AM	17	0	0	0	0	0	0	0	0	1	0	0	6	10
4:30 AM	23	0	0	0	0	0	0	0	0	1	0	5	2	15
4:45 AM	32	0	0	0	0	0	0	0	0	0	0	5	8	19
5:00 AM	33	0	0	0	0	0	0	0	0	1	1	7	7	17
5:15 AM	50	0	0	0	0	0	0	0	0	0	1	5	11	33
5:30 AM	73	0	0	0	0	0	0	0	0	0	2	7	13	51
5:45 AM	83	1	0	0	0	0	0	0	0	1	2	7	13	59
6:00 AM	100	0	0	0	0	0	0	0	0	0	2	12	22	64
6:15 AM	118	0	0	0	0	0	0	0	0	0	2	11	28	77
6:30 AM	181	0	0	0	0	0	0	0	0	0	6	18	36	121
6:45 AM	224	0	0	0	0	0	0	0	0	0	4	24	54	142
7:00 AM	263	2	1	0	0	0	0	2	0	1	4	22	36	195
7:15 AM	396	2	0	0	0	0	0	0	1	0	7	35	52	299
7:30 AM	426	5	1	0	1	0	0	0	3	2	1	15	72	326
7:45 AM	320	2	0	0	0	0	0	0	0	1	4	16	54	243
8:00 AM	256	0	0	0	0	0	0	0	0	2	4	20	63	167
8:15 AM	230	0	1	0	0	0	0	0	1	0	5	14	36	173
8:30 AM	230	1	1	0	1	0	0	0	0	0	1	23	68	135
8:45 AM	184	0	0	0	0	0	0	0	0	0	5	21	38	120
9:00 AM	152	0	0	0	0	0	0	0	0	0	2	15	40	95
9:15 AM	141	0	0	0	1	0	0	0	0	0	0	19	38	83
9:30 AM	146	0	0	0	0	0	0	0	0	0	4	16	35	91
9:45 AM	109	1	0	0	0	0	0	0	0	1	3	16	29	59
10:00 AM	125	0	0	0	0	0	0	1	0	0	3	15	31	75
10:15 AM	130	0	0	0	0	0	0	0	0	0	4	23	31	72
10:30 AM	166	0	0	0	0	0	0	0	7	9	4	23	47	76
10:45 AM	119	0	0	0	0	0	0	0	0	0	3	18	27	71
11:00 AM	89	0	0	0	0	0	0	0	0	1	2	22	17	47
11:15 AM	118	0	0	0	0	0	0	0	0	0	4	11	34	69
11:30 AM	120	0	0	0	0	0	0	0	1	0	4	14	30	71
11:45 AM	119	0	0	0	0	0	0	0	0	1	4	12	29	73

SB

Average (Mean)	72.0 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

69.3 - 79.3 mph 3072 vehicles (63.0%)

Percentile Speeds

%	mph
10	64.8
15	66.2
50	72.7
85	78.4
90	80.5

Speeds Exceeded

mph	%	Count
25	99.6%	4862
35	99.6%	4859
45	99.5%	4856
55	98.8%	4821
65	86.5%	4222
75	31.0%	1511

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4880	14	4	0	3	0	0	3	13	22	101	498	1037	3185
%		0.3	0.1	0.0	0.1	0.0	0.0	0.1	0.3	0.5	2.1	10.2	21.3	65.3

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	117	0	0	0	0	0	0	0	0	1	4	13	32	67
12:15 PM	111	1	1	0	0	0	0	0	0	0	4	18	25	62
12:30 PM	124	0	0	0	0	0	0	0	0	1	3	15	31	74
12:45 PM	128	0	0	0	0	0	0	0	0	2	1	17	39	69
1:00 PM	117	0	0	0	0	0	0	0	0	0	1	17	30	69
1:15 PM	99	0	0	0	0	0	0	0	0	0	5	15	38	41
1:30 PM	98	0	0	0	0	0	0	0	0	1	3	18	33	43
1:45 PM	100	0	0	0	0	0	0	1	1	1	4	17	32	44
2:00 PM	103	0	0	0	0	0	0	0	0	0	4	15	39	45
2:15 PM	134	0	0	0	0	0	0	0	0	2	9	23	43	57
2:30 PM	113	0	0	0	0	0	0	0	0	1	4	21	34	53
2:45 PM	97	0	0	0	0	0	0	0	0	1	3	13	29	51
3:00 PM	98	0	0	0	0	0	0	0	0	1	7	21	29	40
3:15 PM	117	0	0	0	0	0	0	0	1	1	4	20	30	61
3:30 PM	106	0	0	0	0	0	0	0	1	1	2	18	31	53
3:45 PM	138	1	2	0	0	0	0	0	0	1	8	11	39	76
4:00 PM	128	0	0	0	0	0	0	0	0	0	7	23	25	73
4:15 PM	128	0	0	0	0	0	0	0	1	0	6	10	40	71
4:30 PM	126	0	0	0	0	0	0	0	0	0	4	12	33	77
4:45 PM	128	0	0	0	0	0	0	0	1	1	3	10	49	64
5:00 PM	116	0	0	0	0	0	0	0	0	0	7	14	33	62
5:15 PM	132	0	0	0	0	0	0	0	0	3	11	14	34	70
5:30 PM	124	0	0	0	0	0	0	0	0	0	5	22	42	55
5:45 PM	132	0	1	0	0	0	0	0	0	1	3	24	36	67
6:00 PM	159	0	0	0	0	0	0	0	3	2	7	30	52	65
6:15 PM	119	0	0	0	0	0	0	0	0	0	7	22	42	48
6:30 PM	88	0	0	0	0	0	0	0	0	0	1	14	30	43
6:45 PM	87	0	0	0	0	0	0	0	1	1	7	21	24	33
7:00 PM	77	0	0	0	0	0	0	0	0	0	8	15	22	32
7:15 PM	71	0	0	0	0	0	0	0	0	0	3	21	18	29
7:30 PM	56	0	0	0	0	0	0	0	1	0	6	12	16	21
7:45 PM	48	0	0	0	0	0	0	0	0	0	6	16	11	15
8:00 PM	38	0	0	0	0	0	0	0	0	2	1	11	11	13
8:15 PM	51	0	0	0	0	0	0	0	0	0	7	12	18	14
8:30 PM	33	0	0	0	0	0	0	0	0	1	3	9	8	12
8:45 PM	34	0	0	0	0	0	0	0	0	1	2	9	9	13
9:00 PM	25	0	0	0	0	0	0	0	1	0	2	7	5	10
9:15 PM	27	0	0	0	0	0	0	0	0	0	0	6	10	11
9:30 PM	26	0	0	0	0	0	0	0	0	1	1	5	13	6
9:45 PM	22	0	0	0	0	0	0	0	0	0	3	6	6	7
10:00 PM	20	0	0	0	0	0	0	0	0	0	2	1	4	13
10:15 PM	22	0	0	0	0	0	0	0	0	1	2	4	6	9
10:30 PM	16	0	0	0	0	0	0	1	1	0	2	4	4	4
10:45 PM	19	0	0	0	0	0	0	0	0	3	4	3	3	6
11:00 PM	14	0	0	0	0	0	0	0	0	1	0	4	6	3
11:15 PM	10	0	0	0	0	0	0	0	0	0	1	1	5	3
11:30 PM	23	0	0	0	0	0	0	0	1	0	2	4	6	10
11:45 PM	10	0	0	0	0	0	0	0	0	0	1	1	5	3

SB

Average (Mean)	69.6 mph
Minimum	11.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 2605 vehicles (66.6%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	69.3
85	76.4
90	76.4

Speeds Exceeded

mph	%	Count
25	99.8%	3903
35	99.8%	3903
45	99.8%	3901
55	98.6%	3856
65	77.4%	3027
75	16.8%	658

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #1
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3909	2	4	0	0	0	0	2	13	32	190	639	1160	1867
%		0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.3	0.8	4.9	16.3	29.7	47.8

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	13	0	0	0	0	0	0	0	0	0	1	5	5	2
12:15 AM	12	0	0	0	0	0	0	0	0	0	0	4	4	4
12:30 AM	10	0	0	0	0	0	0	0	0	0	2	3	3	2
12:45 AM	6	0	0	0	0	0	0	0	0	0	1	1	3	1
1:00 AM	11	0	0	0	0	0	0	0	0	0	0	2	6	3
1:15 AM	8	0	0	0	0	0	0	0	1	0	0	0	4	3
1:30 AM	6	0	0	0	0	0	0	0	0	2	1	0	1	2
1:45 AM	7	0	0	0	0	0	0	0	0	0	3	1	1	2
2:00 AM	7	0	0	0	0	0	0	0	0	1	0	1	2	3
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	7	0	0	0	0	0	0	0	0	0	2	0	2	3
2:45 AM	4	0	0	0	0	0	0	0	0	0	2	1	1	0
3:00 AM	7	0	0	0	0	0	0	0	1	0	1	2	0	3
3:15 AM	9	0	0	0	0	0	0	0	0	0	2	3	3	1
3:30 AM	14	0	0	0	0	0	0	0	0	0	1	2	8	3
3:45 AM	6	0	0	0	0	0	0	0	0	0	0	1	4	1
4:00 AM	6	0	0	0	0	0	0	0	0	0	0	2	2	2
4:15 AM	9	0	0	0	0	0	0	0	0	0	0	3	1	5
4:30 AM	9	0	0	0	0	0	0	0	0	0	0	3	2	4
4:45 AM	24	0	0	0	0	0	0	0	1	0	3	4	9	7
5:00 AM	19	0	0	0	0	0	0	0	1	2	1	2	4	9
5:15 AM	34	0	0	0	0	0	0	0	0	0	0	9	11	14
5:30 AM	29	0	0	0	0	0	0	0	0	1	3	5	11	9
5:45 AM	32	0	0	0	0	0	0	0	0	0	5	7	11	9
6:00 AM	30	0	0	0	0	0	0	0	0	1	5	6	9	9
6:15 AM	45	0	0	0	0	0	0	0	0	1	5	9	12	18
6:30 AM	57	0	0	0	0	0	0	1	0	3	9	13	18	13
6:45 AM	73	0	0	0	0	0	0	0	0	5	2	23	20	23
7:00 AM	86	0	0	0	0	0	0	0	0	3	7	18	28	30
7:15 AM	110	1	0	0	0	0	0	0	0	0	2	20	38	49
7:30 AM	131	0	0	0	0	0	0	0	0	0	6	22	44	59
7:45 AM	135	0	0	0	0	0	0	0	0	2	12	20	44	57
8:00 AM	116	0	0	0	0	0	0	0	0	0	3	20	34	59
8:15 AM	99	0	0	0	0	0	0	0	0	1	5	16	29	48
8:30 AM	105	0	0	0	0	0	0	1	0	0	5	26	27	46
8:45 AM	86	0	0	0	0	0	0	0	2	2	6	19	27	30
9:00 AM	93	0	0	0	0	0	0	0	0	1	4	16	30	42
9:15 AM	95	0	0	0	0	0	0	0	0	0	3	23	20	49
9:30 AM	104	0	0	0	0	0	0	0	0	3	12	20	31	38
9:45 AM	108	0	0	0	0	0	0	0	0	2	4	23	35	44
10:00 AM	91	0	0	0	0	0	0	0	0	1	7	15	25	43
10:15 AM	99	0	0	0	0	0	0	0	0	1	8	20	25	45
10:30 AM	87	0	0	0	0	0	0	0	0	0	6	20	29	32
10:45 AM	101	0	0	0	0	0	0	0	0	1	10	21	31	38
11:00 AM	106	0	0	0	0	0	0	0	0	0	7	19	32	48
11:15 AM	126	0	0	0	0	0	0	0	0	2	4	20	40	60
11:30 AM	110	0	0	0	0	0	0	0	0	1	3	19	47	40
11:45 AM	130	0	0	0	0	0	0	0	0	1	7	23	39	60

NB

Average (Mean)	68.9 mph
Minimum	12.4 mph
Maximum	87.7 mph

Pace Range

64.8 - 74.8 mph 1708 vehicles (65.4%)

Percentile Speeds

%	mph
10	60.8
15	62.1
50	69.3
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	100.0%	2611
35	100.0%	2611
45	99.9%	2609
55	98.2%	2566
65	72.1%	1884
75	13.9%	364

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2612	1	0	0	0	0	0	2	6	37	170	512	812	1072
%		0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	1.4	6.5	19.6	31.1	41.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	122	0	0	0	0	0	0	1	1	0	2	27	29	62
12:15 PM	113	0	0	0	0	0	0	0	0	0	3	19	44	47
12:30 PM	156	0	0	0	0	0	0	0	0	1	3	26	48	78
12:45 PM	130	0	0	0	0	0	0	0	0	0	0	27	32	71
1:00 PM	130	0	0	0	0	0	0	0	0	2	11	34	23	60
1:15 PM	147	0	0	0	0	0	0	0	0	1	10	30	45	61
1:30 PM	126	0	0	0	0	0	0	0	0	1	12	20	36	57
1:45 PM	126	0	0	0	0	0	0	0	0	0	8	36	26	56
2:00 PM	133	0	0	0	0	0	0	0	0	0	11	25	43	54
2:15 PM	148	1	0	0	0	0	0	0	0	0	9	35	37	66
2:30 PM	156	0	0	0	0	0	0	0	0	1	10	32	45	68
2:45 PM	152	0	0	0	0	0	0	0	2	1	10	35	37	67
3:00 PM	180	0	0	0	0	0	0	0	0	2	12	30	54	82
3:15 PM	211	0	0	0	0	0	0	0	0	2	11	36	53	109
3:30 PM	208	0	0	1	0	0	0	2	0	0	7	32	59	107
3:45 PM	217	0	0	0	0	0	0	0	2	0	6	40	66	103
4:00 PM	246	1	1	0	0	0	0	0	1	0	8	30	77	128
4:15 PM	245	3	0	0	0	0	0	0	0	4	10	36	74	118
4:30 PM	248	1	0	0	0	0	0	0	0	1	4	42	70	130
4:45 PM	294	0	0	0	0	0	0	0	1	0	7	51	77	158
5:00 PM	300	0	0	0	0	0	0	0	1	2	6	51	87	153
5:15 PM	344	1	0	0	0	0	0	1	1	0	23	65	81	172
5:30 PM	319	0	0	0	0	0	0	0	1	8	28	56	96	130
5:45 PM	263	0	0	0	0	0	2	0	1	0	18	72	62	108
6:00 PM	230	0	0	0	0	0	0	0	4	9	18	58	53	88
6:15 PM	212	0	1	0	0	0	0	1	0	2	16	66	65	61
6:30 PM	152	0	0	0	0	0	0	0	0	5	14	35	53	45
6:45 PM	170	1	0	0	0	0	0	0	2	5	13	39	56	54
7:00 PM	150	0	0	0	0	0	0	0	0	4	7	41	39	59
7:15 PM	126	0	0	0	0	0	0	0	1	3	14	36	33	39
7:30 PM	137	0	0	0	0	0	0	0	0	2	15	40	48	32
7:45 PM	121	0	0	0	0	0	0	0	0	4	15	34	37	31
8:00 PM	135	0	0	0	0	0	0	1	1	2	15	35	48	33
8:15 PM	137	0	0	0	0	0	0	0	0	5	18	35	46	33
8:30 PM	121	0	0	0	0	0	0	0	0	2	8	39	35	37
8:45 PM	91	0	0	0	0	0	0	0	0	1	10	36	21	23
9:00 PM	79	0	0	0	0	0	0	0	1	2	6	19	26	25
9:15 PM	71	0	0	0	0	0	0	0	1	0	5	22	27	16
9:30 PM	50	0	0	0	0	0	0	0	2	0	5	14	13	16
9:45 PM	47	0	0	0	0	0	0	0	1	0	7	9	20	10
10:00 PM	36	0	0	0	0	0	0	0	1	0	6	16	6	7
10:15 PM	39	0	0	0	0	0	0	0	0	1	4	12	13	9
10:30 PM	34	0	0	0	0	0	0	0	0	1	5	10	6	12
10:45 PM	30	0	0	0	0	0	0	0	0	1	5	7	9	8
11:00 PM	26	0	0	0	0	0	0	0	0	0	4	10	8	4
11:15 PM	18	0	0	0	0	0	0	0	0	0	0	2	9	7
11:30 PM	20	0	0	0	0	0	0	0	0	0	3	9	1	7
11:45 PM	14	0	0	0	0	0	0	0	0	1	3	3	3	4

NB

Average (Mean)	68.7 mph
Minimum	10.2 mph
Maximum	87.7 mph

Pace Range

64.8 - 74.8 mph 4400 vehicles (63.2%)

Percentile Speeds

%	mph
10	60.8
15	62.1
50	69.3
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	99.8%	6949
35	99.8%	6949
45	99.7%	6941
55	98.3%	6840
65	70.1%	4881
75	14.5%	1009

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6960	8	2	1	0	0	2	6	25	76	445	1514	1976	2905
%		0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.4	1.1	6.4	21.8	28.4	41.7

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	19	0	0	0	0	0	0	0	0	1	5	3	4	6
12:15 AM	16	0	0	0	0	0	0	0	0	0	2	5	4	5
12:30 AM	12	0	0	0	0	0	0	0	0	0	3	3	2	4
12:45 AM	10	0	0	0	0	0	0	0	1	1	2	4	1	1
1:00 AM	10	0	0	0	0	0	0	0	0	0	4	0	3	3
1:15 AM	8	0	0	0	0	0	0	0	0	0	0	5	1	2
1:30 AM	7	0	0	0	0	0	0	0	0	0	1	2	4	0
1:45 AM	3	0	0	0	0	0	0	0	0	0	1	1	1	0
2:00 AM	9	0	0	0	0	0	0	0	0	1	1	3	1	3
2:15 AM	8	0	0	0	0	0	0	0	0	0	2	0	3	3
2:30 AM	10	0	0	0	0	0	0	0	0	0	0	2	4	4
2:45 AM	4	0	0	0	0	0	0	0	0	0	0	2	1	1
3:00 AM	10	0	0	0	0	0	0	0	0	1	0	3	3	3
3:15 AM	7	0	0	0	0	0	0	0	0	0	1	2	2	2
3:30 AM	9	0	0	0	0	0	0	0	0	0	2	2	2	3
3:45 AM	9	0	0	0	0	0	0	0	0	0	3	0	2	4
4:00 AM	7	0	0	0	0	0	0	0	0	0	1	3	1	2
4:15 AM	12	0	0	0	0	0	0	0	0	1	1	4	2	4
4:30 AM	8	0	0	0	0	0	0	0	0	0	1	4	2	1
4:45 AM	21	0	0	0	0	0	0	0	0	0	0	6	6	9
5:00 AM	22	0	0	0	0	0	0	0	0	0	1	3	3	15
5:15 AM	28	0	0	0	0	0	0	0	1	2	3	10	8	4
5:30 AM	27	0	0	0	0	0	0	0	0	2	0	8	6	11
5:45 AM	25	0	0	0	0	0	0	0	0	0	2	2	5	16
6:00 AM	25	0	0	0	0	0	0	0	2	1	1	11	6	4
6:15 AM	47	0	0	0	0	0	0	0	0	0	7	13	10	17
6:30 AM	59	0	0	0	0	0	0	0	1	2	6	12	21	17
6:45 AM	80	0	0	0	0	0	0	0	0	2	0	16	22	40
7:00 AM	70	0	0	0	0	0	0	1	0	0	4	12	25	28
7:15 AM	102	0	0	0	0	0	0	0	0	2	6	18	30	46
7:30 AM	116	0	0	0	0	0	0	0	1	0	8	25	31	51
7:45 AM	126	0	0	0	0	0	0	0	0	0	7	16	35	68
8:00 AM	106	0	0	0	0	0	0	0	0	0	3	23	33	47
8:15 AM	114	1	0	0	0	0	2	0	0	3	9	23	29	47
8:30 AM	78	0	0	0	0	0	0	0	0	2	6	27	12	31
8:45 AM	114	0	0	0	0	0	0	0	1	0	16	24	35	38
9:00 AM	92	0	1	0	0	0	0	0	1	2	3	24	22	39
9:15 AM	85	0	0	0	0	0	0	0	0	0	11	21	24	29
9:30 AM	99	0	0	0	0	0	0	0	0	0	4	23	32	40
9:45 AM	91	0	0	0	0	0	0	0	1	3	6	17	25	39
10:00 AM	88	0	0	0	0	0	1	0	0	1	2	15	30	39
10:15 AM	82	0	0	0	0	0	0	0	0	2	1	3	20	24	32
10:30 AM	78	0	0	0	0	0	0	1	0	0	4	16	25	32
10:45 AM	110	0	0	0	0	0	0	0	0	0	7	19	38	46
11:00 AM	87	0	0	0	0	0	0	0	0	1	3	21	22	40
11:15 AM	115	0	0	0	0	0	0	0	1	2	6	26	42	38
11:30 AM	118	0	0	0	0	0	0	0	0	1	8	28	36	45
11:45 AM	117	0	0	0	0	0	0	0	0	2	11	20	35	49

NB

Average (Mean)	68.6 mph
Minimum	10.0 mph
Maximum	87.7 mph

Pace Range

64.8 - 74.8 mph 1542 vehicles (61.7%)

Percentile Speeds

%	mph
10	60.8
15	62.1
50	69.3
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	99.9%	2498
35	99.9%	2498
45	99.7%	2493
55	97.9%	2447
65	68.9%	1723
75	14.5%	362

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2500	1	1	0	0	0	3	2	12	34	177	547	715	1008
%		0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.5	1.4	7.1	21.9	28.6	40.3

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	126	0	0	0	0	0	0	0	0	0	6	26	43	51
12:15 PM	123	0	0	0	0	0	0	0	0	2	4	28	46	43
12:30 PM	131	0	0	0	0	0	0	0	0	2	4	26	32	67
12:45 PM	119	0	0	0	0	0	0	0	0	0	10	24	33	52
1:00 PM	123	0	0	0	0	0	0	0	0	2	8	30	30	53
1:15 PM	128	0	0	0	0	0	0	0	1	1	4	29	28	65
1:30 PM	114	0	0	0	0	0	0	0	1	1	6	20	32	54
1:45 PM	137	0	0	0	0	0	0	0	0	0	5	20	50	62
2:00 PM	122	0	0	0	0	0	0	0	0	4	13	24	35	46
2:15 PM	148	0	0	0	0	0	0	0	0	1	7	19	49	72
2:30 PM	126	0	0	0	0	0	0	0	0	2	9	39	34	42
2:45 PM	149	0	0	0	0	0	0	0	0	0	7	37	48	57
3:00 PM	155	0	0	0	0	0	0	1	0	4	19	29	40	62
3:15 PM	194	0	0	0	0	0	0	0	0	0	9	43	59	83
3:30 PM	212	0	1	0	0	0	0	0	0	2	8	42	60	99
3:45 PM	214	0	1	0	0	0	0	1	5	0	9	41	64	93
4:00 PM	215	0	0	0	0	0	0	0	1	3	0	40	67	104
4:15 PM	258	1	2	0	0	0	0	0	1	0	9	38	74	133
4:30 PM	222	1	0	0	0	0	0	0	0	0	13	49	67	92
4:45 PM	290	1	0	1	0	0	0	1	1	0	9	47	74	156
5:00 PM	344	1	1	0	0	0	0	0	0	2	25	74	94	147
5:15 PM	347	2	0	0	0	0	0	0	3	2	34	62	91	153
5:30 PM	344	1	2	0	0	1	1	0	3	8	28	74	91	135
5:45 PM	277	2	1	0	0	0	1	0	0	3	20	63	99	88
6:00 PM	216	0	0	0	0	0	0	0	1	3	20	52	61	79
6:15 PM	225	0	0	0	0	0	0	0	0	4	25	63	64	69
6:30 PM	176	0	0	0	0	0	0	0	1	1	17	34	61	62
6:45 PM	173	0	0	0	0	0	0	0	0	3	12	39	51	68
7:00 PM	130	0	0	0	0	0	0	0	0	3	7	24	52	44
7:15 PM	153	0	0	0	0	0	0	0	1	3	8	38	39	64
7:30 PM	127	0	0	0	0	0	0	0	0	0	11	22	42	52
7:45 PM	115	0	0	0	0	0	0	0	0	4	15	21	39	36
8:00 PM	123	0	0	0	0	0	0	0	0	2	12	35	37	37
8:15 PM	96	0	0	0	0	0	0	2	0	2	12	24	29	27
8:30 PM	83	0	0	0	0	0	0	1	1	3	7	17	26	28
8:45 PM	97	0	0	0	0	0	0	0	0	4	16	27	27	23
9:00 PM	91	0	0	0	0	0	0	0	0	1	7	22	32	29
9:15 PM	88	0	0	0	0	0	0	0	1	4	10	22	24	27
9:30 PM	48	0	0	0	0	0	0	0	0	1	6	14	13	14
9:45 PM	41	0	0	0	0	0	0	0	1	1	4	6	11	18
10:00 PM	28	0	0	0	0	0	0	0	0	1	5	7	9	6
10:15 PM	45	0	0	0	0	0	0	0	0	2	6	15	10	12
10:30 PM	33	0	0	0	0	0	0	0	0	0	4	15	7	7
10:45 PM	27	0	0	0	0	0	0	0	0	1	4	7	7	8
11:00 PM	34	0	0	0	0	0	0	0	0	1	3	9	9	12
11:15 PM	37	0	0	0	0	0	0	0	1	1	6	8	13	8
11:30 PM	26	0	0	0	0	0	0	0	0	0	2	7	7	10
11:45 PM	16	0	0	0	0	0	0	0	0	3	2	2	6	3

NB

Average (Mean) 68.5 mph
Minimum 10.1 mph
Maximum 87.7 mph

Pace Range
64.8 - 74.8 mph 4353 vehicles (63.6%)

Percentile Speeds

%	mph
10	60.8
15	62.1
50	69.3
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	99.7%	6828
35	99.7%	6827
45	99.6%	6819
55	98.0%	6709
65	69.6%	4768
75	13.5%	924

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy South of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #2
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6846	9	8	1	0	1	2	6	23	87	487	1454	2016	2752
%		0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.3	1.3	7.1	21.2	29.4	40.2

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	21	0	0	0	0	0	3	4	9	3	1	1	0	0
12:15 AM	20	0	0	0	0	0	1	11	3	5	0	0	0	0
12:30 AM	28	0	0	0	0	0	3	2	9	9	3	2	0	0
12:45 AM	13	0	0	0	0	0	1	2	6	3	0	1	0	0
1:00 AM	4	0	0	0	0	0	0	1	3	0	0	0	0	0
1:15 AM	16	0	0	0	1	1	2	4	7	1	0	0	0	0
1:30 AM	12	0	0	1	0	0	1	4	2	4	0	0	0	0
1:45 AM	10	0	0	0	0	0	2	3	3	2	0	0	0	0
2:00 AM	72	1	0	0	1	0	1	15	21	20	8	5	0	0
2:15 AM	23	0	0	0	0	2	0	8	9	4	0	0	0	0
2:30 AM	21	0	0	0	0	0	1	2	9	5	3	1	0	0
2:45 AM	7	0	0	0	0	0	0	3	2	2	0	0	0	0
3:00 AM	10	0	0	0	1	0	1	4	2	2	0	0	0	0
3:15 AM	9	0	0	0	0	0	0	3	4	2	0	0	0	0
3:30 AM	17	0	0	0	0	2	1	5	5	4	0	0	0	0
3:45 AM	16	0	0	0	1	0	0	8	1	5	1	0	0	0
4:00 AM	19	0	0	0	0	0	2	4	10	2	1	0	0	0
4:15 AM	19	0	0	0	0	0	0	7	8	3	1	0	0	0
4:30 AM	24	0	0	0	0	0	2	6	7	3	4	2	0	0
4:45 AM	33	0	0	0	0	0	3	13	11	5	1	0	0	0
5:00 AM	36	0	0	0	2	3	3	6	12	10	0	0	0	0
5:15 AM	44	0	0	0	0	1	2	13	13	12	1	2	0	0
5:30 AM	55	0	0	0	0	1	3	16	18	14	3	0	0	0
5:45 AM	67	0	0	0	1	1	6	25	21	12	1	0	0	0
6:00 AM	87	0	0	0	0	2	9	18	35	20	2	1	0	0
6:15 AM	85	0	0	0	0	0	0	24	33	24	3	1	0	0
6:30 AM	168	0	0	0	2	3	4	32	73	37	11	5	0	1
6:45 AM	153	0	0	0	0	2	14	37	54	40	1	4	1	0
7:00 AM	210	0	0	2	1	3	10	57	82	53	2	0	0	0
7:15 AM	288	0	0	0	2	16	24	86	97	59	2	2	0	0
7:30 AM	350	6	7	9	9	20	66	87	105	36	4	1	0	0
7:45 AM	322	4	3	4	7	8	29	81	109	71	3	2	1	0
8:00 AM	205	0	0	1	1	4	16	51	58	55	17	2	0	0
8:15 AM	210	0	0	1	0	6	11	61	69	54	4	3	0	1
8:30 AM	245	0	0	0	3	4	9	51	101	67	5	5	0	0
8:45 AM	189	0	0	2	4	3	8	44	64	56	5	2	1	0
9:00 AM	152	0	0	1	3	1	6	27	67	37	7	3	0	0
9:15 AM	158	0	1	0	0	3	3	37	67	38	6	2	0	1
9:30 AM	165	0	0	1	1	2	7	39	66	40	5	3	0	1
9:45 AM	144	0	0	0	4	5	6	34	52	40	2	1	0	0
10:00 AM	168	0	0	0	1	2	8	39	63	46	7	2	0	0
10:15 AM	134	0	0	0	1	2	7	39	48	31	3	3	0	0
10:30 AM	149	0	0	1	1	5	4	35	60	36	4	3	0	0
10:45 AM	154	0	0	2	2	2	4	30	64	37	10	3	0	0
11:00 AM	181	0	0	0	3	3	9	47	66	39	11	3	0	0
11:15 AM	136	0	0	1	1	4	5	31	47	40	6	1	0	0
11:30 AM	182	0	0	1	3	2	8	37	58	58	9	5	1	0
11:45 AM	187	0	1	1	2	5	11	41	64	49	13	0	0	0

WB

Average (Mean)	46.4 mph
Minimum	10.1 mph
Maximum	88.7 mph

Pace Range

43.3 - 53.3 mph 3564 vehicles (71.0%)

Percentile Speeds

%	mph
10	39.6
15	41.4
50	46.5
85	51.7
90	53.2

Speeds Exceeded

mph	%	Count
25	99.0%	4967
35	95.5%	4791
45	64.6%	3241
55	5.0%	249
65	0.2%	8
75	0.0%	2

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	5018	11	12	28	58	118	316	1234	1797	1195	170	71	4	4
%		0.2	0.2	0.6	1.2	2.4	6.3	24.6	35.8	23.8	3.4	1.4	0.1	0.1

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	173	0	0	1	0	6	6	27	77	43	8	4	0	1
12:15 PM	188	0	0	0	6	3	7	24	77	55	13	3	0	0
12:30 PM	183	0	0	1	3	6	3	38	78	37	14	3	0	0
12:45 PM	146	0	0	0	2	11	5	21	56	39	10	2	0	0
1:00 PM	149	0	0	1	0	1	6	26	59	47	7	2	0	0
1:15 PM	144	0	0	0	5	1	1	37	52	36	7	5	0	0
1:30 PM	158	0	0	2	4	5	10	40	47	37	8	5	0	0
1:45 PM	168	0	0	2	2	3	3	32	65	48	10	3	0	0
2:00 PM	142	0	0	0	0	6	1	28	51	45	7	4	0	0
2:15 PM	164	2	3	1	1	3	10	30	50	54	8	2	0	0
2:30 PM	201	1	0	0	5	4	12	51	66	46	10	4	1	1
2:45 PM	194	0	0	1	4	3	10	49	69	49	9	0	0	0
3:00 PM	172	0	0	1	3	3	11	36	62	42	10	4	0	0
3:15 PM	160	0	0	2	5	7	3	31	51	48	8	3	2	0
3:30 PM	238	0	0	1	3	1	6	45	75	83	19	5	0	0
3:45 PM	175	0	1	0	2	4	10	27	63	57	9	2	0	0
4:00 PM	250	5	8	9	9	29	12	44	74	48	11	1	0	0
4:15 PM	215	6	10	10	3	3	22	49	57	46	7	2	0	0
4:30 PM	301	0	0	1	7	17	33	82	110	45	4	2	0	0
4:45 PM	248	0	0	1	8	18	14	71	77	47	9	2	0	1
5:00 PM	291	1	2	4	8	12	18	97	99	42	8	0	0	0
5:15 PM	223	3	5	3	11	13	27	45	68	43	3	1	0	1
5:30 PM	251	0	1	2	3	11	22	52	74	69	14	1	0	2
5:45 PM	214	0	0	0	2	7	3	52	62	69	17	2	0	0
6:00 PM	196	0	0	1	6	9	9	50	74	34	11	1	1	0
6:15 PM	171	0	2	0	2	3	3	35	49	64	11	2	0	0
6:30 PM	178	0	1	0	3	3	18	49	62	32	9	1	0	0
6:45 PM	156	0	0	0	1	2	11	54	47	36	5	0	0	0
7:00 PM	147	0	0	0	0	8	14	39	47	30	4	4	1	0
7:15 PM	111	0	0	0	2	3	4	32	38	29	3	0	0	0
7:30 PM	72	0	0	0	1	2	2	15	25	24	2	1	0	0
7:45 PM	88	0	0	1	1	5	9	27	33	10	2	0	0	0
8:00 PM	91	0	0	0	2	1	8	20	41	15	4	0	0	0
8:15 PM	85	0	0	0	3	2	3	24	27	24	2	0	0	0
8:30 PM	101	0	0	0	1	2	6	20	38	26	3	4	1	0
8:45 PM	44	0	0	2	0	2	4	11	13	7	2	3	0	0
9:00 PM	48	0	0	0	0	2	7	10	17	7	3	2	0	0
9:15 PM	30	0	0	0	0	1	3	8	9	7	2	0	0	0
9:30 PM	41	0	0	0	1	1	2	9	16	11	1	0	0	0
9:45 PM	25	0	0	0	1	0	2	5	9	4	3	1	0	0
10:00 PM	32	0	0	0	0	0	3	9	12	7	0	0	0	1
10:15 PM	23	0	0	0	1	1	0	8	7	5	0	1	0	0
10:30 PM	19	0	0	0	0	0	4	3	8	4	0	0	0	0
10:45 PM	24	0	0	0	0	0	1	7	8	4	2	2	0	0
11:00 PM	25	0	0	0	0	0	2	9	7	3	4	0	0	0
11:15 PM	27	0	0	0	2	3	2	12	5	2	0	0	0	1
11:30 PM	59	0	0	0	0	0	2	12	17	16	11	0	1	0
11:45 PM	21	0	0	0	1	0	0	3	7	7	2	1	0	0

WB

Average (Mean)	46.3 mph
Minimum	10.0 mph
Maximum	84.6 mph

Pace Range

43.3 - 53.3 mph 4390 vehicles (66.9%)

Percentile Speeds

%	mph
10	38.8
15	40.5
50	46.5
85	53.2
90	54.8

Speeds Exceeded

mph	%	Count
25	98.5%	6464
35	93.2%	6113
45	64.5%	4234
55	6.3%	416
65	0.2%	15
75	0.1%	5

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6562	18	33	47	124	227	374	1505	2235	1583	316	85	7	8
%		0.3	0.5	0.7	1.9	3.5	5.7	22.9	34.1	24.1	4.8	1.3	0.1	0.1

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	15	0	0	0	1	0	1	7	4	2	0	0	0	0
12:15 AM	15	0	0	0	0	0	3	4	6	1	0	1	0	0
12:30 AM	34	0	0	0	0	0	3	2	10	10	4	3	1	1
12:45 AM	20	0	0	0	0	0	1	4	8	4	2	0	1	0
1:00 AM	13	0	0	0	0	1	1	2	9	0	0	0	0	0
1:15 AM	14	0	0	0	1	1	2	4	3	3	0	0	0	0
1:30 AM	10	0	0	0	0	0	0	2	3	5	0	0	0	0
1:45 AM	10	0	0	0	0	2	4	1	3	0	0	0	0	0
2:00 AM	80	0	0	0	0	0	0	11	25	28	10	5	1	0
2:15 AM	17	0	0	0	1	0	1	2	9	3	1	0	0	0
2:30 AM	19	0	0	0	0	0	0	4	5	8	1	0	1	0
2:45 AM	7	0	0	0	0	0	0	1	1	4	0	1	0	0
3:00 AM	14	0	0	0	0	0	0	5	6	3	0	0	0	0
3:15 AM	14	0	0	0	0	0	1	2	8	3	0	0	0	0
3:30 AM	15	0	0	0	0	0	0	10	2	3	0	0	0	0
3:45 AM	16	0	0	0	0	0	1	4	5	6	0	0	0	0
4:00 AM	18	0	0	0	0	0	3	6	6	3	0	0	0	0
4:15 AM	20	0	0	0	0	0	3	6	4	3	1	3	0	0
4:30 AM	30	0	0	0	0	0	3	9	11	5	2	0	0	0
4:45 AM	32	0	0	0	0	1	3	4	16	6	1	0	1	0
5:00 AM	37	0	0	1	0	0	3	9	14	8	2	0	0	0
5:15 AM	43	0	0	0	0	2	1	10	18	8	3	1	0	0
5:30 AM	53	0	0	0	0	2	2	17	18	11	1	2	0	0
5:45 AM	56	0	0	0	1	0	3	17	20	13	1	1	0	0
6:00 AM	67	0	0	0	1	0	3	14	34	8	5	1	1	0
6:15 AM	82	0	0	0	1	0	3	14	27	31	3	3	0	0
6:30 AM	169	0	0	0	1	2	4	42	62	51	5	1	1	0
6:45 AM	153	0	0	0	2	4	7	31	71	34	4	0	0	0
7:00 AM	215	1	1	0	2	2	11	67	83	39	8	1	0	0
7:15 AM	329	0	2	0	4	9	40	119	102	47	5	1	0	0
7:30 AM	340	8	5	5	18	16	30	95	99	57	7	0	0	0
7:45 AM	260	18	14	23	40	41	50	42	24	7	1	0	0	0
8:00 AM	225	0	1	1	1	14	34	85	65	23	1	0	0	0
8:15 AM	202	1	0	1	1	7	14	63	83	29	3	0	0	0
8:30 AM	214	0	0	1	1	8	23	75	72	30	3	1	0	0
8:45 AM	195	1	0	1	2	7	22	54	75	31	2	0	0	0
9:00 AM	157	0	0	0	4	2	21	51	52	22	3	2	0	0
9:15 AM	131	0	0	1	1	3	6	26	47	43	4	0	0	0
9:30 AM	147	0	2	1	1	4	9	42	57	27	3	1	0	0
9:45 AM	140	0	0	0	2	5	3	33	52	34	7	4	0	0
10:00 AM	136	0	0	2	1	2	6	28	48	38	9	2	0	0
10:15 AM	140	0	1	0	3	2	8	23	42	45	14	2	0	0
10:30 AM	131	0	0	0	1	2	6	33	57	28	4	0	0	0
10:45 AM	139	0	0	0	0	2	3	22	56	42	9	5	0	0
11:00 AM	169	0	0	0	2	4	5	29	77	38	11	3	0	0
11:15 AM	168	0	0	2	5	1	10	37	63	37	9	3	1	0
11:30 AM	177	0	1	0	1	6	12	39	60	49	8	1	0	0
11:45 AM	190	0	0	1	6	8	23	63	61	23	5	0	0	0

WB

Average (Mean)	45.2 mph
Minimum	10.1 mph
Maximum	71.6 mph

Pace Range

40.5 - 50.5 mph 3307 vehicles (67.8%)

Percentile Speeds

%	mph
10	37.2
15	39.6
50	46.5
85	51.7
90	53.2

Speeds Exceeded

mph	%	Count
25	98.0%	4782
35	92.6%	4517
45	58.5%	2855
55	4.5%	219
65	0.2%	9
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4878	29	27	40	105	160	392	1270	1683	953	162	48	8	1
%		0.6	0.6	0.8	2.2	3.3	8.0	26.0	34.5	19.5	3.3	1.0	0.2	0.0

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	168	2	0	0	4	7	6	34	58	48	8	1	0	0
12:15 PM	174	0	0	0	1	5	14	52	66	32	4	0	0	0
12:30 PM	158	0	2	3	4	8	13	42	51	29	3	3	0	0
12:45 PM	154	0	0	2	2	4	10	18	55	49	10	4	0	0
1:00 PM	134	0	1	0	2	3	3	21	42	47	11	1	3	0
1:15 PM	160	0	0	0	3	3	6	33	57	49	5	4	0	0
1:30 PM	157	0	1	0	3	5	12	29	57	43	5	1	1	0
1:45 PM	170	0	0	0	3	3	6	33	58	54	9	4	0	0
2:00 PM	151	0	0	0	1	2	1	17	51	65	7	5	1	1
2:15 PM	151	0	0	0	3	2	4	23	51	56	9	3	0	0
2:30 PM	194	0	1	0	1	6	3	37	81	51	10	4	0	0
2:45 PM	218	0	0	2	2	3	8	47	90	56	5	5	0	0
3:00 PM	189	0	0	0	2	2	7	26	74	64	12	2	0	0
3:15 PM	150	0	0	0	3	2	4	22	55	43	10	10	0	1
3:30 PM	216	0	0	3	7	2	21	52	57	62	6	5	1	0
3:45 PM	202	0	0	0	4	4	10	43	59	64	14	4	0	0
4:00 PM	277	0	1	1	2	10	19	74	94	62	10	4	0	0
4:15 PM	226	1	0	2	5	7	7	48	69	66	19	2	0	0
4:30 PM	294	1	1	2	4	14	32	66	112	52	9	1	0	0
4:45 PM	236	0	0	1	2	19	26	61	82	39	4	2	0	0
5:00 PM	274	1	1	0	7	10	34	71	88	56	6	0	0	0
5:15 PM	295	1	2	5	13	24	45	73	94	31	5	2	0	0
5:30 PM	235	2	3	4	11	13	15	32	77	64	7	7	0	0
5:45 PM	220	0	0	1	4	7	9	53	62	72	7	2	3	0
6:00 PM	208	0	0	0	2	7	12	35	69	72	6	5	0	0
6:15 PM	175	1	1	0	0	9	5	40	58	45	15	1	0	0
6:30 PM	153	0	0	0	3	4	8	43	61	26	7	1	0	0
6:45 PM	135	0	0	0	3	2	10	30	54	29	5	2	0	0
7:00 PM	150	0	0	0	2	5	10	35	49	39	5	3	1	1
7:15 PM	126	0	0	0	7	3	10	37	39	26	3	0	0	1
7:30 PM	98	0	0	2	5	6	4	19	41	20	0	1	0	0
7:45 PM	69	0	0	0	1	1	1	16	30	16	1	3	0	0
8:00 PM	107	0	0	0	0	4	5	30	40	23	3	2	0	0
8:15 PM	111	0	0	0	0	6	2	24	34	38	5	2	0	0
8:30 PM	110	0	0	1	1	1	8	15	38	39	7	0	0	0
8:45 PM	54	0	0	0	2	2	4	13	17	10	4	2	0	0
9:00 PM	56	0	0	1	0	1	5	11	15	13	6	3	0	1
9:15 PM	55	0	0	1	1	4	5	9	20	11	3	1	0	0
9:30 PM	77	0	0	0	0	2	5	23	25	20	2	0	0	0
9:45 PM	36	0	0	0	0	2	4	7	13	9	0	1	0	0
10:00 PM	39	0	0	1	2	2	6	10	6	10	1	0	1	0
10:15 PM	39	0	0	0	0	1	3	8	9	15	3	0	0	0
10:30 PM	31	0	0	1	1	2	3	8	6	7	3	0	0	0
10:45 PM	22	0	0	0	1	1	3	5	9	3	0	0	0	0
11:00 PM	18	0	0	0	0	1	2	5	6	4	0	0	0	0
11:15 PM	14	0	0	0	0	1	3	4	2	3	1	0	0	0
11:30 PM	46	0	0	0	0	0	3	9	14	15	2	2	1	0
11:45 PM	26	0	0	0	0	1	2	3	9	7	2	2	0	0

WB

Average (Mean)	46.5 mph
Minimum	10.2 mph
Maximum	88.7 mph

Pace Range

43.3 - 53.3 mph 4571 vehicles (67.6%)

Percentile Speeds

%	mph
10	38.8
15	40.5
50	47.7
85	53.2
90	53.2

Speeds Exceeded

mph	%	Count
25	99.2%	6702
35	93.9%	6345
45	66.0%	4461
55	6.0%	403
65	0.3%	17
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/Beaver Run Rd East of
Lakeside Village Plaza East Driveway

Site: #2
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6758	9	14	33	124	233	438	1446	2304	1754	279	107	12	5
%		0.1	0.2	0.5	1.8	3.4	6.5	21.4	34.1	26.0	4.1	1.6	0.2	0.1

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	27	0	0	0	0	0	2	6	9	9	0	1	0	0
12:15 AM	23	0	0	0	0	0	0	7	7	5	2	2	0	0
12:30 AM	22	0	0	0	0	0	3	3	4	9	3	0	0	0
12:45 AM	19	0	0	0	0	0	1	3	7	4	4	0	0	0
1:00 AM	15	0	0	0	0	0	0	0	6	7	1	1	0	0
1:15 AM	19	2	0	0	2	1	0	3	8	3	0	0	0	0
1:30 AM	8	0	0	0	0	0	0	2	3	2	1	0	0	0
1:45 AM	19	0	0	0	0	0	0	6	2	5	5	1	0	0
2:00 AM	18	0	0	0	0	0	0	2	6	7	2	1	0	0
2:15 AM	10	0	0	0	0	0	0	1	3	3	2	1	0	0
2:30 AM	21	0	0	0	0	0	3	1	6	9	0	2	0	0
2:45 AM	17	0	0	0	0	0	0	2	4	8	2	0	1	0
3:00 AM	12	0	0	0	0	0	1	6	5	0	0	0	0	0
3:15 AM	19	0	0	0	0	0	1	5	6	3	1	3	0	0
3:30 AM	23	0	0	0	0	0	0	5	7	5	2	4	0	0
3:45 AM	15	0	0	0	0	0	0	1	4	8	1	1	0	0
4:00 AM	22	0	0	0	0	0	0	6	7	5	1	3	0	0
4:15 AM	31	0	0	0	0	1	2	4	13	8	2	1	0	0
4:30 AM	47	0	0	0	0	2	3	5	20	11	3	3	0	0
4:45 AM	55	0	0	0	1	1	3	11	16	19	4	0	0	0
5:00 AM	99	0	1	0	1	0	5	20	36	22	11	1	2	0
5:15 AM	111	0	0	1	0	0	13	18	31	38	5	5	0	0
5:30 AM	127	1	1	1	0	3	6	17	37	37	15	8	1	0
5:45 AM	138	2	0	1	2	3	9	33	41	30	14	3	0	0
6:00 AM	138	0	2	1	1	2	9	47	38	30	2	4	1	1
6:15 AM	218	2	0	1	2	11	35	54	66	37	7	2	0	1
6:30 AM	266	6	3	6	12	17	46	59	63	40	6	7	1	0
6:45 AM	266	8	5	6	15	27	47	73	51	31	1	1	0	1
7:00 AM	268	0	3	5	12	33	53	69	42	41	5	5	0	0
7:15 AM	322	19	22	21	27	45	86	49	24	21	6	2	0	0
7:30 AM	361	9	16	40	50	54	67	62	40	18	1	4	0	0
7:45 AM	362	26	29	33	56	85	76	41	14	2	0	0	0	0
8:00 AM	356	22	23	39	39	68	74	59	23	8	1	0	0	0
8:15 AM	319	15	17	17	23	38	75	82	41	10	0	1	0	0
8:30 AM	334	17	18	23	27	41	66	59	46	29	4	4	0	0
8:45 AM	291	9	9	9	16	27	55	47	59	43	9	7	1	0
9:00 AM	240	0	0	2	5	15	29	44	64	50	12	16	2	1
9:15 AM	220	0	0	0	6	6	34	47	45	56	16	7	3	0
9:30 AM	227	0	0	1	0	22	34	52	55	44	16	2	0	1
9:45 AM	201	0	0	0	1	14	34	42	50	39	9	12	0	0
10:00 AM	197	2	0	4	3	16	35	42	40	36	8	9	2	0
10:15 AM	228	2	2	10	6	16	41	51	35	46	15	4	0	0
10:30 AM	195	0	2	2	2	11	38	47	34	34	17	7	1	0
10:45 AM	216	2	0	0	3	5	33	52	51	52	9	8	0	1
11:00 AM	221	2	1	1	4	15	45	61	45	30	8	8	1	0
11:15 AM	205	1	3	4	2	10	18	38	55	56	11	6	1	0
11:30 AM	219	0	1	5	3	12	47	61	36	34	12	8	0	0
11:45 AM	242	0	0	1	3	17	55	62	57	35	7	4	1	0

EB

Average (Mean)	41.8 mph
Minimum	10.0 mph
Maximum	84.6 mph

Pace Range

40.5 - 50.5 mph 3142 vehicles (44.7%)

Percentile Speeds

%	mph
10	27.4
15	31.6
50	43.3
85	51.7
90	53.2

Speeds Exceeded

mph	%	Count
25	92.3%	6490
35	78.9%	5548
45	41.2%	2897
55	6.5%	456
65	0.3%	24
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	7029	147	158	234	324	618	1184	1467	1362	1079	263	169	18	6
%		2.1	2.2	3.3	4.6	8.8	16.8	20.9	19.4	15.4	3.7	2.4	0.3	0.1

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	244	1	4	7	9	20	49	50	57	35	11	1	0	0
12:15 PM	248	0	0	3	8	22	40	84	55	23	12	1	0	0
12:30 PM	289	6	6	7	13	24	53	80	49	41	4	6	0	0
12:45 PM	259	3	8	2	2	22	47	64	50	44	12	5	0	0
1:00 PM	246	0	1	2	7	35	48	65	65	18	3	1	1	0
1:15 PM	258	0	1	1	2	29	46	71	60	32	13	3	0	0
1:30 PM	251	1	1	4	6	37	36	61	50	46	3	4	1	1
1:45 PM	258	0	1	2	8	12	50	63	60	44	9	9	0	0
2:00 PM	250	1	1	0	4	17	33	56	76	46	9	4	2	1
2:15 PM	254	0	2	0	2	12	50	54	56	66	7	4	1	0
2:30 PM	279	8	7	9	9	38	50	54	54	36	12	1	1	0
2:45 PM	295	0	1	5	10	27	80	71	61	33	3	3	1	0
3:00 PM	276	4	5	11	18	17	48	75	52	37	6	3	0	0
3:15 PM	281	2	7	6	5	15	57	70	60	51	4	3	1	0
3:30 PM	310	3	4	21	12	28	56	38	50	56	25	14	3	0
3:45 PM	317	6	13	16	13	44	63	36	44	55	23	4	0	0
4:00 PM	315	1	0	2	7	28	69	77	51	53	20	7	0	0
4:15 PM	312	7	9	7	16	16	75	52	58	49	16	7	0	0
4:30 PM	327	13	15	21	24	47	47	43	45	55	8	9	0	0
4:45 PM	332	4	1	1	15	29	74	61	58	68	13	8	0	0
5:00 PM	307	9	16	25	28	34	35	46	70	29	10	5	0	0
5:15 PM	374	6	12	22	20	71	78	68	55	30	5	5	1	1
5:30 PM	373	8	10	11	15	27	76	87	73	52	12	2	0	0
5:45 PM	322	10	16	14	29	47	53	54	50	41	6	2	0	0
6:00 PM	306	17	15	15	18	41	46	46	56	44	6	2	0	0
6:15 PM	322	11	10	19	24	36	50	63	64	32	5	7	0	1
6:30 PM	316	2	2	8	22	49	51	90	48	38	6	0	0	0
6:45 PM	243	2	1	2	6	16	44	58	58	45	7	3	0	1
7:00 PM	229	1	1	2	0	4	36	61	64	53	2	5	0	0
7:15 PM	230	1	0	2	2	15	37	55	71	36	9	1	1	0
7:30 PM	219	1	0	1	0	6	23	59	64	47	13	4	1	0
7:45 PM	226	0	0	1	1	10	32	64	73	32	9	3	0	1
8:00 PM	208	0	1	0	0	2	20	53	70	48	12	2	0	0
8:15 PM	214	0	2	3	11	20	24	59	55	29	8	3	0	0
8:30 PM	180	0	0	0	0	1	20	41	59	48	8	2	0	1
8:45 PM	181	1	0	0	1	4	8	43	48	55	16	5	0	0
9:00 PM	136	1	0	0	1	1	12	28	44	33	11	5	0	0
9:15 PM	145	0	0	0	0	0	12	28	32	55	15	2	0	1
9:30 PM	129	1	0	1	1	2	11	33	23	38	13	6	0	0
9:45 PM	101	0	0	0	0	2	12	17	41	22	5	2	0	0
10:00 PM	87	0	0	0	0	2	6	12	26	31	6	3	1	0
10:15 PM	83	0	0	0	0	1	11	19	18	20	6	7	0	1
10:30 PM	101	0	0	0	0	0	1	14	30	35	11	7	3	0
10:45 PM	67	0	0	0	2	2	5	13	21	11	7	6	0	0
11:00 PM	51	0	0	0	1	0	5	7	16	13	7	2	0	0
11:15 PM	59	0	0	0	0	0	5	10	12	22	6	4	0	0
11:30 PM	34	0	0	0	0	0	2	2	12	12	3	3	0	0
11:45 PM	28	0	0	0	0	0	0	7	9	8	2	2	0	0

EB

Average (Mean)	42.8 mph
Minimum	10.0 mph
Maximum	84.6 mph

Pace Range

40.5 - 50.5 mph 5281 vehicles (48.6%)

Percentile Speeds

%	mph
10	31.0
15	33.9
50	44.3
85	51.7
90	53.2

Speeds Exceeded

mph	%	Count
25	94.9%	10315
35	83.1%	9031
45	44.9%	4883
55	6.1%	663
65	0.2%	27
75	0.0%	2

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10872	131	173	253	372	912	1786	2362	2373	1847	439	197	18	9
%		1.2	1.6	2.3	3.4	8.4	16.4	21.7	21.8	17.0	4.0	1.8	0.2	0.1

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	28	0	0	0	0	0	1	4	9	10	4	0	0	0
12:15 AM	23	0	0	0	0	0	1	3	6	9	3	0	1	0
12:30 AM	26	0	0	0	0	0	2	6	11	3	3	1	0	0
12:45 AM	24	0	0	0	0	0	2	5	3	11	1	2	0	0
1:00 AM	18	1	0	0	0	1	1	1	3	7	1	3	0	0
1:15 AM	13	0	0	0	0	0	0	3	4	5	0	1	0	0
1:30 AM	18	0	0	0	0	0	0	4	6	4	3	0	0	1
1:45 AM	17	0	0	0	0	0	0	4	4	3	6	0	0	0
2:00 AM	21	0	0	0	0	0	0	4	4	6	5	2	0	0
2:15 AM	17	0	0	0	0	0	1	5	7	2	1	1	0	0
2:30 AM	12	0	0	0	0	1	1	1	4	4	1	0	0	0
2:45 AM	17	0	0	0	0	0	2	4	3	6	1	1	0	0
3:00 AM	12	0	0	0	0	0	0	6	4	1	1	0	0	0
3:15 AM	22	0	0	0	0	0	2	5	7	7	0	0	1	0
3:30 AM	24	0	0	0	0	0	2	1	8	10	2	1	0	0
3:45 AM	21	0	0	0	0	0	1	0	7	7	3	2	1	0
4:00 AM	27	0	0	0	0	2	0	2	13	9	1	0	0	0
4:15 AM	36	0	0	0	0	1	5	10	11	8	0	1	0	0
4:30 AM	38	0	0	0	0	4	2	6	13	7	3	3	0	0
4:45 AM	55	0	0	0	1	0	7	7	18	16	3	3	0	0
5:00 AM	91	0	0	0	0	2	4	16	32	27	6	4	0	0
5:15 AM	127	0	0	0	0	3	18	34	37	24	5	5	1	0
5:30 AM	138	0	0	0	0	3	10	31	42	37	7	7	1	0
5:45 AM	145	1	0	1	1	3	15	42	43	30	8	1	0	0
6:00 AM	156	0	0	1	6	14	22	38	37	20	15	3	0	0
6:15 AM	187	0	0	0	2	0	24	56	55	40	8	2	0	0
6:30 AM	257	4	9	12	16	33	37	44	55	42	5	0	0	0
6:45 AM	285	1	2	8	10	29	59	75	52	31	8	8	1	1
7:00 AM	268	14	14	20	33	31	52	54	39	10	0	1	0	0
7:15 AM	310	11	9	13	25	68	89	60	25	9	1	0	0	0
7:30 AM	376	20	23	30	58	82	91	56	12	3	0	1	0	0
7:45 AM	316	41	29	41	51	76	60	17	1	0	0	0	0	0
8:00 AM	350	21	26	30	40	83	99	43	8	0	0	0	0	0
8:15 AM	327	7	8	23	17	36	80	60	40	42	12	2	0	0
8:30 AM	296	9	9	15	12	25	64	82	35	29	12	4	0	0
8:45 AM	279	4	7	6	6	18	66	67	52	43	6	3	1	0
9:00 AM	249	0	2	1	0	30	34	72	55	45	7	3	0	0
9:15 AM	246	2	0	3	5	17	52	89	39	30	5	4	0	0
9:30 AM	242	5	3	5	10	38	52	70	37	20	0	1	0	1
9:45 AM	238	8	1	7	8	16	33	49	56	42	10	6	1	1
10:00 AM	204	0	1	5	11	12	27	55	46	33	11	3	0	0
10:15 AM	200	1	1	1	0	6	33	53	45	39	15	5	1	0
10:30 AM	203	1	1	2	0	9	40	53	39	43	9	6	0	0
10:45 AM	200	3	0	4	7	15	47	49	41	23	8	3	0	0
11:00 AM	244	4	2	2	9	16	38	71	53	28	16	5	0	0
11:15 AM	258	0	0	3	9	23	60	89	41	25	4	4	0	0
11:30 AM	231	0	1	2	8	27	47	60	51	23	8	4	0	0
11:45 AM	247	1	2	4	9	21	60	57	46	37	7	2	1	0

EB

Average (Mean)	40.8 mph
Minimum	10.0 mph
Maximum	88.7 mph

Pace Range

38.0 - 48.0 mph 3266 vehicles (45.7%)

Percentile Speeds

%	mph
10	27.4
15	31.6
50	41.4
85	50.3
90	53.2

Speeds Exceeded

mph	%	Count
25	92.3%	6591
35	76.9%	5492
45	35.4%	2526
55	5.0%	357
65	0.2%	14
75	0.0%	3

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	7139	159	150	239	354	745	1343	1623	1259	910	235	108	10	4
%		2.2	2.1	3.3	5.0	10.4	18.8	22.7	17.6	12.7	3.3	1.5	0.1	0.1

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	248	2	2	0	2	16	52	71	50	39	8	6	0	0
12:15 PM	253	1	4	2	6	14	57	70	50	39	6	4	0	0
12:30 PM	250	2	0	3	5	22	52	86	48	25	5	1	1	0
12:45 PM	263	0	2	2	6	18	47	61	64	45	14	3	1	0
1:00 PM	298	2	0	5	18	34	78	59	57	38	4	3	0	0
1:15 PM	259	0	1	1	9	41	39	70	53	37	7	1	0	0
1:30 PM	256	1	0	3	2	16	47	70	67	40	4	5	0	1
1:45 PM	259	3	3	5	7	37	58	57	46	33	6	3	1	0
2:00 PM	276	2	5	8	6	27	72	63	47	41	2	3	0	0
2:15 PM	301	4	4	6	13	34	76	74	57	29	3	1	0	0
2:30 PM	263	5	8	5	15	26	47	61	44	36	9	6	1	0
2:45 PM	297	4	5	6	9	35	84	54	58	30	6	6	0	0
3:00 PM	277	2	2	5	10	28	36	61	69	49	8	7	0	0
3:15 PM	285	11	14	24	17	31	57	75	36	13	1	6	0	0
3:30 PM	328	3	7	16	13	26	54	66	70	62	8	3	0	0
3:45 PM	305	2	2	4	2	33	78	61	51	50	10	10	1	1
4:00 PM	300	9	22	29	23	38	53	43	36	30	12	5	0	0
4:15 PM	317	8	5	6	17	39	61	63	62	44	8	4	0	0
4:30 PM	319	3	7	23	30	39	87	36	30	38	18	7	1	0
4:45 PM	344	3	3	16	17	42	80	74	66	29	11	2	1	0
5:00 PM	320	11	18	45	39	51	47	44	41	19	5	0	0	0
5:15 PM	364	11	14	19	33	40	76	77	67	23	4	0	0	0
5:30 PM	339	22	20	26	71	72	50	41	33	4	0	0	0	0
5:45 PM	316	17	34	25	17	31	43	48	50	40	9	1	1	0
6:00 PM	318	12	16	20	20	30	38	50	63	54	8	6	1	0
6:15 PM	317	5	8	15	13	22	56	53	76	50	13	6	0	0
6:30 PM	285	2	6	9	9	31	46	91	58	29	3	1	0	0
6:45 PM	266	1	2	1	4	26	41	66	73	45	5	1	0	1
7:00 PM	254	0	1	8	6	34	39	50	53	44	16	3	0	0
7:15 PM	233	1	0	1	3	7	30	51	58	62	7	11	2	0
7:30 PM	243	1	0	1	1	2	40	67	68	49	11	2	1	0
7:45 PM	222	3	1	3	0	12	38	66	55	35	7	2	0	0
8:00 PM	200	0	0	1	1	8	29	52	53	45	6	5	0	0
8:15 PM	183	2	1	1	0	8	25	52	48	38	7	0	1	0
8:30 PM	177	1	0	0	2	3	11	38	43	54	16	6	2	1
8:45 PM	153	0	0	0	0	3	9	27	56	40	13	5	0	0
9:00 PM	184	0	0	2	0	4	16	55	59	35	5	8	0	0
9:15 PM	151	0	1	0	0	0	18	37	38	43	9	5	0	0
9:30 PM	113	0	0	0	0	0	5	11	42	38	10	7	0	0
9:45 PM	91	0	0	0	0	0	13	15	17	29	12	5	0	0
10:00 PM	106	0	0	0	0	1	7	16	45	26	3	6	2	0
10:15 PM	95	0	0	0	0	0	4	14	33	26	8	8	2	0
10:30 PM	85	0	0	0	0	0	3	13	28	28	8	5	0	0
10:45 PM	66	0	0	0	0	1	2	8	24	25	4	2	0	0
11:00 PM	65	0	0	0	0	0	5	15	13	24	6	1	1	0
11:15 PM	61	0	0	0	0	0	0	14	12	18	11	3	3	0
11:30 PM	57	0	0	0	0	0	2	13	15	21	4	2	0	0
11:45 PM	40	0	0	0	0	2	4	9	12	11	0	1	1	0

EB

Average (Mean)	41.9 mph
Minimum	10.0 mph
Maximum	84.6 mph

Pace Range

40.5 - 50.5 mph 5210 vehicles (47.4%)

Percentile Speeds

%	mph
10	29.1
15	32.7
50	43.3
85	51.7
90	53.2

Speeds Exceeded

mph	%	Count
25	93.5%	10282
35	80.5%	8852
45	41.6%	4572
55	5.2%	576
65	0.3%	28
75	0.0%	2

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expy

Site: #3
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	11002	156	218	346	446	984	1912	2368	2294	1702	360	188	24	4
%		1.4	2.0	3.1	4.1	8.9	17.4	21.5	20.9	15.5	3.3	1.7	0.2	0.0

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	4	0	0	0	0	0	0	0	0	0	1	0	0	3
12:15 AM	5	0	0	0	0	0	0	0	0	0	0	2	1	2
12:30 AM	8	0	0	0	0	0	0	0	0	0	0	2	1	5
12:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	1	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	9	0	0	0	0	0	0	0	0	0	0	1	3	5
1:30 AM	2	0	0	0	0	0	0	0	0	0	0	2	0	0
1:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	2	1
2:15 AM	7	0	0	0	0	0	0	0	0	0	0	1	2	4
2:30 AM	7	0	0	0	0	0	0	0	0	0	2	3	2	0
2:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	2	1
3:00 AM	5	0	0	0	0	0	0	0	0	0	1	0	2	2
3:15 AM	7	0	0	0	0	0	0	0	0	0	0	2	3	2
3:30 AM	9	0	0	0	0	0	0	0	0	0	1	2	3	3
3:45 AM	8	0	0	0	0	0	0	0	0	0	1	1	1	5
4:00 AM	13	0	0	0	0	0	0	0	0	1	0	1	5	6
4:15 AM	14	0	0	0	0	0	0	0	0	0	3	2	3	6
4:30 AM	26	0	0	0	0	0	0	0	0	0	1	2	8	15
4:45 AM	39	0	0	0	0	0	0	0	0	0	0	6	8	25
5:00 AM	39	0	0	0	0	0	0	0	0	0	1	5	9	24
5:15 AM	55	0	0	0	0	0	0	1	0	0	1	6	13	34
5:30 AM	78	0	0	0	0	0	0	0	0	0	1	6	29	42
5:45 AM	86	0	0	0	0	0	0	0	0	0	3	10	20	53
6:00 AM	102	0	0	0	0	0	0	0	0	1	1	6	36	58
6:15 AM	137	0	0	0	0	0	0	0	1	0	4	18	27	87
6:30 AM	202	0	0	0	0	0	0	0	1	0	5	18	59	119
6:45 AM	242	0	0	0	0	0	0	0	0	0	2	17	53	170
7:00 AM	304	2	0	0	0	0	0	0	1	0	0	21	76	204
7:15 AM	427	0	1	0	0	0	0	0	1	1	7	21	89	307
7:30 AM	507	4	0	1	0	1	0	1	1	1	2	32	98	366
7:45 AM	388	3	0	0	0	0	0	0	1	1	4	34	79	266
8:00 AM	323	1	0	0	0	0	1	0	0	0	4	34	68	215
8:15 AM	295	1	0	0	0	0	0	0	1	0	2	11	64	216
8:30 AM	282	1	0	0	0	0	0	1	0	2	3	43	54	178
8:45 AM	229	0	0	0	0	0	0	0	0	1	5	16	57	150
9:00 AM	190	1	0	0	0	0	0	0	0	0	4	19	47	119
9:15 AM	182	0	1	0	0	0	0	0	0	1	2	16	55	107
9:30 AM	185	0	0	0	0	0	0	0	0	0	0	21	46	118
9:45 AM	149	0	0	0	0	0	0	0	0	0	2	10	32	105
10:00 AM	142	0	0	0	0	0	0	0	0	0	1	12	37	92
10:15 AM	142	0	0	0	0	0	0	1	0	0	0	19	44	78
10:30 AM	147	0	0	0	0	0	0	0	0	1	3	14	37	92
10:45 AM	157	0	0	0	0	0	0	0	0	0	1	21	38	97
11:00 AM	146	0	0	0	0	0	0	0	0	0	1	15	26	104
11:15 AM	140	0	0	0	0	0	0	0	0	0	1	13	38	88
11:30 AM	126	0	0	0	0	0	0	0	0	1	1	10	25	89
11:45 AM	118	0	0	0	0	0	0	0	0	1	4	15	31	67

SB

Average (Mean)	72.1 mph
Minimum	10.5 mph
Maximum	87.6 mph

Pace Range

69.3 - 79.3 mph 3709 vehicles (65.2%)

Percentile Speeds

%	mph
10	64.8
15	66.2
50	72.7
85	78.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.7%	5677
35	99.7%	5676
45	99.6%	5671
55	99.3%	5652
65	89.0%	5067
75	28.8%	1642

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	5693	13	2	1	0	1	1	4	7	12	75	510	1334	3733
%		0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	1.3	9.0	23.4	65.6

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	143	0	0	0	0	0	0	0	0	0	0	18	38	87
12:15 PM	136	0	0	0	0	0	0	0	0	0	2	7	45	82
12:30 PM	140	1	0	0	0	0	0	0	0	0	2	15	50	72
12:45 PM	131	0	0	0	0	0	0	0	0	2	4	15	32	78
1:00 PM	123	0	0	0	0	0	0	0	0	1	1	8	34	79
1:15 PM	104	0	0	0	0	0	0	0	0	1	4	14	33	52
1:30 PM	141	0	0	0	0	0	0	0	1	0	5	15	35	85
1:45 PM	113	0	0	0	0	0	0	0	0	0	1	16	24	72
2:00 PM	105	0	0	0	0	0	0	0	0	0	3	12	36	54
2:15 PM	116	0	0	0	0	0	0	0	0	0	2	11	38	65
2:30 PM	147	0	0	0	0	0	0	0	0	0	1	20	45	81
2:45 PM	120	0	0	0	0	0	0	0	0	0	1	17	25	77
3:00 PM	144	0	0	0	0	0	0	0	0	0	4	14	53	73
3:15 PM	124	0	0	0	0	0	0	0	0	0	4	18	35	67
3:30 PM	119	0	0	0	0	0	0	0	0	0	2	14	35	68
3:45 PM	147	0	0	0	0	0	0	0	0	0	2	25	33	87
4:00 PM	130	0	0	0	0	0	0	0	0	0	3	12	28	87
4:15 PM	152	0	1	0	0	0	0	1	0	0	2	15	38	95
4:30 PM	144	0	0	0	0	0	0	0	0	0	3	13	42	86
4:45 PM	161	0	0	0	0	0	0	0	0	0	5	26	40	90
5:00 PM	168	0	0	0	0	0	0	0	0	0	2	29	38	99
5:15 PM	161	0	0	0	0	0	0	0	0	0	2	25	50	84
5:30 PM	163	1	0	0	0	0	0	1	0	0	1	22	51	87
5:45 PM	165	0	0	0	0	0	0	0	0	1	4	23	54	83
6:00 PM	145	0	0	0	0	0	0	0	0	0	3	27	53	62
6:15 PM	148	0	0	0	0	0	0	0	0	1	4	19	53	71
6:30 PM	127	0	0	0	0	0	0	0	0	1	6	19	49	52
6:45 PM	103	0	0	0	0	0	0	0	0	1	1	21	26	54
7:00 PM	79	0	0	0	0	0	0	0	0	0	2	13	30	34
7:15 PM	94	0	0	0	0	0	0	0	0	0	3	16	30	45
7:30 PM	63	0	0	0	0	0	0	0	0	1	2	9	21	30
7:45 PM	44	0	0	0	0	0	0	0	0	0	2	8	14	20
8:00 PM	56	0	0	0	0	0	0	1	0	0	2	12	16	25
8:15 PM	54	0	0	0	0	0	0	0	0	0	0	8	22	24
8:30 PM	37	0	0	0	0	0	0	0	0	0	0	8	14	15
8:45 PM	38	0	0	0	0	0	0	0	0	0	3	8	7	20
9:00 PM	30	0	0	0	0	0	0	0	0	0	0	4	5	21
9:15 PM	41	0	0	0	0	0	0	0	0	0	2	12	9	18
9:30 PM	27	0	0	0	0	0	0	0	1	1	0	7	4	14
9:45 PM	26	0	0	0	0	0	0	0	0	0	2	3	10	11
10:00 PM	17	0	0	0	0	0	0	0	0	0	0	4	5	8
10:15 PM	16	0	0	0	0	0	0	0	0	0	3	4	3	6
10:30 PM	18	0	0	0	0	0	0	0	0	0	1	3	4	10
10:45 PM	14	0	0	0	0	0	0	0	0	0	1	0	2	11
11:00 PM	13	0	0	0	0	0	0	0	0	0	0	1	7	5
11:15 PM	12	0	0	0	0	0	0	0	0	1	1	2	8	0
11:30 PM	7	0	0	0	0	0	0	0	0	1	0	2	3	1
11:45 PM	10	0	0	0	0	0	0	0	0	0	1	3	4	2

SB

Average (Mean)	70.7 mph
Minimum	10.7 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 3174 vehicles (70.3%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.9%	4513
35	99.9%	4513
45	99.9%	4510
55	99.6%	4496
65	83.7%	3780
75	19.3%	870

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4516	2	1	0	0	0	0	3	2	12	99	617	1331	2449
%		0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.3	2.2	13.7	29.5	54.2

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	9	0	0	0	0	0	0	0	0	0	0	1	4	4
12:15 AM	3	0	0	0	0	0	0	0	0	0	0	0	2	1
12:30 AM	3	0	0	0	0	0	0	0	0	0	0	0	1	2
12:45 AM	5	0	0	0	0	0	0	0	0	0	0	1	0	4
1:00 AM	2	0	0	0	0	0	0	0	0	0	1	0	1	0
1:15 AM	2	0	0	0	0	0	0	0	0	0	1	0	1	0
1:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	5	0	0	0	0	0	0	0	0	1	0	0	1	3
2:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	2	1
2:15 AM	4	0	0	0	0	0	0	0	0	0	0	0	1	3
2:30 AM	5	0	0	0	0	0	0	0	0	1	0	1	1	2
2:45 AM	3	0	0	0	0	0	0	0	0	0	1	0	2	0
3:00 AM	4	0	0	0	0	0	0	0	0	0	0	1	2	1
3:15 AM	7	0	0	0	0	0	0	0	0	0	1	0	2	4
3:30 AM	12	0	0	0	0	0	0	0	0	2	1	5	0	4
3:45 AM	7	0	0	0	0	0	0	0	0	0	0	3	2	2
4:00 AM	12	0	0	0	0	0	0	0	0	0	0	2	1	9
4:15 AM	12	0	0	0	0	0	0	0	0	0	1	1	3	7
4:30 AM	26	0	0	0	0	0	0	0	0	0	0	1	4	21
4:45 AM	35	0	0	0	0	0	0	0	0	0	0	4	8	23
5:00 AM	49	0	0	0	0	0	0	0	0	1	2	5	15	26
5:15 AM	46	0	0	0	0	0	0	0	1	0	0	3	13	29
5:30 AM	73	0	0	0	0	0	0	0	0	0	3	7	17	46
5:45 AM	111	0	0	0	0	0	0	0	1	0	2	9	33	66
6:00 AM	90	0	0	0	0	0	0	0	0	1	1	10	19	59
6:15 AM	138	0	0	0	0	0	0	0	0	0	3	9	37	89
6:30 AM	218	0	0	0	0	0	0	0	0	0	5	22	57	134
6:45 AM	231	0	0	0	0	0	0	0	0	0	4	18	64	145
7:00 AM	325	1	0	0	0	0	0	0	1	0	3	23	70	227
7:15 AM	418	1	0	0	0	0	0	1	0	0	2	33	71	310
7:30 AM	509	2	1	0	0	0	0	1	0	0	2	30	110	363
7:45 AM	370	2	2	0	0	1	0	0	0	2	3	24	73	263
8:00 AM	269	1	1	0	0	0	0	1	1	1	5	23	48	188
8:15 AM	269	1	0	0	0	0	0	0	0	1	4	26	44	193
8:30 AM	282	0	0	0	0	0	0	0	0	0	3	26	65	188
8:45 AM	208	0	0	0	0	0	0	0	0	0	1	18	53	136
9:00 AM	178	0	0	0	0	0	0	0	0	2	2	20	54	100
9:15 AM	157	0	0	0	0	0	1	0	0	0	6	15	48	87
9:30 AM	188	0	0	0	0	0	0	0	0	0	5	23	40	120
9:45 AM	134	0	0	0	0	0	0	0	0	0	1	13	38	82
10:00 AM	162	0	0	0	0	0	0	0	0	0	1	10	49	102
10:15 AM	155	0	0	0	0	0	0	0	0	1	1	22	45	86
10:30 AM	186	0	0	0	0	0	0	0	5	14	4	26	53	84
10:45 AM	137	0	0	0	0	0	0	0	0	0	8	16	27	86
11:00 AM	120	0	0	0	0	0	0	0	0	0	2	17	35	66
11:15 AM	145	1	0	0	0	0	0	0	0	0	4	16	38	86
11:30 AM	152	0	0	0	0	0	0	0	1	0	1	14	36	100
11:45 AM	149	0	0	0	0	0	0	0	0	0	1	13	41	94

SB

Average (Mean) 72.1 mph
Minimum 10.1 mph
Maximum 87.6 mph

Pace Range
69.3 - 79.3 mph 3613 vehicles (64.2%)

Percentile Speeds

%	mph
10	64.8
15	66.2
50	72.7
85	78.4
90	80.5

Speeds Exceeded

mph	%	Count
25	99.8%	5616
35	99.8%	5615
45	99.7%	5611
55	99.0%	5574
65	88.4%	4978
75	28.8%	1620

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	5629	9	4	0	0	1	1	3	10	27	85	511	1331	3647
%		0.2	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.5	1.5	9.1	23.6	64.8

SB

TRAFFIC DATA SERVICES
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US 27/Manchester Expy North of
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Site: #3
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	147	0	0	0	0	0	0	0	0	0	3	16	38	90
12:15 PM	147	0	0	0	0	0	0	0	0	0	2	18	43	84
12:30 PM	137	0	0	0	0	0	0	0	0	0	3	13	39	82
12:45 PM	148	0	0	0	0	0	0	0	0	0	3	18	28	99
1:00 PM	139	0	0	0	0	0	0	0	2	0	4	16	41	76
1:15 PM	120	0	0	0	0	0	0	0	0	1	1	20	29	69
1:30 PM	131	0	0	0	0	0	0	0	0	0	2	22	40	67
1:45 PM	135	0	0	0	0	0	0	0	0	0	1	16	41	77
2:00 PM	116	0	0	0	0	0	0	0	0	0	5	12	45	54
2:15 PM	126	0	0	0	0	0	0	0	0	0	4	18	32	72
2:30 PM	145	0	0	0	0	0	0	0	0	0	3	27	35	80
2:45 PM	104	0	0	0	0	0	0	0	0	1	0	8	38	57
3:00 PM	141	0	0	0	0	0	0	0	0	4	1	19	47	70
3:15 PM	149	0	0	0	0	0	0	0	0	0	5	21	25	98
3:30 PM	145	0	0	0	0	0	0	0	0	1	1	17	49	77
3:45 PM	137	0	0	0	0	0	0	0	0	1	1	14	30	91
4:00 PM	147	0	0	0	0	0	0	0	0	0	2	17	36	92
4:15 PM	137	0	0	0	0	0	0	0	0	0	3	21	35	78
4:30 PM	163	0	0	0	0	0	0	0	0	0	4	12	41	106
4:45 PM	144	0	0	0	0	0	0	0	0	0	2	11	47	84
5:00 PM	154	0	0	0	0	0	0	0	0	0	0	14	46	94
5:15 PM	173	0	0	0	0	0	0	0	0	0	3	16	59	95
5:30 PM	160	0	0	0	0	0	0	0	0	0	2	24	58	76
5:45 PM	179	0	0	0	0	0	0	0	0	0	4	26	66	83
6:00 PM	198	0	0	0	0	0	0	0	0	4	3	41	63	87
6:15 PM	143	0	0	0	0	0	0	0	0	1	8	23	45	66
6:30 PM	133	0	0	0	0	0	0	0	0	0	4	17	46	66
6:45 PM	98	0	0	0	0	0	0	0	0	0	5	18	33	42
7:00 PM	92	0	0	0	0	0	0	0	0	1	6	20	35	30
7:15 PM	78	0	0	0	0	0	0	0	0	0	5	11	27	35
7:30 PM	58	0	0	0	0	0	0	0	0	0	1	11	24	22
7:45 PM	44	0	0	0	0	0	0	0	0	0	3	9	12	20
8:00 PM	51	0	0	0	0	0	0	0	0	0	4	4	17	26
8:15 PM	62	0	0	0	0	0	0	0	0	1	2	8	22	29
8:30 PM	40	0	0	0	0	0	0	0	0	0	2	7	11	20
8:45 PM	32	0	0	0	0	0	0	0	0	0	1	5	14	12
9:00 PM	33	0	0	0	0	0	0	0	0	0	0	3	10	20
9:15 PM	28	0	0	0	0	0	0	0	0	0	1	5	7	15
9:30 PM	32	0	0	0	0	0	0	0	0	0	2	8	8	14
9:45 PM	20	0	0	0	0	0	0	0	0	0	0	2	10	8
10:00 PM	23	0	0	0	0	0	0	0	0	0	1	2	6	14
10:15 PM	21	0	0	0	0	0	0	0	0	0	2	6	5	8
10:30 PM	15	0	0	0	0	0	0	0	1	0	0	5	4	5
10:45 PM	16	0	0	0	0	0	0	0	0	0	2	5	3	6
11:00 PM	10	0	0	0	0	0	0	0	0	0	1	0	3	6
11:15 PM	14	0	0	0	0	0	0	0	1	0	0	2	8	3
11:30 PM	9	0	0	0	0	0	0	0	0	0	0	3	1	5
11:45 PM	9	0	0	0	0	0	0	0	0	0	0	4	1	4

SB

Average (Mean)	70.6 mph
Minimum	45.8 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 3327 vehicles (71.0%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	100.0%	4683
35	100.0%	4683
45	100.0%	4683
55	99.6%	4664
65	83.6%	3917
75	18.3%	856

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/Beaver Run Rd

Site: #3
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4683	0	0	0	0	0	0	0	4	15	112	635	1403	2514
%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	2.4	13.6	30.0	53.7

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	8	0	0	0	0	0	0	0	0	0	0	4	0	4
12:15 AM	14	0	0	0	0	0	0	0	0	1	1	2	7	3
12:30 AM	10	0	0	0	0	0	0	0	0	0	1	3	5	1
12:45 AM	6	0	0	0	0	0	0	0	0	0	0	2	2	2
1:00 AM	9	0	0	0	0	0	0	0	0	0	2	1	4	2
1:15 AM	7	0	0	0	0	0	0	0	1	1	0	1	2	2
1:30 AM	6	0	0	0	0	0	0	0	0	0	2	0	2	2
1:45 AM	7	0	0	0	0	0	0	0	0	0	0	2	2	3
2:00 AM	11	0	0	0	0	0	0	0	0	0	3	1	2	5
2:15 AM	6	0	0	0	0	0	0	0	0	0	1	1	3	1
2:30 AM	5	0	0	0	0	0	0	0	0	0	1	1	2	1
2:45 AM	7	0	0	0	0	0	0	0	0	0	0	4	1	2
3:00 AM	5	0	0	0	0	0	0	0	0	1	1	0	2	1
3:15 AM	5	0	0	0	0	0	0	0	0	0	1	2	1	1
3:30 AM	6	0	0	0	0	0	0	0	0	0	0	3	3	0
3:45 AM	3	0	0	0	0	0	0	0	0	0	0	1	0	2
4:00 AM	7	0	0	0	0	0	0	0	0	0	1	1	3	2
4:15 AM	4	0	0	0	0	0	0	0	0	1	0	1	1	1
4:30 AM	5	0	0	0	0	0	0	0	0	1	0	2	1	1
4:45 AM	6	0	0	0	0	0	0	0	0	0	0	1	1	4
5:00 AM	11	0	0	0	0	0	0	0	0	0	4	3	0	4
5:15 AM	17	0	0	0	0	0	0	0	0	0	0	4	7	6
5:30 AM	17	0	0	0	0	0	0	0	0	1	4	2	6	4
5:45 AM	20	0	0	0	0	0	0	0	0	0	2	3	7	8
6:00 AM	25	0	0	0	0	0	0	0	0	1	3	4	8	9
6:15 AM	39	0	0	0	0	0	0	0	0	0	2	6	12	19
6:30 AM	33	0	0	0	0	0	0	0	0	1	6	5	8	13
6:45 AM	61	0	0	0	0	0	0	0	1	0	2	13	15	30
7:00 AM	62	1	0	0	0	0	1	0	0	2	3	14	17	24
7:15 AM	62	0	0	0	0	0	0	0	0	2	4	12	16	28
7:30 AM	64	0	0	0	0	0	0	0	0	0	2	10	23	29
7:45 AM	79	0	0	0	0	0	0	0	0	1	2	7	27	42
8:00 AM	79	0	0	0	0	0	0	0	0	0	2	10	26	41
8:15 AM	76	0	0	0	0	0	1	1	0	0	2	11	24	37
8:30 AM	79	0	0	0	0	0	0	0	0	0	2	14	26	37
8:45 AM	85	0	0	0	0	0	0	0	0	0	4	21	23	37
9:00 AM	81	0	0	0	0	0	0	0	0	0	1	11	29	40
9:15 AM	92	0	2	0	0	0	0	0	0	0	2	18	29	41
9:30 AM	91	0	0	0	0	0	0	0	1	1	1	18	18	52
9:45 AM	92	0	0	0	0	0	1	0	0	1	6	18	25	41
10:00 AM	76	0	0	0	0	0	0	0	0	0	4	13	18	41
10:15 AM	98	0	0	0	0	0	0	0	0	2	4	12	27	53
10:30 AM	73	0	0	0	0	0	0	0	1	0	1	14	18	39
10:45 AM	103	0	0	0	0	0	0	0	0	0	7	22	23	51
11:00 AM	86	0	0	0	0	0	0	0	0	0	3	11	27	45
11:15 AM	117	0	0	0	0	0	0	2	0	1	6	26	31	51
11:30 AM	97	0	0	0	0	0	0	0	0	1	5	9	23	59
11:45 AM	120	0	0	0	0	0	0	0	0	1	6	19	25	69

NB

Average (Mean)	69.5 mph
Minimum	13.9 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 1373 vehicles (66.3%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	69.3
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.9%	2069
35	99.9%	2069
45	99.6%	2063
55	98.4%	2039
65	75.9%	1572
75	17.0%	353

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2072	1	2	0	0	0	3	3	4	20	104	363	582	990
%		0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.2	1.0	5.0	17.5	28.1	47.8

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	113	1	0	0	0	0	0	1	0	0	1	15	29	66
12:15 PM	121	0	0	0	0	0	0	0	0	1	4	15	41	60
12:30 PM	151	0	0	0	0	0	0	0	0	1	2	18	51	79
12:45 PM	130	0	0	0	0	0	1	0	0	0	3	12	32	82
1:00 PM	127	0	0	0	0	0	0	0	0	0	3	20	43	61
1:15 PM	136	0	0	0	0	0	0	0	0	2	5	23	40	66
1:30 PM	126	0	0	0	0	0	0	0	0	2	3	20	35	66
1:45 PM	131	0	0	0	0	0	0	0	0	0	4	22	36	69
2:00 PM	132	0	0	0	0	0	0	0	0	1	3	21	43	64
2:15 PM	142	0	0	0	0	0	0	0	0	1	6	26	32	77
2:30 PM	160	2	0	0	0	0	0	0	0	1	3	32	47	75
2:45 PM	156	0	0	0	0	0	0	0	0	0	11	26	35	84
3:00 PM	166	1	0	0	0	0	0	0	0	1	7	17	44	96
3:15 PM	207	0	1	0	0	0	0	0	0	1	5	18	61	121
3:30 PM	197	1	0	1	0	0	0	0	0	2	2	28	46	117
3:45 PM	220	0	0	0	0	0	0	0	0	0	2	26	52	140
4:00 PM	235	0	0	1	0	0	0	0	0	3	5	27	50	149
4:15 PM	227	0	0	0	0	0	0	0	1	4	1	22	45	154
4:30 PM	254	0	2	1	0	0	0	0	0	0	3	33	61	154
4:45 PM	290	1	0	0	0	0	0	0	0	0	9	33	69	178
5:00 PM	282	2	3	0	0	0	0	5	0	2	6	35	54	175
5:15 PM	329	2	1	1	1	0	2	0	0	1	18	40	81	182
5:30 PM	292	1	0	0	0	0	0	1	0	1	11	50	73	155
5:45 PM	288	0	1	0	0	0	1	0	0	2	11	57	60	156
6:00 PM	240	0	0	0	0	0	0	1	1	4	18	44	64	108
6:15 PM	262	2	0	1	0	0	0	0	0	1	23	50	68	117
6:30 PM	209	0	0	0	0	0	0	0	1	3	12	47	55	91
6:45 PM	205	0	0	0	0	0	1	1	0	2	10	36	50	105
7:00 PM	149	1	0	0	0	0	0	1	0	1	7	35	44	60
7:15 PM	174	0	0	0	0	0	0	1	0	0	7	44	42	80
7:30 PM	146	0	0	0	0	0	0	0	2	1	9	40	45	49
7:45 PM	178	0	0	0	0	0	0	0	0	2	18	44	46	68
8:00 PM	144	0	0	0	0	0	0	0	0	0	6	26	51	61
8:15 PM	159	0	0	0	0	0	0	0	1	1	9	23	51	74
8:30 PM	149	1	0	0	0	0	0	0	0	0	10	37	43	58
8:45 PM	121	0	0	0	0	0	0	0	0	1	8	31	39	42
9:00 PM	92	0	0	0	0	0	0	0	0	0	2	22	25	43
9:15 PM	78	0	0	0	0	0	0	0	0	0	8	17	27	26
9:30 PM	56	0	0	0	0	0	0	1	0	1	4	13	13	24
9:45 PM	66	0	1	0	0	0	0	0	0	1	4	10	24	26
10:00 PM	41	0	0	0	0	0	0	0	1	0	2	14	13	11
10:15 PM	48	0	0	0	0	0	0	0	0	2	3	14	15	14
10:30 PM	43	0	0	0	0	0	0	0	0	0	3	14	9	17
10:45 PM	36	0	0	0	0	0	0	0	0	0	4	6	10	16
11:00 PM	20	0	0	0	0	0	0	0	0	0	1	4	8	7
11:15 PM	22	0	0	0	0	0	0	0	0	0	0	4	8	10
11:30 PM	21	0	0	0	0	0	0	0	0	0	3	7	3	8
11:45 PM	10	0	0	0	0	0	0	0	0	0	1	3	3	3

NB

Average (Mean)	69.9 mph
Minimum	10.2 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4711 vehicles (64.7%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.6%	7252
35	99.6%	7251
45	99.4%	7234
55	98.6%	7181
65	77.7%	5660
75	19.4%	1410

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	7281	15	9	5	1	0	5	12	7	46	300	1221	1916	3744
%		0.2	0.1	0.1	0.0	0.0	0.1	0.2	0.1	0.6	4.1	16.8	26.3	51.4

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	12	0	0	0	0	0	0	0	0	1	1	2	4	4
12:15 AM	10	0	0	0	0	0	0	0	0	1	1	3	2	3
12:30 AM	10	0	0	0	0	0	1	0	0	0	0	2	5	2
12:45 AM	12	0	0	0	0	0	0	0	0	0	4	1	6	1
1:00 AM	10	0	0	0	0	0	0	0	0	0	0	2	3	5
1:15 AM	9	0	0	0	0	0	0	0	1	0	3	2	2	1
1:30 AM	7	0	0	0	0	0	0	0	0	0	2	2	2	1
1:45 AM	3	0	0	0	0	0	0	0	0	0	0	2	1	0
2:00 AM	10	0	0	0	0	0	0	0	0	1	1	2	2	4
2:15 AM	4	0	0	0	0	0	0	0	0	0	0	1	2	1
2:30 AM	6	0	0	0	0	0	0	0	0	0	2	0	1	3
2:45 AM	4	0	0	0	0	0	0	0	0	1	1	1	0	1
3:00 AM	12	0	0	0	0	0	0	0	0	2	2	1	1	6
3:15 AM	7	0	0	0	0	0	0	0	0	0	1	4	0	2
3:30 AM	3	0	0	0	0	0	0	0	0	0	0	1	1	1
3:45 AM	8	0	0	0	0	0	0	0	0	1	3	0	1	3
4:00 AM	5	0	0	0	0	0	0	0	0	0	0	3	1	1
4:15 AM	6	0	0	0	0	0	0	0	0	0	0	1	3	2
4:30 AM	4	0	0	0	0	0	0	0	0	1	0	1	1	1
4:45 AM	8	0	0	0	0	0	0	0	0	0	0	3	1	4
5:00 AM	12	0	0	0	0	0	0	0	0	1	2	3	3	3
5:15 AM	20	0	0	0	0	0	0	0	0	1	2	9	3	5
5:30 AM	18	0	0	0	0	0	0	0	0	1	0	3	3	11
5:45 AM	22	0	0	0	0	0	0	0	0	1	3	4	9	5
6:00 AM	20	0	0	0	0	0	0	0	0	2	0	8	4	6
6:15 AM	34	0	0	0	0	0	0	0	0	1	4	6	12	11
6:30 AM	32	1	0	0	0	0	0	0	0	1	3	6	8	13
6:45 AM	64	0	0	0	0	0	0	0	0	2	6	9	13	34
7:00 AM	67	0	0	0	0	0	1	0	1	1	1	11	18	34
7:15 AM	58	0	0	0	0	0	0	0	0	2	6	9	15	26
7:30 AM	79	0	0	0	0	0	0	0	0	1	5	13	20	40
7:45 AM	71	0	0	0	0	0	0	0	0	0	3	8	12	48
8:00 AM	102	0	0	0	0	0	0	0	0	0	7	18	31	46
8:15 AM	82	0	0	0	0	0	0	0	0	1	2	17	21	41
8:30 AM	55	0	0	0	0	0	0	0	1	0	4	15	16	19
8:45 AM	76	0	0	0	0	0	0	0	0	0	2	21	18	35
9:00 AM	93	0	0	0	0	0	0	0	2	3	7	20	26	35
9:15 AM	92	0	0	0	0	0	0	0	0	0	7	17	27	41
9:30 AM	93	0	0	0	0	0	0	0	0	0	1	22	27	43
9:45 AM	88	0	0	0	0	0	0	0	0	0	5	12	17	54
10:00 AM	78	0	0	0	0	0	0	0	0	1	1	16	29	31
10:15 AM	91	1	0	0	0	0	0	0	0	0	4	13	29	44
10:30 AM	77	0	0	0	0	0	0	1	1	0	4	15	27	29
10:45 AM	79	0	0	0	0	0	0	0	0	0	3	14	26	36
11:00 AM	106	0	0	0	0	0	0	0	1	2	6	10	29	58
11:15 AM	115	0	0	0	0	0	0	0	1	0	4	20	42	48
11:30 AM	134	0	0	0	0	0	0	0	0	2	5	26	31	70
11:45 AM	100	0	0	0	0	0	0	0	0	0	8	15	22	55

NB

Average (Mean)	69.1 mph
Minimum	13.5 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 1369 vehicles (64.9%)

Percentile Speeds

%	mph
10	60.8
15	62.1
50	69.3
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	99.9%	2106
35	99.9%	2106
45	99.8%	2103
55	97.9%	2064
65	73.2%	1544
75	15.0%	316

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2108	2	0	0	0	0	2	1	8	31	126	394	577	967
%		0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4	1.5	6.0	18.7	27.4	45.9

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	132	0	0	0	0	0	0	0	1	0	5	19	32	75
12:15 PM	129	0	0	0	0	0	0	0	0	0	4	23	44	58
12:30 PM	133	0	0	0	0	0	0	0	0	2	4	25	38	64
12:45 PM	121	0	0	0	0	0	0	0	0	1	7	12	35	66
1:00 PM	113	0	0	0	0	0	1	0	0	2	3	25	28	54
1:15 PM	122	0	0	0	0	0	0	0	0	1	3	22	32	64
1:30 PM	134	1	0	0	0	0	0	0	0	1	3	29	27	73
1:45 PM	139	0	0	0	0	0	0	0	0	1	5	21	45	67
2:00 PM	146	0	0	0	0	0	0	0	1	1	6	24	37	77
2:15 PM	166	0	0	0	0	0	0	1	1	2	8	34	36	84
2:30 PM	127	2	1	0	0	0	0	0	0	1	8	24	26	65
2:45 PM	155	1	0	0	0	0	0	1	1	0	6	30	39	77
3:00 PM	160	0	1	0	0	0	0	1	0	0	3	24	51	80
3:15 PM	180	0	0	0	0	0	0	0	0	1	2	32	39	106
3:30 PM	197	1	0	0	0	0	0	0	0	1	8	27	55	105
3:45 PM	225	2	0	0	0	0	0	1	0	1	9	28	49	135
4:00 PM	215	1	0	0	0	0	0	1	0	0	6	26	50	131
4:15 PM	243	0	0	0	0	0	0	0	0	1	3	24	57	158
4:30 PM	233	1	2	0	0	0	0	1	1	0	6	32	70	120
4:45 PM	268	0	0	0	0	0	0	0	0	0	0	29	65	174
5:00 PM	290	0	2	0	1	0	1	1	0	3	6	32	78	166
5:15 PM	356	4	0	1	0	0	1	1	0	1	15	38	85	210
5:30 PM	313	1	0	0	0	0	0	0	0	1	22	55	69	165
5:45 PM	276	4	1	1	0	0	4	2	0	1	14	43	84	122
6:00 PM	258	0	0	0	0	0	0	1	0	1	13	63	80	100
6:15 PM	237	2	1	0	0	0	0	1	0	0	13	51	74	95
6:30 PM	214	0	1	0	1	0	0	0	0	3	13	40	55	101
6:45 PM	208	1	0	0	0	0	0	0	0	2	18	51	48	88
7:00 PM	182	1	2	0	0	0	0	0	1	1	12	39	63	63
7:15 PM	184	0	0	0	0	0	0	0	0	0	14	32	49	89
7:30 PM	170	0	0	0	0	0	0	0	1	1	9	35	53	71
7:45 PM	156	0	0	0	0	0	0	0	0	2	13	25	46	70
8:00 PM	142	0	0	0	0	0	0	0	0	2	14	28	39	59
8:15 PM	147	0	0	0	0	0	0	0	0	1	8	31	39	68
8:30 PM	116	0	0	0	0	0	0	1	0	0	7	26	35	47
8:45 PM	102	0	0	0	0	0	0	0	0	2	5	27	31	37
9:00 PM	109	0	0	0	0	0	0	0	0	2	10	25	36	36
9:15 PM	105	0	0	0	0	0	0	0	0	0	7	25	35	38
9:30 PM	73	0	0	0	0	0	0	0	0	1	2	15	23	32
9:45 PM	56	0	0	0	0	0	0	0	0	2	5	6	21	22
10:00 PM	58	0	0	0	0	0	0	0	2	0	3	10	16	27
10:15 PM	45	0	0	0	0	0	0	0	0	1	3	13	13	15
10:30 PM	31	0	0	0	0	0	0	0	1	1	1	7	8	13
10:45 PM	37	0	0	0	0	0	0	0	0	1	3	10	11	12
11:00 PM	24	0	0	0	0	0	0	0	0	0	0	7	10	7
11:15 PM	32	0	0	0	0	0	0	0	0	1	3	6	8	14
11:30 PM	25	0	0	0	0	0	0	0	0	1	2	9	6	7
11:45 PM	13	0	0	0	0	0	0	0	0	0	1	2	8	2

NB

Average (Mean)	69.6 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4750 vehicles (65.1%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	69.3
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.5%	7262
35	99.5%	7260
45	99.2%	7240
55	98.4%	7183
65	76.6%	5587
75	18.2%	1330

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 27/Manchester Expy North of
J.R. Allen Parkway/US 80/ Beaver Run Rd

Site: #4
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	7297	22	11	2	2	0	7	13	10	47	335	1261	1978	3609
%		0.3	0.2	0.0	0.0	0.0	0.1	0.2	0.1	0.6	4.6	17.3	27.1	49.5

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expwy SB Ramps

Site: #4
1/21/2020
Tuesday

12 Hour Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
9:00 PM	91	0	1	0	0	3	12	26	36	11	1	0	1	0
9:15 PM	92	0	0	0	2	4	17	35	20	12	2	0	0	0
9:30 PM	75	0	0	0	0	3	11	22	23	13	3	0	0	0
9:45 PM	76	0	0	0	0	2	14	29	22	8	1	0	0	0
10:00 PM	59	0	0	0	1	0	9	22	18	9	0	0	0	0
10:15 PM	47	0	0	0	0	1	7	14	18	7	0	0	0	0
10:30 PM	39	0	0	0	0	3	5	17	9	5	0	0	0	0
10:45 PM	39	1	0	1	0	2	5	21	5	4	0	0	0	0
11:00 PM	48	0	0	0	1	3	3	13	12	14	1	1	0	0
11:15 PM	40	0	0	0	1	3	2	17	12	3	0	1	1	0
11:30 PM	58	3	0	2	0	9	10	11	13	8	1	1	0	0
11:45 PM	43	1	0	0	2	3	9	14	13	1	0	0	0	0
1/22/2020														
12:00 AM	35	0	0	0	0	0	3	10	9	8	3	2	0	0
12:15 AM	29	0	0	0	0	0	3	5	11	8	2	0	0	0
12:30 AM	28	0	0	0	0	3	2	4	13	5	0	1	0	0
12:45 AM	16	0	0	0	0	2	2	4	5	2	1	0	0	0
1:00 AM	15	0	0	0	0	2	1	9	2	1	0	0	0	0
1:15 AM	15	0	1	1	0	0	2	6	5	0	0	0	0	0
1:30 AM	15	0	0	0	2	1	0	3	6	2	1	0	0	0
1:45 AM	14	0	0	0	1	2	0	6	3	1	0	1	0	0
2:00 AM	44	0	0	0	0	1	0	9	10	14	10	0	0	0
2:15 AM	20	0	1	0	0	0	3	6	6	3	0	0	1	0
2:30 AM	30	0	0	0	2	0	2	6	11	7	0	1	1	0
2:45 AM	16	0	0	0	1	0	0	9	5	1	0	0	0	0
3:00 AM	18	0	0	0	0	2	2	5	6	2	1	0	0	0
3:15 AM	16	0	0	0	0	0	3	6	5	1	1	0	0	0
3:30 AM	18	0	0	0	2	0	1	2	9	2	2	0	0	0
3:45 AM	22	0	0	1	1	4	3	5	5	3	0	0	0	0
4:00 AM	31	0	0	0	0	3	4	7	10	4	2	1	0	0
4:15 AM	30	0	0	0	2	0	6	6	8	8	0	0	0	0
4:30 AM	27	0	0	1	1	1	4	5	7	6	2	0	0	0
4:45 AM	58	0	1	0	0	3	7	16	23	8	0	0	0	0
5:00 AM	65	1	0	0	2	2	25	19	11	4	0	1	0	0
5:15 AM	63	0	1	0	1	4	17	19	10	9	0	2	0	0
5:30 AM	81	0	0	0	3	3	9	34	19	10	2	0	0	1
5:45 AM	104	0	0	0	3	5	24	37	26	9	0	0	0	0
6:00 AM	115	0	0	0	4	7	28	33	29	14	0	0	0	0
6:15 AM	131	1	1	1	2	9	25	31	35	24	1	1	0	0
6:30 AM	193	0	0	2	3	8	35	54	56	31	4	0	0	0
6:45 AM	226	0	0	2	0	11	56	75	60	20	2	0	0	0
7:00 AM	306	1	0	3	11	30	64	81	81	28	5	1	1	0
7:15 AM	397	13	18	11	31	44	83	109	62	24	1	0	0	1
7:30 AM	413	18	19	41	40	50	88	94	52	9	1	0	1	0
7:45 AM	383	34	37	52	70	80	61	31	13	2	0	1	1	1
8:00 AM	327	11	10	19	20	34	76	67	56	32	2	0	0	0
8:15 AM	331	5	7	15	27	39	65	82	66	22	2	0	0	1
8:30 AM	304	5	10	22	24	31	67	77	48	18	1	1	0	0
8:45 AM	278	5	9	4	16	37	63	77	49	17	0	1	0	0

WB

Average (Mean)	40.0 mph
Minimum	10.0 mph
Maximum	80.9 mph

Pace Range

38.0 - 48.0 mph 2619 vehicles (53.2%)

Percentile Speeds

%	mph
10	27.0
15	31.0
50	41.4
85	47.7
90	50.3

Speeds Exceeded

mph	%	Count
25	92.0%	4528
35	77.2%	3798
45	31.9%	1570
55	1.7%	83
65	0.2%	11
75	0.0%	2

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 West of
US 27/Manchester Expwy SB Ramps

Site: #4
1/21/2020
Tuesday

12 Hour Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4921	99	116	178	276	454	938	1290	1033	454	55	17	7	4
%		2.0	2.4	3.6	5.6	9.2	19.1	26.2	21.0	9.2	1.1	0.3	0.1	0.1

WB

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Wednesday

12 Hour Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
9:00 AM	294	3	2	4	5	25	83	80	67	22	3	0	0	0
9:15 AM	252	2	0	4	6	11	58	71	65	34	1	0	0	0
9:30 AM	230	1	2	0	0	12	65	76	50	21	2	1	0	0
9:45 AM	213	0	0	0	2	12	41	61	57	36	3	1	0	0
10:00 AM	209	2	0	1	2	11	43	58	62	25	4	1	0	0
10:15 AM	204	1	3	1	3	13	28	71	41	39	2	1	1	0
10:30 AM	256	1	0	1	1	12	62	82	55	36	4	2	0	0
10:45 AM	256	1	1	2	3	12	60	73	71	27	6	0	0	0
11:00 AM	246	1	2	0	1	7	49	76	83	22	3	2	0	0
11:15 AM	249	4	1	1	4	15	65	65	62	26	3	3	0	0
11:30 AM	248	0	2	2	4	12	57	72	60	37	2	0	0	0
11:45 AM	268	3	2	2	3	15	49	107	57	24	4	2	0	0
12:00 PM	279	0	2	0	3	24	63	92	67	24	3	1	0	0
12:15 PM	251	1	0	2	16	19	70	61	50	27	4	1	0	0
12:30 PM	270	1	2	1	5	18	67	79	56	33	8	0	0	0
12:45 PM	246	0	0	0	6	13	65	61	58	40	1	1	0	1
1:00 PM	260	1	1	0	4	19	67	84	58	24	2	0	0	0
1:15 PM	279	3	4	7	7	21	75	79	61	17	4	1	0	0
1:30 PM	263	1	2	3	9	23	56	79	56	32	0	1	1	0
1:45 PM	258	0	0	3	6	14	62	87	44	38	2	2	0	0
2:00 PM	276	2	2	1	7	26	71	80	61	21	3	1	0	1
2:15 PM	271	2	2	1	3	11	54	90	75	30	3	0	0	0
2:30 PM	265	2	1	8	6	19	62	66	64	32	3	1	1	0
2:45 PM	291	6	2	3	14	35	61	78	62	24	6	0	0	0
3:00 PM	289	5	3	4	8	31	69	84	56	28	0	1	0	0
3:15 PM	323	3	9	16	22	49	69	83	47	23	1	1	0	0
3:30 PM	301	2	4	3	5	15	61	81	70	50	5	5	0	0
3:45 PM	394	6	8	15	26	48	66	111	72	36	6	0	0	0
4:00 PM	349	0	1	7	3	23	68	101	82	58	6	0	0	0
4:15 PM	390	10	13	13	21	45	69	104	75	38	1	1	0	0
4:30 PM	401	4	9	21	20	58	77	91	67	49	4	0	0	1
4:45 PM	382	9	16	18	21	53	70	98	61	32	2	2	0	0
5:00 PM	402	15	15	22	56	50	93	75	54	18	4	0	0	0
5:15 PM	410	15	17	28	52	72	88	86	47	5	0	0	0	0
5:30 PM	382	2	5	5	16	26	89	111	97	27	3	0	1	0
5:45 PM	417	4	8	10	26	68	98	110	76	16	1	0	0	0
6:00 PM	351	3	6	8	15	29	89	99	75	25	2	0	0	0
6:15 PM	374	7	6	13	21	60	90	68	79	27	2	0	0	1
6:30 PM	294	2	1	3	4	20	47	89	83	42	3	0	0	0
6:45 PM	261	0	0	3	3	10	49	85	85	25	1	0	0	0
7:00 PM	214	1	0	0	2	4	33	67	69	29	5	2	2	0
7:15 PM	215	1	1	0	3	5	43	72	57	31	1	1	0	0
7:30 PM	188	0	0	1	1	6	24	62	59	34	1	0	0	0
7:45 PM	128	0	0	0	0	3	22	36	40	21	5	1	0	0
8:00 PM	137	0	0	0	1	4	16	48	34	30	2	2	0	0
8:15 PM	136	2	0	0	0	3	27	49	33	19	2	1	0	0
8:30 PM	141	1	1	1	1	10	19	45	45	17	1	0	0	0
8:45 PM	127	1	1	0	2	4	28	32	38	17	2	1	0	1

WB

Average (Mean)	41.4 mph
Minimum	10.1 mph
Maximum	88.7 mph

Pace Range

38.0 - 48.0 mph 7541 vehicles (57.4%)

Percentile Speeds

%	mph
10	32.1
15	34.5
50	42.3
85	49.0
90	50.3

Speeds Exceeded

mph	%	Count
25	96.0%	12614
35	84.2%	11070
45	34.4%	4518
55	1.4%	187
65	0.1%	11
75	0.0%	2

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Site: #4
1/22/2020
Wednesday

12 Hour Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	13140	131	157	238	449	1095	2837	3715	2943	1388	136	40	6	5
%		1.0	1.2	1.8	3.4	8.3	21.6	28.3	22.4	10.6	1.0	0.3	0.0	0.0

WB

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12 Hour Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
9:00 PM	101	1	0	0	1	3	17	35	26	16	2	0	0	0
9:15 PM	92	0	0	0	0	5	13	25	33	16	0	0	0	0
9:30 PM	85	0	0	0	1	4	12	33	25	10	0	0	0	0
9:45 PM	64	0	0	0	1	1	9	22	24	5	0	2	0	0
10:00 PM	58	0	0	0	1	2	5	23	19	8	0	0	0	0
10:15 PM	66	2	0	1	1	2	8	5	23	22	2	0	0	0
10:30 PM	44	1	0	0	1	0	11	13	12	5	0	1	0	0
10:45 PM	41	0	0	0	0	2	8	12	14	4	1	0	0	0
11:00 PM	58	0	0	1	1	4	4	17	19	8	4	0	0	0
11:15 PM	45	1	0	1	1	0	7	12	12	9	2	0	0	0
11:30 PM	36	0	0	0	1	2	2	5	12	8	3	2	1	0
11:45 PM	44	0	0	0	0	1	9	12	16	6	0	0	0	0
1/23/2020														
12:00 AM	39	0	0	1	1	1	6	19	8	3	0	0	0	0
12:15 AM	26	0	1	0	1	2	3	4	11	4	0	0	0	0
12:30 AM	27	0	0	0	1	2	2	12	7	1	2	0	0	0
12:45 AM	19	0	0	0	0	1	2	6	6	4	0	0	0	0
1:00 AM	11	0	0	0	0	0	1	4	4	2	0	0	0	0
1:15 AM	14	0	0	1	0	1	3	3	1	3	2	0	0	0
1:30 AM	14	0	0	0	1	0	0	4	5	3	1	0	0	0
1:45 AM	13	0	0	0	0	0	1	6	3	1	1	1	0	0
2:00 AM	48	0	0	0	0	1	4	13	15	10	3	2	0	0
2:15 AM	17	0	0	0	0	0	4	5	3	4	1	0	0	0
2:30 AM	36	0	1	0	1	1	7	8	11	6	0	1	0	0
2:45 AM	16	0	0	0	2	1	7	2	3	1	0	0	0	0
3:00 AM	18	0	0	0	0	0	3	9	2	4	0	0	0	0
3:15 AM	10	0	0	0	0	1	0	5	3	1	0	0	0	0
3:30 AM	17	0	0	0	0	1	1	5	5	3	1	1	0	0
3:45 AM	24	0	0	0	1	0	4	5	6	6	1	1	0	0
4:00 AM	32	1	0	1	0	0	5	10	6	8	1	0	0	0
4:15 AM	27	0	0	0	0	3	4	4	10	6	0	0	0	0
4:30 AM	46	2	0	1	0	0	3	9	14	14	2	1	0	0
4:45 AM	53	0	0	0	0	2	7	17	13	13	1	0	0	0
5:00 AM	59	1	0	1	1	3	17	21	10	4	0	1	0	0
5:15 AM	62	2	0	1	1	1	13	19	11	11	3	0	0	0
5:30 AM	68	2	0	1	1	4	9	19	21	9	2	0	0	0
5:45 AM	105	2	1	0	2	7	18	38	19	15	0	2	1	0
6:00 AM	111	2	1	5	3	5	15	24	34	19	3	0	0	0
6:15 AM	123	2	2	1	6	11	21	36	30	14	0	0	0	0
6:30 AM	228	3	1	4	4	11	43	56	59	38	5	0	2	2
6:45 AM	245	1	2	3	7	9	40	58	68	51	5	1	0	0
7:00 AM	311	0	1	1	6	22	61	94	79	41	5	0	1	0
7:15 AM	375	19	19	26	28	46	57	88	67	25	0	0	0	0
7:30 AM	401	20	31	27	71	70	99	62	12	5	1	2	0	1
7:45 AM	390	21	20	33	39	55	86	83	41	11	1	0	0	0
8:00 AM	334	16	11	19	28	34	49	75	60	37	4	1	0	0
8:15 AM	312	12	4	13	18	22	51	60	48	62	19	3	0	0
8:30 AM	335	8	10	11	26	34	58	76	56	45	10	1	0	0
8:45 AM	291	5	5	9	13	21	51	69	59	47	11	1	0	0

WB

Average (Mean)	40.7 mph
Minimum	10.0 mph
Maximum	80.9 mph

Pace Range

40.5 - 50.5 mph 2510 vehicles (50.3%)

Percentile Speeds

%	mph
10	27.0
15	31.0
50	42.3
85	50.3
90	51.7

Speeds Exceeded

mph	%	Count
25	92.1%	4595
35	78.7%	3926
45	36.5%	1824
55	2.6%	131
65	0.2%	8
75	0.1%	3

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Total	4991	124	110	162	271	398	860	1242	1045	648	99	24	5	3
%		2.5	2.2	3.2	5.4	8.0	17.2	24.9	20.9	13.0	2.0	0.5	0.1	0.1

WB

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Site: #4
1/23/2020
Thursday

12 Hour Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
9:00 AM	223	1	2	1	3	14	45	69	53	26	7	2	0	0
9:15 AM	252	3	1	3	5	16	58	67	54	36	6	2	0	1
9:30 AM	235	3	1	2	5	20	55	65	52	29	2	0	1	0
9:45 AM	220	3	2	2	3	18	44	50	57	36	5	0	0	0
10:00 AM	222	0	0	0	1	9	44	67	62	33	3	3	0	0
10:15 AM	222	4	4	2	2	16	40	54	60	33	5	1	0	1
10:30 AM	251	0	0	1	2	20	59	73	62	31	3	0	0	0
10:45 AM	241	1	1	3	4	13	56	73	53	30	4	3	0	0
11:00 AM	230	1	0	0	1	16	40	67	61	38	4	2	0	0
11:15 AM	292	2	2	1	3	25	73	86	58	38	0	4	0	0
11:30 AM	252	3	2	0	6	14	42	72	60	47	5	1	0	0
11:45 AM	296	1	4	6	7	16	67	97	58	38	1	1	0	0
12:00 PM	270	3	0	3	3	20	54	80	66	37	2	1	0	1
12:15 PM	285	4	1	1	4	37	82	84	49	16	7	0	0	0
12:30 PM	276	1	0	5	5	30	61	79	65	25	4	1	0	0
12:45 PM	268	1	0	2	0	12	64	83	72	33	1	0	0	0
1:00 PM	262	0	3	2	4	10	83	70	55	31	3	1	0	0
1:15 PM	257	2	0	1	0	18	65	81	58	25	5	2	0	0
1:30 PM	258	1	3	0	3	7	43	85	79	34	3	0	0	0
1:45 PM	271	1	2	0	2	19	68	95	65	19	0	0	0	0
2:00 PM	280	4	2	6	13	26	60	70	70	24	3	2	0	0
2:15 PM	267	2	6	4	6	31	69	89	49	9	2	0	0	0
2:30 PM	283	2	4	6	8	36	61	70	59	33	3	1	0	0
2:45 PM	282	2	9	5	10	13	66	93	52	29	2	1	0	0
3:00 PM	314	4	5	11	15	34	68	96	56	20	4	0	0	1
3:15 PM	351	14	15	22	15	46	95	72	46	22	1	2	0	1
3:30 PM	356	1	4	1	7	27	74	102	87	43	10	0	0	0
3:45 PM	359	2	8	16	12	24	61	101	85	45	5	0	0	0
4:00 PM	369	2	4	6	22	30	78	88	80	50	7	0	1	1
4:15 PM	358	9	8	12	21	39	71	75	81	37	4	1	0	0
4:30 PM	409	9	9	21	29	64	80	83	76	31	7	0	0	0
4:45 PM	409	5	3	5	10	33	91	117	102	33	8	2	0	0
5:00 PM	430	19	25	32	43	98	108	61	39	4	0	1	0	0
5:15 PM	405	9	12	18	21	48	87	128	51	31	0	0	0	0
5:30 PM	392	4	4	8	11	55	130	97	56	25	1	0	1	0
5:45 PM	408	14	14	12	26	54	78	114	75	18	3	0	0	0
6:00 PM	385	2	12	4	14	43	87	103	75	39	4	2	0	0
6:15 PM	363	4	2	10	9	34	62	103	81	49	7	1	0	1
6:30 PM	313	0	5	2	3	15	71	80	95	40	1	1	0	0
6:45 PM	253	2	2	1	1	14	56	65	69	37	3	2	1	0
7:00 PM	215	0	0	3	1	7	25	69	75	33	1	1	0	0
7:15 PM	190	1	1	0	1	17	39	52	41	31	3	4	0	0
7:30 PM	212	0	0	0	0	4	30	71	64	36	5	2	0	0
7:45 PM	161	0	0	0	3	9	24	48	48	26	1	0	0	2
8:00 PM	154	0	0	0	1	6	13	46	51	34	3	0	0	0
8:15 PM	158	0	0	0	1	1	26	53	42	33	1	1	0	0
8:30 PM	128	2	0	0	2	2	25	28	26	34	7	1	0	1
8:45 PM	106	0	0	0	1	1	18	30	38	15	2	1	0	0

WB

Average (Mean)	41.5 mph
Minimum	10.0 mph
Maximum	88.7 mph

Pace Range

38.0 - 48.0 mph 7667 vehicles (57.2%)

Percentile Speeds

%	mph
10	32.1
15	34.5
50	42.3
85	49.0
90	50.3

Speeds Exceeded

mph	%	Count
25	95.7%	12823
35	84.3%	11293
45	35.1%	4696
55	1.7%	232
65	0.1%	14
75	0.0%	3

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1/21/2020
Tuesday

12 Hour Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	13393	148	182	240	369	1161	2896	3701	2968	1496	168	50	4	10
%		1.1	1.4	1.8	2.8	8.7	21.6	27.6	22.2	11.2	1.3	0.4	0.0	0.1

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
12:15 AM	3	0	0	0	0	2	0	1	0	0	0	0	0	0
12:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
12:45 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
1:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	2	0	0	0	0	1	0	1	0	0	0	0	0	0
2:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2:45 AM	3	0	0	0	0	0	3	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
3:30 AM	3	0	0	0	1	0	2	0	0	0	0	0	0	0
3:45 AM	4	0	0	0	0	0	2	2	0	0	0	0	0	0
4:00 AM	3	0	0	0	0	0	1	0	2	0	0	0	0	0
4:15 AM	4	0	0	0	1	2	0	0	0	1	0	0	0	0
4:30 AM	2	0	0	0	0	0	1	1	0	0	0	0	0	0
4:45 AM	7	0	0	0	0	2	2	2	1	0	0	0	0	0
5:00 AM	11	0	0	0	0	1	4	4	2	0	0	0	0	0
5:15 AM	8	0	0	0	0	0	3	2	3	0	0	0	0	0
5:30 AM	4	0	0	0	0	0	3	1	0	0	0	0	0	0
5:45 AM	13	0	0	1	0	3	1	5	1	1	1	0	0	0
6:00 AM	16	0	0	1	4	1	7	1	2	0	0	0	0	0
6:15 AM	17	0	0	0	0	1	8	7	1	0	0	0	0	0
6:30 AM	35	0	0	0	1	2	13	13	4	2	0	0	0	0
6:45 AM	41	1	0	0	1	4	14	13	7	1	0	0	0	0
7:00 AM	39	0	1	1	1	8	13	10	4	1	0	0	0	0
7:15 AM	83	1	4	1	4	16	29	17	8	3	0	0	0	0
7:30 AM	102	0	0	0	6	9	35	39	11	1	0	1	0	0
7:45 AM	95	0	3	1	1	11	35	37	6	1	0	0	0	0
8:00 AM	97	0	0	2	9	17	21	38	9	1	0	0	0	0
8:15 AM	71	2	0	0	3	18	26	14	7	1	0	0	0	0
8:30 AM	90	3	3	2	3	14	32	28	4	1	0	0	0	0
8:45 AM	54	0	0	2	2	8	15	14	10	3	0	0	0	0
9:00 AM	42	0	1	0	5	8	16	9	3	0	0	0	0	0
9:15 AM	47	0	5	3	0	5	12	14	7	1	0	0	0	0
9:30 AM	46	0	2	1	0	4	11	17	7	3	1	0	0	0
9:45 AM	35	0	2	0	0	6	12	10	4	0	0	1	0	0
10:00 AM	34	0	1	2	2	5	14	10	0	0	0	0	0	0
10:15 AM	40	0	2	4	2	7	17	7	1	0	0	0	0	0
10:30 AM	37	0	1	0	3	4	16	9	4	0	0	0	0	0
10:45 AM	33	1	1	2	1	6	11	6	2	3	0	0	0	0
11:00 AM	49	0	2	3	1	6	15	17	2	3	0	0	0	0
11:15 AM	35	0	4	0	1	2	16	7	3	2	0	0	0	0
11:30 AM	60	0	4	4	4	2	16	18	11	1	0	0	0	0
11:45 AM	36	0	0	1	0	6	13	10	5	1	0	0	0	0

SB

Average (Mean)	38.1 mph
Minimum	11.6 mph
Maximum	60.1 mph

Pace Range

34.5 - 44.5 mph 860 vehicles (65.7%)

Percentile Speeds

%	mph
10	29.6
15	32.1
50	38.8
85	44.3
90	45.4

Speeds Exceeded

mph	%	Count
25	94.3%	1233
35	76.1%	995
45	12.8%	167
55	0.3%	4
65	0.0%	0
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1308	8	36	31	56	182	442	386	132	31	2	2	0	0
%		0.6	2.8	2.4	4.3	13.9	33.8	29.5	10.1	2.4	0.2	0.2	0.0	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	43	0	1	4	0	7	17	11	3	0	0	0	0	0
12:15 PM	29	0	3	1	2	5	4	11	3	0	0	0	0	0
12:30 PM	41	0	1	2	3	6	14	9	6	0	0	0	0	0
12:45 PM	38	1	2	3	3	5	14	7	3	0	0	0	0	0
1:00 PM	37	1	0	2	2	7	14	7	4	0	0	0	0	0
1:15 PM	44	0	2	2	0	6	15	10	7	2	0	0	0	0
1:30 PM	30	0	0	2	0	2	9	11	6	0	0	0	0	0
1:45 PM	31	0	0	0	1	6	6	7	10	1	0	0	0	0
2:00 PM	47	0	1	1	2	5	14	13	8	3	0	0	0	0
2:15 PM	36	0	0	0	2	6	11	13	4	0	0	0	0	0
2:30 PM	42	0	2	2	2	7	9	15	4	1	0	0	0	0
2:45 PM	49	0	1	3	1	4	27	9	3	1	0	0	0	0
3:00 PM	55	0	6	14	4	6	15	6	4	0	0	0	0	0
3:15 PM	35	0	2	2	0	3	13	4	9	2	0	0	0	0
3:30 PM	50	1	2	1	0	7	20	12	5	2	0	0	0	0
3:45 PM	55	0	2	0	1	9	33	10	0	0	0	0	0	0
4:00 PM	64	0	3	4	7	6	29	11	2	2	0	0	0	0
4:15 PM	56	0	0	0	2	5	26	14	7	2	0	0	0	0
4:30 PM	61	0	1	2	5	16	20	13	3	1	0	0	0	0
4:45 PM	71	0	2	5	6	5	30	14	6	3	0	0	0	0
5:00 PM	83	2	3	5	9	20	30	12	2	0	0	0	0	0
5:15 PM	75	0	0	1	4	15	32	15	6	2	0	0	0	0
5:30 PM	71	0	0	1	2	10	36	20	2	0	0	0	0	0
5:45 PM	39	0	0	1	0	3	23	10	1	1	0	0	0	0
6:00 PM	51	1	1	0	2	6	25	12	4	0	0	0	0	0
6:15 PM	42	1	0	0	3	9	16	9	4	0	0	0	0	0
6:30 PM	44	0	0	1	6	18	12	5	2	0	0	0	0	0
6:45 PM	39	0	0	0	2	11	12	12	2	0	0	0	0	0
7:00 PM	26	0	0	0	0	7	11	7	1	0	0	0	0	0
7:15 PM	23	0	0	0	0	2	11	8	0	2	0	0	0	0
7:30 PM	21	0	0	0	1	7	11	2	0	0	0	0	0	0
7:45 PM	4	0	0	0	1	0	2	1	0	0	0	0	0	0
8:00 PM	17	0	0	0	0	6	8	3	0	0	0	0	0	0
8:15 PM	39	0	1	0	4	5	14	12	2	1	0	0	0	0
8:30 PM	25	0	0	0	0	2	18	4	0	1	0	0	0	0
8:45 PM	16	0	0	1	1	3	8	1	0	1	0	1	0	0
9:00 PM	9	0	0	0	0	3	2	2	2	0	0	0	0	0
9:15 PM	9	0	0	0	0	5	2	2	0	0	0	0	0	0
9:30 PM	7	0	0	0	0	3	4	0	0	0	0	0	0	0
9:45 PM	6	0	0	0	0	0	3	3	0	0	0	0	0	0
10:00 PM	9	0	0	1	0	2	4	2	0	0	0	0	0	0
10:15 PM	7	0	0	0	0	2	2	3	0	0	0	0	0	0
10:30 PM	5	0	0	0	0	2	0	2	1	0	0	0	0	0
10:45 PM	4	0	0	0	0	0	1	3	0	0	0	0	0	0
11:00 PM	5	0	0	0	0	0	1	3	1	0	0	0	0	0
11:15 PM	2	0	0	0	0	0	0	1	1	0	0	0	0	0
11:30 PM	2	0	0	0	0	0	1	1	0	0	0	0	0	0
11:45 PM	5	0	0	0	0	1	1	2	1	0	0	0	0	0

SB

Average (Mean)	37.2 mph
Minimum	10.3 mph
Maximum	60.1 mph

Pace Range

34.5 - 44.5 mph 1040 vehicles (65.0%)

Percentile Speeds

%	mph
10	29.1
15	31.6
50	38.0
85	43.3
90	44.3

Speeds Exceeded

mph	%	Count
25	93.5%	1495
35	72.0%	1152
45	9.9%	158
55	0.1%	1
65	0.0%	0
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1599	7	36	61	78	265	630	364	129	28	0	1	0	0
%		0.4	2.3	3.8	4.9	16.6	39.4	22.8	8.1	1.8	0.0	0.1	0.0	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
12:15 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	0	0	1	0	0	0	1	0	0	0	0
1:15 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0
1:30 AM	2	0	0	0	0	0	1	1	0	0	0	0	0	0
1:45 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	0	0	0	2	0	0	0	0	0	0
3:15 AM	2	0	0	0	0	0	1	1	0	0	0	0	0	0
3:30 AM	2	0	0	0	1	0	0	0	0	1	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	0	0	0	0	1	1	0	0	0	0	0
4:15 AM	6	0	0	0	1	1	2	0	1	1	0	0	0	0
4:30 AM	5	0	0	0	0	0	1	3	1	0	0	0	0	0
4:45 AM	9	0	0	0	0	3	2	2	2	0	0	0	0	0
5:00 AM	10	0	0	0	0	2	2	1	5	0	0	0	0	0
5:15 AM	9	0	0	0	0	0	6	3	0	0	0	0	0	0
5:30 AM	10	0	0	0	1	0	8	0	1	0	0	0	0	0
5:45 AM	15	0	0	0	1	0	4	6	2	2	0	0	0	0
6:00 AM	26	0	0	0	3	1	13	6	3	0	0	0	0	0
6:15 AM	30	0	0	0	0	4	9	10	7	0	0	0	0	0
6:30 AM	34	0	1	0	0	8	12	9	4	0	0	0	0	0
6:45 AM	47	0	0	0	0	8	20	12	5	2	0	0	0	0
7:00 AM	44	0	1	2	2	3	15	12	6	3	0	0	0	0
7:15 AM	76	1	2	3	5	15	28	20	2	0	0	0	0	0
7:30 AM	110	1	1	3	6	13	42	33	9	2	0	0	0	0
7:45 AM	91	0	4	6	4	6	37	25	8	1	0	0	0	0
8:00 AM	84	0	1	2	2	7	43	20	7	2	0	0	0	0
8:15 AM	87	0	2	1	7	20	31	21	4	0	0	1	0	0
8:30 AM	73	0	0	4	6	9	32	20	1	0	1	0	0	0
8:45 AM	60	1	1	5	1	14	16	12	8	2	0	0	0	0
9:00 AM	37	0	2	1	2	9	12	3	7	0	0	1	0	0
9:15 AM	32	0	1	2	1	5	10	6	6	1	0	0	0	0
9:30 AM	36	0	1	1	1	8	14	6	5	0	0	0	0	0
9:45 AM	33	0	1	1	0	3	10	15	3	0	0	0	0	0
10:00 AM	47	2	5	2	1	5	16	12	4	0	0	0	0	0
10:15 AM	38	0	1	1	1	4	17	6	6	2	0	0	0	0
10:30 AM	34	0	0	0	2	6	11	8	6	1	0	0	0	0
10:45 AM	42	1	3	3	2	3	10	13	7	0	0	0	0	0
11:00 AM	39	0	3	6	2	4	6	11	5	2	0	0	0	0
11:15 AM	58	0	5	1	3	9	21	10	8	1	0	0	0	0
11:30 AM	65	11	10	2	5	17	10	8	2	0	0	0	0	0
11:45 AM	46	1	4	1	2	5	15	13	3	2	0	0	0	0

SB

Average (Mean)	37.3 mph
Minimum	10.1 mph
Maximum	64.2 mph

Pace Range

34.5 - 44.5 mph 841 vehicles (62.3%)

Percentile Speeds

%	mph
10	27.4
15	30.5
50	38.0
85	44.3
90	45.4

Speeds Exceeded

mph	%	Count
25	91.6%	1237
35	72.5%	980
45	12.5%	169
55	0.2%	3
65	0.0%	0
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1351	18	49	47	62	195	478	333	140	26	1	2	0	0
%		1.3	3.6	3.5	4.6	14.4	35.4	24.6	10.4	1.9	0.1	0.1	0.0	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	51	0	1	6	2	11	16	11	4	0	0	0	0	0
12:15 PM	41	0	0	0	2	5	15	14	4	1	0	0	0	0
12:30 PM	36	0	1	2	3	7	8	9	6	0	0	0	0	0
12:45 PM	38	0	1	0	1	7	15	9	4	1	0	0	0	0
1:00 PM	48	0	1	1	4	6	15	15	6	0	0	0	0	0
1:15 PM	33	0	1	3	2	3	14	9	1	0	0	0	0	0
1:30 PM	48	0	0	1	3	10	17	10	5	2	0	0	0	0
1:45 PM	39	0	1	0	2	5	18	10	2	1	0	0	0	0
2:00 PM	56	0	1	2	7	8	26	9	3	0	0	0	0	0
2:15 PM	50	0	3	3	3	7	15	13	4	2	0	0	0	0
2:30 PM	64	2	2	2	4	16	20	17	1	0	0	0	0	0
2:45 PM	49	0	1	1	0	7	23	13	4	0	0	0	0	0
3:00 PM	42	0	5	4	1	7	14	8	2	0	0	0	0	1
3:15 PM	56	0	0	3	3	10	26	11	3	0	0	0	0	0
3:30 PM	45	1	3	0	2	6	19	11	3	0	0	0	0	0
3:45 PM	64	0	2	2	6	8	20	20	5	0	1	0	0	0
4:00 PM	71	1	1	4	0	13	30	20	2	0	0	0	0	0
4:15 PM	60	1	2	3	2	9	19	18	5	0	0	0	0	1
4:30 PM	57	0	2	2	1	6	22	18	6	0	0	0	0	0
4:45 PM	53	0	1	3	2	4	19	20	4	0	0	0	0	0
5:00 PM	89	0	1	1	7	25	38	13	4	0	0	0	0	0
5:15 PM	70	1	2	4	7	18	20	12	6	0	0	0	0	0
5:30 PM	72	1	1	5	1	23	27	8	5	1	0	0	0	0
5:45 PM	44	0	0	0	3	8	18	12	2	1	0	0	0	0
6:00 PM	47	0	0	0	4	10	23	8	2	0	0	0	0	0
6:15 PM	35	0	0	0	0	10	18	6	1	0	0	0	0	0
6:30 PM	34	0	0	1	2	4	14	8	5	0	0	0	0	0
6:45 PM	29	0	0	0	2	8	11	6	2	0	0	0	0	0
7:00 PM	19	0	0	0	1	8	8	2	0	0	0	0	0	0
7:15 PM	12	0	0	0	0	4	4	2	1	1	0	0	0	0
7:30 PM	20	0	0	0	2	3	6	6	2	1	0	0	0	0
7:45 PM	15	0	0	0	0	7	4	2	2	0	0	0	0	0
8:00 PM	18	0	0	0	0	7	10	1	0	0	0	0	0	0
8:15 PM	16	0	0	0	2	3	6	5	0	0	0	0	0	0
8:30 PM	11	0	0	1	0	4	4	1	0	1	0	0	0	0
8:45 PM	9	0	0	0	0	1	6	2	0	0	0	0	0	0
9:00 PM	12	0	0	0	0	3	4	1	4	0	0	0	0	0
9:15 PM	8	0	0	0	0	4	1	1	2	0	0	0	0	0
9:30 PM	4	0	0	0	1	0	3	0	0	0	0	0	0	0
9:45 PM	7	0	0	0	0	1	4	2	0	0	0	0	0	0
10:00 PM	3	0	0	0	0	0	1	2	0	0	0	0	0	0
10:15 PM	7	0	0	0	2	1	1	2	1	0	0	0	0	0
10:30 PM	7	0	0	0	2	2	3	0	0	0	0	0	0	0
10:45 PM	8	0	0	0	0	3	2	3	0	0	0	0	0	0
11:00 PM	3	0	0	0	0	1	1	1	0	0	0	0	0	0
11:15 PM	7	0	0	0	0	3	2	1	1	0	0	0	0	0
11:30 PM	3	0	0	0	0	0	2	0	1	0	0	0	0	0
11:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0

SB

Average (Mean)	36.8 mph
Minimum	10.5 mph
Maximum	80.9 mph

Pace Range

32.7 - 42.7 mph 1072 vehicles (66.5%)

Percentile Speeds

%	mph
10	29.1
15	31.0
50	37.2
85	42.3
90	44.3

Speeds Exceeded

mph	%	Count
25	94.2%	1517
35	69.2%	1115
45	8.1%	130
55	0.2%	3
65	0.1%	2
75	0.1%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #5
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1611	7	33	54	86	316	613	372	115	12	1	0	0	2
%		0.4	2.0	3.4	5.3	19.6	38.1	23.1	7.1	0.7	0.1	0.0	0.0	0.1

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	30	0	0	0	0	0	0	0	0	1	1	4	13	11
12:15 AM	29	0	0	0	0	0	0	0	0	1	3	8	6	11
12:30 AM	25	0	0	0	0	0	0	0	0	0	1	4	12	8
12:45 AM	17	0	0	0	0	0	0	1	0	0	2	4	6	4
1:00 AM	10	0	0	0	0	0	0	0	0	0	1	5	3	1
1:15 AM	16	0	0	0	0	0	0	0	0	1	3	3	7	2
1:30 AM	13	0	0	0	0	0	0	0	0	0	1	6	3	3
1:45 AM	15	0	0	0	0	0	0	0	0	1	2	3	6	3
2:00 AM	41	0	0	0	0	0	0	0	0	0	5	6	10	20
2:15 AM	20	0	0	0	0	0	0	0	0	0	2	4	10	4
2:30 AM	25	0	0	0	0	0	0	0	0	1	3	5	4	12
2:45 AM	16	0	0	0	0	0	0	0	0	1	2	7	5	1
3:00 AM	16	0	0	0	0	0	0	0	0	1	2	4	6	3
3:15 AM	16	0	0	0	0	0	0	0	0	0	1	6	7	2
3:30 AM	15	0	0	0	0	0	0	0	0	0	0	3	10	2
3:45 AM	22	0	0	0	0	0	0	1	2	1	3	6	4	5
4:00 AM	27	0	0	0	0	0	0	0	0	0	1	8	11	7
4:15 AM	27	0	0	0	0	0	0	0	0	2	1	9	10	5
4:30 AM	29	0	0	0	0	0	0	0	0	0	3	9	12	5
4:45 AM	52	0	0	0	0	0	0	0	0	1	6	14	14	17
5:00 AM	45	0	0	0	0	0	0	0	3	0	6	13	12	11
5:15 AM	56	0	0	0	0	0	0	0	0	2	5	13	18	18
5:30 AM	71	0	0	0	0	0	0	0	0	0	8	21	22	20
5:45 AM	84	0	0	0	0	0	0	0	0	1	6	20	28	29
6:00 AM	110	1	0	0	0	0	0	1	2	1	11	22	29	43
6:15 AM	137	0	0	0	0	1	0	0	1	0	9	38	39	49
6:30 AM	165	1	0	0	0	0	0	0	0	1	22	29	51	61
6:45 AM	212	1	1	0	0	0	0	0	1	2	10	43	65	89
7:00 AM	260	1	1	0	0	1	1	1	0	1	11	41	73	129
7:15 AM	353	7	2	1	1	0	2	1	1	0	32	80	84	142
7:30 AM	416	12	2	0	2	0	1	3	0	6	20	68	112	190
7:45 AM	415	14	2	1	2	2	2	4	3	8	30	68	97	182
8:00 AM	341	2	3	1	0	0	2	2	1	6	24	76	90	134
8:15 AM	305	6	3	1	0	1	2	1	0	6	31	59	81	114
8:30 AM	321	2	2	1	0	0	2	4	6	7	35	80	71	111
8:45 AM	265	3	0	0	0	2	1	0	3	8	32	61	79	76
9:00 AM	257	2	1	0	0	1	0	0	1	3	16	57	60	116
9:15 AM	251	1	0	1	0	0	0	1	2	3	15	52	56	120
9:30 AM	225	0	0	0	0	0	0	1	2	2	22	52	59	87
9:45 AM	203	1	1	0	0	0	0	2	2	5	7	38	58	89
10:00 AM	197	0	0	0	1	0	0	0	0	1	16	46	62	71
10:15 AM	194	0	1	0	0	0	0	1	0	3	15	57	50	67
10:30 AM	239	0	1	1	0	0	1	0	1	5	22	62	67	79
10:45 AM	229	1	0	0	0	1	0	2	1	12	28	48	56	80
11:00 AM	227	3	1	0	0	0	1	1	0	3	20	55	77	66
11:15 AM	215	1	0	0	1	0	0	1	1	6	21	67	58	59
11:30 AM	228	1	0	0	0	0	0	1	0	6	23	58	73	66
11:45 AM	242	2	1	0	0	0	0	2	0	2	28	50	79	78

WB

Average (Mean)	66.9 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4243 vehicles (63.1%)

Percentile Speeds

%	mph
10	59.6
15	60.8
50	67.7
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	98.6%	6633
35	98.4%	6617
45	97.7%	6571
55	95.6%	6427
65	64.9%	4367
75	10.1%	682

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6724	62	22	7	7	9	15	31	33	111	568	1492	1865	2502
%		0.9	0.3	0.1	0.1	0.1	0.2	0.5	0.5	1.7	8.4	22.2	27.7	37.2

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	233	2	0	0	0	0	1	1	5	9	13	68	54	80
12:15 PM	225	2	0	0	0	0	0	0	2	5	23	51	67	75
12:30 PM	221	3	1	0	0	0	1	0	0	9	23	40	70	74
12:45 PM	242	2	0	0	0	0	0	0	0	1	30	56	75	78
1:00 PM	220	0	1	0	0	0	0	1	0	12	10	49	68	79
1:15 PM	248	2	1	0	0	0	1	1	0	1	38	63	57	84
1:30 PM	233	2	1	0	0	0	1	3	1	3	31	64	65	62
1:45 PM	237	3	0	0	0	0	1	1	3	5	19	62	54	89
2:00 PM	242	0	5	0	1	0	0	0	1	6	21	53	78	77
2:15 PM	254	4	0	0	2	0	0	1	1	6	17	74	59	90
2:30 PM	236	0	0	0	0	0	0	0	2	3	25	46	78	82
2:45 PM	268	5	0	0	2	0	1	2	3	8	22	68	77	80
3:00 PM	288	2	1	1	0	0	1	0	3	10	35	68	80	87
3:15 PM	305	2	0	0	0	0	0	0	0	6	35	65	86	111
3:30 PM	284	1	1	0	0	0	0	0	1	2	18	51	96	114
3:45 PM	355	5	0	0	2	0	3	0	6	11	33	92	84	119
4:00 PM	311	5	2	0	1	1	0	3	2	6	24	65	93	109
4:15 PM	383	9	3	0	0	2	2	4	1	4	18	104	125	111
4:30 PM	385	3	1	0	1	1	1	0	3	8	44	85	104	134
4:45 PM	404	5	2	0	0	0	1	3	3	11	36	94	143	106
5:00 PM	439	2	1	0	0	0	0	1	1	5	41	112	128	148
5:15 PM	422	6	2	0	1	2	3	1	3	11	32	125	121	115
5:30 PM	376	7	0	2	1	0	3	1	1	2	26	101	115	117
5:45 PM	387	1	0	1	0	0	0	1	2	8	26	98	128	122
6:00 PM	323	3	1	0	0	1	1	1	0	6	47	82	88	93
6:15 PM	366	3	3	0	1	0	0	0	2	7	58	104	72	116
6:30 PM	270	1	0	0	1	0	0	0	2	3	24	59	87	93
6:45 PM	249	4	1	0	0	0	0	0	0	13	10	67	88	66
7:00 PM	207	1	0	0	0	0	0	0	1	2	10	48	67	78
7:15 PM	192	1	1	0	0	0	0	0	1	1	9	45	66	68
7:30 PM	175	1	0	0	0	0	0	0	0	3	14	32	54	71
7:45 PM	133	0	1	0	0	1	0	1	1	2	7	20	40	60
8:00 PM	128	0	0	0	0	0	0	0	2	3	10	34	39	40
8:15 PM	154	0	0	0	0	0	0	0	2	4	13	40	40	55
8:30 PM	127	0	0	0	0	0	0	0	0	3	8	34	34	48
8:45 PM	111	0	0	0	0	0	0	0	1	4	7	28	38	33
9:00 PM	80	0	0	1	0	0	0	0	0	2	13	19	24	21
9:15 PM	88	0	0	0	0	0	0	1	0	0	2	28	29	28
9:30 PM	73	0	0	0	0	0	0	1	0	2	8	20	21	21
9:45 PM	57	0	0	0	0	0	0	0	0	1	7	13	13	23
10:00 PM	55	0	0	0	0	0	0	0	0	3	9	14	18	11
10:15 PM	59	0	0	0	0	0	0	0	0	3	8	8	11	29
10:30 PM	40	0	0	0	0	0	0	0	0	0	2	20	10	8
10:45 PM	36	0	0	0	0	0	0	0	0	0	6	13	11	6
11:00 PM	53	0	0	0	0	0	0	1	0	1	4	9	18	20
11:15 PM	40	0	0	0	0	0	0	0	0	0	6	10	12	12
11:30 PM	32	0	0	0	0	0	0	0	0	0	4	9	9	10
11:45 PM	38	0	0	0	0	0	0	0	0	0	3	11	15	9

WB

Average (Mean)	66.4 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

63.4 - 73.4 mph 6508 vehicles (63.3%)

Percentile Speeds

%	mph
10	58.4
15	60.8
50	67.7
85	72.7
90	74.5

Speeds Exceeded

mph	%	Count
25	98.8%	10163
35	98.6%	10142
45	98.1%	10092
55	95.5%	9821
65	62.0%	6371
75	7.7%	792

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10284	87	29	5	13	8	21	29	56	215	929	2521	3009	3362
%		0.8	0.3	0.0	0.1	0.1	0.2	0.3	0.5	2.1	9.0	24.5	29.3	32.7

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	38	0	0	0	0	0	0	1	0	1	6	8	11	11
12:15 AM	26	0	0	0	0	0	0	0	0	1	2	6	7	10
12:30 AM	21	0	0	0	0	0	1	0	0	0	1	6	8	5
12:45 AM	22	0	0	0	0	0	0	0	0	0	1	6	13	2
1:00 AM	8	0	0	0	0	0	0	0	0	0	1	4	1	2
1:15 AM	13	0	0	0	0	0	0	0	0	1	3	2	4	3
1:30 AM	11	0	0	0	0	0	0	0	1	0	4	4	1	1
1:45 AM	13	0	0	0	0	0	0	0	0	1	1	2	6	3
2:00 AM	38	0	0	0	0	0	0	0	0	1	1	8	8	20
2:15 AM	24	0	0	0	0	0	0	0	0	0	0	10	7	7
2:30 AM	29	0	0	1	0	1	0	0	0	1	2	7	6	11
2:45 AM	14	0	0	0	0	0	0	0	1	0	3	3	2	5
3:00 AM	16	0	0	0	0	0	0	0	0	0	4	4	6	2
3:15 AM	14	0	0	0	0	0	0	0	0	0	2	3	4	5
3:30 AM	13	0	0	0	0	0	0	0	1	1	0	5	5	1
3:45 AM	20	0	0	0	0	0	0	1	0	2	2	5	3	7
4:00 AM	27	0	0	0	0	0	0	1	0	0	2	10	9	5
4:15 AM	25	0	0	0	0	0	0	0	0	3	2	4	9	7
4:30 AM	36	0	0	0	0	0	0	0	1	1	1	7	13	13
4:45 AM	47	0	0	0	0	0	0	0	0	0	4	15	11	17
5:00 AM	38	0	0	0	0	0	0	0	0	2	6	10	11	9
5:15 AM	57	0	0	0	0	0	0	0	0	2	5	14	18	18
5:30 AM	63	1	1	0	0	1	0	0	0	2	6	15	16	21
5:45 AM	96	0	0	0	0	0	0	0	0	1	5	17	36	37
6:00 AM	99	0	0	0	0	0	0	0	1	1	11	20	31	35
6:15 AM	136	0	0	0	0	0	0	0	1	4	17	18	32	64
6:30 AM	184	2	0	2	1	1	0	2	2	2	10	36	50	76
6:45 AM	203	2	0	0	0	0	0	0	1	7	13	45	53	82
7:00 AM	257	2	0	0	0	0	1	0	0	3	18	37	54	142
7:15 AM	390	8	1	2	1	1	1	3	1	6	40	74	100	152
7:30 AM	447	7	2	3	0	0	1	2	1	2	33	86	122	188
7:45 AM	430	6	4	0	0	0	3	3	3	4	14	73	106	214
8:00 AM	320	5	1	1	0	2	1	0	2	5	26	60	79	138
8:15 AM	307	4	1	0	0	0	0	2	0	5	25	60	92	118
8:30 AM	307	4	1	0	0	1	1	0	0	6	28	79	71	116
8:45 AM	279	6	0	1	2	0	0	2	1	5	29	47	83	103
9:00 AM	213	1	1	0	0	1	0	0	1	2	17	47	54	89
9:15 AM	220	3	1	0	0	0	1	2	4	3	33	46	55	72
9:30 AM	222	0	0	0	0	0	0	0	0	2	16	54	75	75
9:45 AM	219	2	1	0	0	0	0	0	2	2	18	64	64	66
10:00 AM	195	2	0	0	0	0	1	0	1	7	31	53	48	52
10:15 AM	206	1	0	0	0	0	0	1	1	5	19	47	64	68
10:30 AM	225	2	1	0	0	0	1	0	2	6	35	61	60	57
10:45 AM	245	5	2	1	0	0	0	1	1	8	25	54	71	77
11:00 AM	191	1	0	0	0	0	0	1	0	3	19	45	50	72
11:15 AM	241	4	0	1	0	0	0	1	0	7	22	48	74	84
11:30 AM	234	2	2	2	1	0	0	3	2	1	19	55	66	81
11:45 AM	252	2	0	0	0	0	0	0	1	3	14	55	84	93

WB

Average (Mean)	66.9 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4193 vehicles (62.3%)

Percentile Speeds

%	mph
10	58.4
15	60.8
50	67.7
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	98.4%	6626
35	98.2%	6613
45	97.7%	6575
55	95.4%	6424
65	65.2%	4389
75	10.2%	685

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6731	72	19	14	5	8	12	26	32	119	596	1439	1853	2536
%		1.1	0.3	0.2	0.1	0.1	0.2	0.4	0.5	1.8	8.9	21.4	27.5	37.7

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	230	0	1	0	0	0	1	0	3	5	30	47	78	65
12:15 PM	248	2	0	0	0	0	0	1	0	4	34	72	54	81
12:30 PM	240	4	0	0	1	0	1	1	0	4	29	74	62	64
12:45 PM	240	2	0	1	0	0	0	0	0	5	35	58	61	78
1:00 PM	237	3	3	0	0	2	1	0	5	7	14	58	76	68
1:15 PM	228	2	1	0	0	0	1	0	0	2	31	62	61	68
1:30 PM	225	2	1	1	0	0	0	0	1	1	15	70	57	77
1:45 PM	253	0	0	0	0	0	1	0	0	4	29	63	85	71
2:00 PM	260	5	3	1	0	0	3	2	1	3	21	58	80	83
2:15 PM	272	4	0	0	1	2	1	1	2	5	42	68	71	75
2:30 PM	246	3	0	0	0	0	0	1	2	8	36	60	71	65
2:45 PM	270	3	1	1	1	0	1	1	0	6	22	72	75	87
3:00 PM	302	0	1	0	0	0	1	1	1	0	36	84	86	92
3:15 PM	310	4	3	0	3	0	3	3	4	7	46	68	86	83
3:30 PM	338	5	0	2	0	0	2	1	1	1	21	86	106	113
3:45 PM	345	2	3	0	0	1	1	2	0	1	31	87	91	126
4:00 PM	326	9	2	0	1	2	2	2	0	1	12	70	81	144
4:15 PM	342	6	1	0	1	0	1	0	0	5	48	65	93	122
4:30 PM	366	7	3	0	0	0	3	5	2	3	14	76	106	147
4:45 PM	400	4	1	1	0	1	0	1	0	0	18	78	122	174
5:00 PM	460	5	3	0	1	0	4	2	0	6	44	105	141	149
5:15 PM	397	5	1	0	0	0	1	0	1	1	36	84	142	126
5:30 PM	362	3	2	0	1	2	0	1	0	3	41	106	99	104
5:45 PM	404	2	2	1	0	1	1	2	3	13	38	116	116	109
6:00 PM	345	6	5	3	0	0	0	0	6	19	39	101	100	66
6:15 PM	325	8	1	0	0	0	3	0	1	7	42	85	97	81
6:30 PM	280	6	3	0	0	0	1	0	3	12	32	58	64	101
6:45 PM	230	4	2	0	0	0	0	0	1	5	17	58	58	85
7:00 PM	184	0	0	0	0	0	1	0	0	1	16	33	62	71
7:15 PM	171	1	0	0	0	0	0	1	0	3	21	35	50	60
7:30 PM	191	2	0	0	0	0	0	0	1	6	17	39	58	68
7:45 PM	155	0	0	0	0	0	0	0	3	5	12	31	60	44
8:00 PM	143	0	0	0	0	0	0	0	1	2	15	27	41	57
8:15 PM	150	0	0	0	0	0	0	0	2	3	6	39	28	72
8:30 PM	116	0	0	0	0	0	0	1	1	4	8	26	29	47
8:45 PM	94	0	0	0	0	0	0	0	0	3	8	14	32	37
9:00 PM	89	0	0	0	0	0	0	0	0	0	6	22	23	38
9:15 PM	96	0	0	0	0	0	0	0	0	1	9	24	32	30
9:30 PM	61	0	0	0	0	0	0	0	0	1	6	13	19	22
9:45 PM	55	0	0	0	0	0	0	0	1	0	4	7	19	24
10:00 PM	68	0	0	0	0	0	0	0	2	5	13	17	16	15
10:15 PM	60	0	0	0	0	0	0	0	0	1	9	16	18	16
10:30 PM	45	0	0	0	0	0	0	1	0	2	3	16	11	12
10:45 PM	37	0	0	0	0	0	0	0	0	1	6	12	10	8
11:00 PM	48	0	0	0	0	0	1	0	0	1	3	11	14	18
11:15 PM	53	0	0	0	0	0	0	0	0	2	5	19	18	9
11:30 PM	36	0	0	0	0	0	0	0	0	0	9	7	9	11
11:45 PM	39	0	0	0	0	0	0	0	2	0	3	13	8	13

WB

Average (Mean)	66.2 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

63.4 - 73.4 mph 6443 vehicles (62.1%)

Percentile Speeds

%	mph
10	58.4
15	60.8
50	67.7
85	72.7
90	74.5

Speeds Exceeded

mph	%	Count
25	98.4%	10209
35	98.2%	10188
45	97.6%	10123
55	95.4%	9894
65	61.2%	6352
75	7.7%	796

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #5
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10372	109	43	11	10	11	35	30	50	179	1032	2510	2976	3376
%		1.1	0.4	0.1	0.1	0.1	0.3	0.3	0.5	1.7	9.9	24.2	28.7	32.5

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	28	0	0	0	0	0	0	3	3	12	4	2	3	1
12:15 AM	22	0	0	0	0	0	0	0	9	4	3	5	0	1
12:30 AM	17	0	0	0	0	0	0	1	4	1	6	3	2	0
12:45 AM	19	0	0	0	0	0	0	1	3	5	6	3	1	0
1:00 AM	15	0	0	0	0	0	0	0	4	2	6	1	2	0
1:15 AM	17	0	0	0	0	1	2	0	3	4	4	2	1	0
1:30 AM	7	0	0	0	0	0	0	0	3	3	0	1	0	0
1:45 AM	18	0	0	0	0	0	0	0	6	5	3	3	1	0
2:00 AM	18	0	0	0	0	0	1	0	4	3	7	2	0	1
2:15 AM	10	0	0	0	0	0	0	1	1	4	1	2	1	0
2:30 AM	18	0	0	0	0	0	0	0	1	4	7	6	0	0
2:45 AM	18	0	0	0	0	0	0	0	6	3	7	0	1	1
3:00 AM	12	0	0	0	0	0	0	4	3	2	3	0	0	0
3:15 AM	17	0	0	0	0	0	0	1	5	6	1	3	0	1
3:30 AM	21	0	0	0	0	0	0	1	4	8	4	2	2	0
3:45 AM	15	0	0	0	0	0	0	0	1	8	2	2	2	0
4:00 AM	23	0	0	0	0	0	0	2	6	7	5	3	0	0
4:15 AM	28	0	0	0	0	0	1	2	11	5	4	4	1	0
4:30 AM	47	0	0	0	0	0	0	1	11	13	10	6	6	0
4:45 AM	59	0	0	0	0	0	0	2	15	10	19	10	3	0
5:00 AM	103	0	0	0	0	0	0	0	22	31	31	13	6	0
5:15 AM	98	0	0	0	0	0	1	1	20	20	35	15	6	0
5:30 AM	126	0	0	0	0	0	1	0	17	33	41	23	8	3
5:45 AM	142	0	0	0	0	0	0	2	23	31	50	28	7	1
6:00 AM	137	0	0	0	0	1	1	2	18	38	39	27	8	3
6:15 AM	210	3	0	0	1	2	6	12	28	58	67	31	2	0
6:30 AM	294	0	0	0	1	0	1	14	49	94	89	32	11	3
6:45 AM	266	2	1	0	4	1	8	17	37	78	75	34	9	0
7:00 AM	282	0	0	0	0	0	1	2	29	73	107	55	13	2
7:15 AM	366	2	3	3	8	15	16	19	73	95	90	33	8	1
7:30 AM	383	4	0	2	3	11	25	33	84	85	87	41	6	2
7:45 AM	407	11	14	12	12	16	26	38	65	99	82	26	5	1
8:00 AM	381	3	5	10	18	28	39	36	48	87	76	23	7	1
8:15 AM	331	0	0	0	2	6	8	16	75	78	91	43	12	0
8:30 AM	302	3	1	0	0	2	6	23	44	74	99	36	13	1
8:45 AM	288	0	0	0	0	0	0	5	39	60	102	58	19	5
9:00 AM	222	1	0	0	0	1	1	0	14	50	76	50	22	7
9:15 AM	224	0	0	0	1	0	2	3	19	56	64	54	17	8
9:30 AM	237	0	0	0	0	0	1	3	37	51	81	51	11	2
9:45 AM	200	0	0	0	0	0	0	4	18	52	62	48	11	5
10:00 AM	177	0	0	0	0	0	4	10	27	32	71	26	5	2
10:15 AM	200	4	1	0	4	0	8	10	32	51	59	26	5	0
10:30 AM	169	0	2	2	0	0	0	2	24	40	55	34	5	5
10:45 AM	185	1	1	0	0	1	0	6	26	50	66	26	7	1
11:00 AM	201	0	0	0	0	0	4	8	23	63	61	35	7	0
11:15 AM	196	1	0	0	0	0	0	1	31	49	69	39	5	1
11:30 AM	198	1	0	0	0	1	1	3	31	42	76	31	8	4
11:45 AM	208	1	0	1	0	0	1	6	34	71	63	25	6	0

EB

Average (Mean)	53.7 mph
Minimum	10.0 mph
Maximum	82.7 mph

Pace Range

49.6 - 59.6 mph 4065 vehicles (58.4%)

Percentile Speeds

%	mph
10	45.1
15	47.3
50	54.2
85	60.8
90	63.4

Speeds Exceeded

mph	%	Count
25	98.6%	6867
35	96.6%	6727
45	90.0%	6267
55	49.2%	3427
65	4.9%	338
75	0.1%	5

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6962	37	28	30	54	86	165	295	1090	1750	2066	1023	275	63
%		0.5	0.4	0.4	0.8	1.2	2.4	4.2	15.7	25.1	29.7	14.7	4.0	0.9

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	253	0	0	0	1	0	1	15	36	78	66	47	7	2
12:15 PM	217	0	0	0	0	0	3	13	26	61	75	32	5	2
12:30 PM	271	3	1	0	2	0	7	16	34	67	84	42	12	3
12:45 PM	262	2	1	0	1	0	3	6	41	68	74	58	6	2
1:00 PM	246	0	0	0	0	2	5	13	35	65	78	38	7	3
1:15 PM	247	1	0	0	0	1	4	5	48	60	82	40	5	1
1:30 PM	248	0	0	1	2	0	1	6	49	52	96	34	5	2
1:45 PM	252	0	1	0	1	3	0	6	42	48	94	37	18	2
2:00 PM	259	0	0	0	0	0	4	1	23	78	93	46	11	3
2:15 PM	245	1	0	0	0	1	0	5	25	62	99	40	10	2
2:30 PM	275	0	1	0	0	2	5	7	38	72	98	41	11	0
2:45 PM	274	0	1	1	0	0	4	10	45	66	94	40	10	3
3:00 PM	276	1	0	0	0	0	2	5	37	63	106	52	9	1
3:15 PM	294	3	2	0	3	2	10	22	35	77	105	30	4	1
3:30 PM	335	1	0	0	0	0	4	12	61	88	92	61	14	2
3:45 PM	332	2	0	0	0	0	3	13	44	85	123	51	11	0
4:00 PM	314	0	1	1	3	4	9	17	42	78	106	40	12	1
4:15 PM	321	2	0	0	4	9	17	18	46	69	93	55	6	2
4:30 PM	352	0	1	0	0	0	14	22	46	78	133	47	9	2
4:45 PM	331	2	3	1	2	6	7	20	62	86	90	46	5	1
5:00 PM	349	5	0	7	11	20	19	17	56	103	79	24	6	2
5:15 PM	389	1	1	5	5	19	35	36	64	75	95	45	7	1
5:30 PM	370	2	3	2	7	13	19	18	57	104	107	33	5	0
5:45 PM	364	4	2	3	3	17	28	66	101	68	51	19	2	0
6:00 PM	346	0	1	2	2	8	39	52	91	97	39	13	1	1
6:15 PM	327	2	6	2	6	8	18	31	71	80	74	26	3	0
6:30 PM	309	2	1	0	2	0	9	22	76	88	84	19	5	1
6:45 PM	258	0	0	0	0	1	3	17	44	67	81	38	6	1
7:00 PM	220	0	0	0	0	1	1	5	33	67	70	39	4	0
7:15 PM	224	0	0	0	0	0	3	5	29	61	91	29	5	1
7:30 PM	208	0	0	0	0	0	1	0	15	61	85	33	11	2
7:45 PM	212	0	0	0	0	0	1	10	31	65	72	22	10	1
8:00 PM	218	0	1	0	0	0	1	4	25	63	80	37	7	0
8:15 PM	205	0	0	0	1	0	5	11	29	66	60	24	7	2
8:30 PM	159	0	0	0	0	0	1	6	10	45	53	39	4	1
8:45 PM	189	0	0	0	0	0	2	0	15	65	65	36	6	0
9:00 PM	135	0	0	0	1	0	1	0	22	32	45	27	5	2
9:15 PM	144	0	0	0	0	1	0	0	10	43	52	31	4	3
9:30 PM	126	0	0	0	0	0	0	3	12	38	43	21	6	3
9:45 PM	96	0	1	0	0	1	1	3	18	29	30	8	5	0
10:00 PM	88	0	0	0	0	0	0	1	6	20	35	20	4	2
10:15 PM	78	0	0	0	0	0	0	2	10	16	25	15	8	2
10:30 PM	95	1	0	0	0	0	0	0	11	15	37	23	3	5
10:45 PM	59	0	0	0	0	0	0	3	11	15	17	11	1	1
11:00 PM	49	0	0	0	0	0	0	1	9	11	13	11	3	1
11:15 PM	58	0	0	0	0	0	0	0	10	11	23	5	6	3
11:30 PM	35	0	1	0	0	0	0	0	5	10	9	8	0	2
11:45 PM	28	0	0	0	0	0	0	3	5	6	9	5	0	0

EB

Average (Mean)	53.7 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

49.6 - 59.6 mph 6596 vehicles (60.3%)

Percentile Speeds

%	mph
10	44.5
15	47.3
50	54.2
85	60.8
90	62.1

Speeds Exceeded

mph	%	Count
25	99.2%	10853
35	97.6%	10677
45	89.9%	9839
55	48.7%	5326
65	3.5%	383
75	0.1%	16

TRAFFIC DATA SERVICES
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J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10942	35	29	25	57	119	290	548	1691	2822	3405	1538	311	72
%		0.3	0.3	0.2	0.5	1.1	2.7	5.0	15.5	25.8	31.1	14.1	2.8	0.7

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	25	0	0	0	0	0	0	0	1	7	12	3	2	0
12:15 AM	21	0	0	0	0	0	0	2	5	2	8	3	0	1
12:30 AM	27	0	0	0	0	0	0	0	6	9	9	2	1	0
12:45 AM	22	0	0	0	0	0	0	0	3	8	3	4	3	1
1:00 AM	17	0	0	0	0	0	0	0	4	1	7	3	1	1
1:15 AM	13	0	0	0	0	0	0	1	2	6	3	0	0	1
1:30 AM	19	0	0	0	0	0	1	1	2	6	5	2	0	2
1:45 AM	14	0	0	0	0	0	0	0	1	4	5	3	1	0
2:00 AM	21	0	0	0	0	0	0	0	4	4	4	5	4	0
2:15 AM	16	0	0	0	0	0	0	0	3	5	6	1	1	0
2:30 AM	12	0	0	0	0	0	0	1	3	1	4	3	0	0
2:45 AM	15	0	0	0	0	0	0	0	0	6	6	1	2	0
3:00 AM	12	0	0	0	0	0	0	1	4	3	4	0	0	0
3:15 AM	20	0	0	0	0	0	0	2	7	5	4	1	0	1
3:30 AM	23	0	0	0	0	0	0	1	3	3	12	3	1	0
3:45 AM	20	0	0	0	0	0	1	1	1	7	6	1	1	2
4:00 AM	26	0	0	0	0	0	0	4	8	8	4	2	0	0
4:15 AM	30	0	0	0	0	0	0	5	9	9	6	1	0	0
4:30 AM	34	0	0	0	0	0	0	0	10	6	10	6	1	1
4:45 AM	58	0	0	0	0	0	0	1	7	16	18	10	4	2
5:00 AM	94	0	0	0	0	0	0	0	7	41	31	12	2	1
5:15 AM	123	0	0	0	0	2	0	0	16	23	44	26	7	5
5:30 AM	128	0	0	0	0	0	0	1	15	39	46	17	7	3
5:45 AM	138	0	0	0	0	0	0	2	29	36	44	18	8	1
6:00 AM	149	0	0	0	0	0	0	1	31	42	47	21	7	0
6:15 AM	184	1	0	0	1	1	3	3	36	60	47	22	9	1
6:30 AM	262	3	2	2	1	3	2	10	45	81	79	26	8	0
6:45 AM	280	1	0	0	1	0	3	19	34	80	86	43	11	2
7:00 AM	276	2	0	1	0	1	4	21	38	66	90	41	6	6
7:15 AM	354	2	2	2	5	4	15	40	68	93	82	35	5	1
7:30 AM	419	14	22	22	36	30	46	61	68	51	50	15	4	0
7:45 AM	326	44	27	36	61	44	40	38	24	7	4	0	1	0
8:00 AM	372	4	3	10	12	12	22	58	87	82	61	16	4	1
8:15 AM	322	1	2	0	5	6	14	21	34	56	107	60	12	4
8:30 AM	281	1	0	0	0	4	15	14	35	53	80	64	14	1
8:45 AM	278	1	1	0	1	1	3	17	31	69	93	47	14	0
9:00 AM	244	2	0	0	0	1	2	7	30	51	96	39	16	0
9:15 AM	242	0	0	0	0	0	4	4	29	76	80	37	10	2
9:30 AM	229	2	1	0	0	0	1	13	33	55	88	24	10	2
9:45 AM	238	1	3	0	3	3	7	12	22	53	80	42	11	1
10:00 AM	196	0	1	0	0	0	0	6	32	68	55	28	6	0
10:15 AM	191	0	1	0	0	0	0	8	32	49	52	42	6	1
10:30 AM	192	0	0	1	2	7	12	20	24	34	63	27	2	0
10:45 AM	207	2	1	1	1	0	4	10	35	67	60	21	3	2
11:00 AM	237	0	2	0	0	0	0	8	33	65	89	33	6	1
11:15 AM	237	0	0	0	1	2	2	7	49	68	72	27	9	0
11:30 AM	199	1	1	0	0	0	0	7	18	66	64	35	5	2
11:45 AM	214	0	0	1	1	2	7	6	28	57	63	37	9	3

EB

Average (Mean)	52.1 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

49.6 - 59.6 mph 3933 vehicles (55.7%)

Percentile Speeds

%	mph
10	40.3
15	44.5
50	54.2
85	60.8
90	62.1

Speeds Exceeded

mph	%	Count
25	96.8%	6830
35	93.2%	6576
45	84.1%	5934
55	45.1%	3184
65	4.1%	286
75	0.1%	7

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	7057	82	69	76	131	123	208	434	1046	1704	1989	909	234	52
%		1.2	1.0	1.1	1.9	1.7	2.9	6.1	14.8	24.1	28.2	12.9	3.3	0.7

EB

TRAFFIC DATA SERVICES
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Site: #6
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	225	1	0	0	0	1	2	5	34	60	75	38	5	4
12:15 PM	240	0	1	0	0	0	4	9	21	62	94	40	6	3
12:30 PM	247	1	0	0	3	0	1	21	53	63	77	25	3	0
12:45 PM	240	0	0	0	0	0	2	4	22	79	82	43	5	3
1:00 PM	287	1	0	0	0	1	3	23	48	90	74	35	12	0
1:15 PM	255	0	0	0	0	0	1	16	45	71	73	41	8	0
1:30 PM	248	2	0	0	2	0	1	9	44	72	83	32	3	0
1:45 PM	248	0	0	0	0	4	6	13	39	64	73	42	5	2
2:00 PM	274	2	0	3	2	5	13	8	48	66	85	37	2	3
2:15 PM	296	3	1	0	0	3	3	16	69	76	79	39	4	3
2:30 PM	268	1	0	0	1	0	2	6	36	72	94	45	8	3
2:45 PM	304	0	0	0	0	0	6	13	53	83	91	49	6	3
3:00 PM	270	2	1	0	0	2	2	6	25	61	118	45	8	0
3:15 PM	303	1	1	3	0	6	9	15	47	77	87	40	14	3
3:30 PM	327	2	2	4	1	5	5	24	65	94	94	29	1	1
3:45 PM	297	0	1	0	1	2	8	34	44	78	71	43	14	1
4:00 PM	314	1	0	2	2	3	16	36	67	75	73	30	5	4
4:15 PM	310	1	1	1	0	1	7	16	91	71	80	34	6	1
4:30 PM	307	0	0	1	2	6	8	26	53	74	83	41	12	1
4:45 PM	342	2	1	0	8	11	14	40	70	77	69	40	9	1
5:00 PM	364	0	0	2	16	22	27	25	93	111	59	7	1	1
5:15 PM	405	4	2	4	2	25	27	58	123	95	52	10	3	0
5:30 PM	402	6	6	7	11	26	44	71	122	76	29	4	0	0
5:45 PM	338	2	0	0	1	3	6	26	82	105	89	23	0	1
6:00 PM	348	0	0	0	1	3	19	37	82	95	84	22	4	1
6:15 PM	336	2	0	0	2	11	17	33	73	88	75	30	3	2
6:30 PM	294	0	1	1	0	3	5	20	68	85	84	23	3	1
6:45 PM	264	2	1	1	0	0	2	5	39	73	103	29	8	1
7:00 PM	253	1	0	0	1	0	3	13	51	63	71	41	8	1
7:15 PM	228	1	0	0	0	0	0	5	26	62	82	38	11	3
7:30 PM	254	3	1	0	0	3	3	5	43	76	88	25	4	3
7:45 PM	201	1	0	0	0	0	2	7	36	64	53	29	6	3
8:00 PM	186	0	0	0	0	0	0	8	37	48	53	31	6	3
8:15 PM	170	0	0	0	0	0	0	1	21	42	65	30	7	4
8:30 PM	181	0	0	0	0	0	0	1	18	47	59	43	9	4
8:45 PM	145	1	0	0	1	0	0	0	10	43	51	28	9	2
9:00 PM	177	0	0	0	0	0	0	3	14	48	78	24	8	2
9:15 PM	148	0	0	0	0	0	0	2	13	47	53	29	1	3
9:30 PM	120	0	0	0	0	0	0	1	8	37	43	23	7	1
9:45 PM	84	0	0	0	0	0	0	2	12	15	29	17	7	2
10:00 PM	102	0	0	0	0	0	0	2	9	29	34	19	4	5
10:15 PM	95	0	0	0	0	0	0	2	17	28	22	18	5	3
10:30 PM	81	1	0	0	0	0	0	3	6	22	23	19	6	1
10:45 PM	70	0	0	0	0	0	0	2	16	14	27	11	0	0
11:00 PM	57	0	0	0	0	0	0	1	7	14	19	14	2	0
11:15 PM	65	1	1	0	0	0	0	0	17	9	11	18	5	3
11:30 PM	53	0	0	0	0	0	0	1	4	16	20	4	6	2
11:45 PM	35	0	0	0	0	0	0	2	7	8	11	5	1	1

EB

Average (Mean)	53.1 mph
Minimum	10.1 mph
Maximum	85.1 mph

Pace Range

49.6 - 59.6 mph 6468 vehicles (58.5%)

Percentile Speeds

%	mph
10	44.5
15	46.5
50	54.2
85	60.8
90	62.1

Speeds Exceeded

mph	%	Count
25	99.1%	10963
35	97.3%	10760
45	88.8%	9816
55	44.0%	4863
65	3.2%	359
75	0.1%	14

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

J.R. Allen Parkway/US 80 East of
Blackmon Rd

Site: #6
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	11058	45	21	29	57	146	268	676	2028	2925	3122	1382	270	89
%		0.4	0.2	0.3	0.5	1.3	2.4	6.1	18.3	26.5	28.2	12.5	2.4	0.8

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	7	0	0	0	2	2	3	0	0	0	0	0	0	0
12:15 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0
12:30 AM	5	0	0	0	0	3	1	1	0	0	0	0	0	0
12:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	3	0	0	0	0	0	3	0	0	0	0	0	0	0
2:00 AM	3	0	0	0	0	2	1	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	3	0	0	0	0	0	2	1	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0
3:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
3:30 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0
3:45 AM	3	0	0	1	0	2	0	0	0	0	0	0	0	0
4:00 AM	5	0	0	0	0	4	0	1	0	0	0	0	0	0
4:15 AM	2	0	0	0	0	1	0	1	0	0	0	0	0	0
4:30 AM	7	0	1	0	0	1	5	0	0	0	0	0	0	0
4:45 AM	12	0	0	0	0	5	4	2	1	0	0	0	0	0
5:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
5:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 AM	3	0	0	0	1	1	1	0	0	0	0	0	0	0
5:45 AM	8	0	0	0	1	3	1	3	0	0	0	0	0	0
6:00 AM	15	0	0	0	5	7	3	0	0	0	0	0	0	0
6:15 AM	18	0	0	1	7	6	3	1	0	0	0	0	0	0
6:30 AM	37	0	3	4	4	17	7	2	0	0	0	0	0	0
6:45 AM	51	0	3	9	11	23	3	2	0	0	0	0	0	0
7:00 AM	50	0	0	4	5	25	16	0	0	0	0	0	0	0
7:15 AM	42	3	5	3	8	6	15	2	0	0	0	0	0	0
7:30 AM	52	0	1	6	12	22	10	1	0	0	0	0	0	0
7:45 AM	75	2	3	1	4	43	18	4	0	0	0	0	0	0
8:00 AM	59	0	2	1	10	27	15	4	0	0	0	0	0	0
8:15 AM	45	1	3	2	4	15	19	1	0	0	0	0	0	0
8:30 AM	47	0	2	2	10	22	10	1	0	0	0	0	0	0
8:45 AM	40	0	1	0	9	20	8	2	0	0	0	0	0	0
9:00 AM	34	0	1	4	9	16	4	0	0	0	0	0	0	0
9:15 AM	33	0	3	3	5	16	6	0	0	0	0	0	0	0
9:30 AM	36	0	2	4	6	19	5	0	0	0	0	0	0	0
9:45 AM	38	0	1	1	6	20	10	0	0	0	0	0	0	0
10:00 AM	28	0	2	1	5	13	6	1	0	0	0	0	0	0
10:15 AM	36	1	3	6	7	9	8	2	0	0	0	0	0	0
10:30 AM	36	0	1	1	8	19	6	1	0	0	0	0	0	0
10:45 AM	26	0	1	4	4	13	3	1	0	0	0	0	0	0
11:00 AM	39	0	2	2	8	20	6	1	0	0	0	0	0	0
11:15 AM	34	0	1	3	5	11	11	3	0	0	0	0	0	0
11:30 AM	40	0	3	1	9	13	12	2	0	0	0	0	0	0
11:45 AM	29	0	1	2	7	14	5	0	0	0	0	0	0	0

NB

Average (Mean)	31.5 mph
Minimum	10.1 mph
Maximum	46.5 mph

Pace Range

28.2 - 38.2 mph 737 vehicles (72.7%)

Percentile Speeds

%	mph
10	23.6
15	26.6
50	32.1
85	36.5
90	38.0

Speeds Exceeded

mph	%	Count
25	88.2%	894
35	27.2%	276
45	0.1%	1
55	0.0%	0
65	0.0%	0
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1014	7	45	68	173	445	235	40	1	0	0	0	0	0
%		0.7	4.4	6.7	17.1	43.9	23.2	3.9	0.1	0.0	0.0	0.0	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	34	0	2	3	11	12	4	1	1	0	0	0	0	0
12:15 PM	40	2	1	7	9	14	6	1	0	0	0	0	0	0
12:30 PM	52	0	2	6	10	17	17	0	0	0	0	0	0	0
12:45 PM	50	0	7	8	12	14	8	1	0	0	0	0	0	0
1:00 PM	59	1	2	10	8	23	13	2	0	0	0	0	0	0
1:15 PM	50	0	1	5	6	18	18	2	0	0	0	0	0	0
1:30 PM	44	0	0	1	9	22	10	2	0	0	0	0	0	0
1:45 PM	45	0	0	5	6	18	14	2	0	0	0	0	0	0
2:00 PM	42	0	4	9	3	11	14	1	0	0	0	0	0	0
2:15 PM	41	0	0	2	1	20	17	0	1	0	0	0	0	0
2:30 PM	50	0	1	3	6	18	21	1	0	0	0	0	0	0
2:45 PM	42	0	2	1	12	13	14	0	0	0	0	0	0	0
3:00 PM	42	0	0	2	4	25	10	1	0	0	0	0	0	0
3:15 PM	46	1	1	1	5	24	12	1	0	1	0	0	0	0
3:30 PM	51	0	1	0	6	24	19	1	0	0	0	0	0	0
3:45 PM	69	0	1	4	14	33	14	3	0	0	0	0	0	0
4:00 PM	66	1	2	1	6	40	13	2	0	0	0	0	1	0
4:15 PM	68	0	0	1	14	37	15	1	0	0	0	0	0	0
4:30 PM	70	0	0	2	7	46	15	0	0	0	0	0	0	0
4:45 PM	70	0	1	5	9	35	18	2	0	0	0	0	0	0
5:00 PM	70	0	0	1	13	28	27	1	0	0	0	0	0	0
5:15 PM	83	0	2	0	12	37	30	2	0	0	0	0	0	0
5:30 PM	94	0	0	2	10	52	29	1	0	0	0	0	0	0
5:45 PM	89	0	3	2	16	48	19	1	0	0	0	0	0	0
6:00 PM	67	1	0	2	6	39	16	3	0	0	0	0	0	0
6:15 PM	68	1	0	0	14	31	22	0	0	0	0	0	0	0
6:30 PM	46	0	1	2	7	24	11	1	0	0	0	0	0	0
6:45 PM	55	0	0	0	10	33	11	1	0	0	0	0	0	0
7:00 PM	42	0	0	2	6	21	12	1	0	0	0	0	0	0
7:15 PM	29	0	0	1	5	15	8	0	0	0	0	0	0	0
7:30 PM	34	0	0	0	5	18	10	0	1	0	0	0	0	0
7:45 PM	42	0	0	1	2	26	12	1	0	0	0	0	0	0
8:00 PM	23	0	0	0	3	16	3	1	0	0	0	0	0	0
8:15 PM	33	0	1	0	4	19	9	0	0	0	0	0	0	0
8:30 PM	21	0	0	1	3	10	7	0	0	0	0	0	0	0
8:45 PM	22	0	0	0	5	11	5	1	0	0	0	0	0	0
9:00 PM	22	0	0	0	6	7	9	0	0	0	0	0	0	0
9:15 PM	15	0	0	0	0	10	5	0	0	0	0	0	0	0
9:30 PM	17	1	2	0	3	8	3	0	0	0	0	0	0	0
9:45 PM	11	0	0	0	1	5	4	1	0	0	0	0	0	0
10:00 PM	8	0	0	1	0	4	2	0	1	0	0	0	0	0
10:15 PM	12	0	0	1	1	5	4	1	0	0	0	0	0	0
10:30 PM	5	0	0	0	2	2	1	0	0	0	0	0	0	0
10:45 PM	9	0	0	0	3	4	2	0	0	0	0	0	0	0
11:00 PM	7	0	0	0	1	5	1	0	0	0	0	0	0	0
11:15 PM	5	0	0	0	0	5	0	0	0	0	0	0	0	0
11:30 PM	4	0	0	0	0	2	0	2	0	0	0	0	0	0
11:45 PM	4	0	0	0	2	1	1	0	0	0	0	0	0	0

NB

Average (Mean)	32.3 mph
Minimum	11.5 mph
Maximum	69.0 mph

Pace Range

28.2 - 38.2 mph 1571 vehicles (79.8%)

Percentile Speeds

%	mph
10	26.6
15	28.2
50	32.7
85	36.5
90	37.2

Speeds Exceeded

mph	%	Count
25	93.0%	1831
35	29.6%	583
45	0.3%	6
55	0.1%	1
65	0.1%	1
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1968	8	37	92	298	950	535	42	4	1	0	0	1	0
%		0.4	1.9	4.7	15.1	48.3	27.2	2.1	0.2	0.1	0.0	0.0	0.1	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	6	0	0	0	0	4	1	1	0	0	0	0	0	0
12:15 AM	4	0	0	0	0	3	1	0	0	0	0	0	0	0
12:30 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0
12:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0
3:30 AM	2	0	0	0	0	1	0	1	0	0	0	0	0	0
3:45 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0
4:15 AM	4	0	0	0	0	3	1	0	0	0	0	0	0	0
4:30 AM	4	0	0	0	0	3	1	0	0	0	0	0	0	0
4:45 AM	15	0	1	0	1	3	8	2	0	0	0	0	0	0
5:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
5:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
5:30 AM	3	0	0	0	1	1	1	0	0	0	0	0	0	0
5:45 AM	13	0	0	0	1	6	5	1	0	0	0	0	0	0
6:00 AM	9	0	0	0	0	6	3	0	0	0	0	0	0	0
6:15 AM	21	0	0	1	4	9	7	0	0	0	0	0	0	0
6:30 AM	28	0	5	2	4	11	6	0	0	0	0	0	0	0
6:45 AM	52	0	7	7	8	20	9	1	0	0	0	0	0	0
7:00 AM	41	0	2	2	2	24	10	1	0	0	0	0	0	0
7:15 AM	42	1	1	2	4	23	8	2	1	0	0	0	0	0
7:30 AM	45	1	1	2	10	21	10	0	0	0	0	0	0	0
7:45 AM	74	0	4	5	7	31	25	2	0	0	0	0	0	0
8:00 AM	63	1	4	5	11	19	21	2	0	0	0	0	0	0
8:15 AM	62	0	7	3	17	23	10	2	0	0	0	0	0	0
8:30 AM	51	0	3	1	10	24	11	1	1	0	0	0	0	0
8:45 AM	42	1	0	5	8	19	7	2	0	0	0	0	0	0
9:00 AM	42	0	9	6	7	13	7	0	0	0	0	0	0	0
9:15 AM	25	0	0	1	8	10	6	0	0	0	0	0	0	0
9:30 AM	46	2	1	2	14	17	9	1	0	0	0	0	0	0
9:45 AM	45	0	2	5	4	22	12	0	0	0	0	0	0	0
10:00 AM	29	0	0	1	7	13	8	0	0	0	0	0	0	0
10:15 AM	32	0	1	1	3	17	10	0	0	0	0	0	0	0
10:30 AM	41	0	1	7	5	24	4	0	0	0	0	0	0	0
10:45 AM	49	0	2	3	9	21	14	0	0	0	0	0	0	0
11:00 AM	29	0	1	5	6	13	3	1	0	0	0	0	0	0
11:15 AM	33	0	4	2	8	9	10	0	0	0	0	0	0	0
11:30 AM	42	0	0	1	6	26	6	1	1	0	1	0	0	0
11:45 AM	45	0	2	3	8	26	6	0	0	0	0	0	0	0

NB

Average (Mean)	31.3 mph
Minimum	10.2 mph
Maximum	58.2 mph

Pace Range

27.4 - 37.4 mph 783 vehicles (74.1%)

Percentile Speeds

%	mph
10	22.7
15	26.2
50	32.1
85	36.5
90	37.2

Speeds Exceeded

mph	%	Count
25	87.1%	920
35	25.5%	269
45	0.4%	4
55	0.1%	1
65	0.0%	0
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1056	6	58	72	176	475	244	21	3	0	1	0	0	0
%		0.6	5.5	6.8	16.7	45.0	23.1	2.0	0.3	0.0	0.1	0.0	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	45	1	0	3	7	27	7	0	0	0	0	0	0	0
12:15 PM	62	0	2	4	9	24	22	1	0	0	0	0	0	0
12:30 PM	53	1	4	10	5	19	13	1	0	0	0	0	0	0
12:45 PM	52	0	5	6	16	13	11	1	0	0	0	0	0	0
1:00 PM	51	0	0	3	14	24	10	0	0	0	0	0	0	0
1:15 PM	65	0	3	2	16	27	16	0	1	0	0	0	0	0
1:30 PM	53	0	1	3	9	26	9	5	0	0	0	0	0	0
1:45 PM	47	0	1	3	10	21	11	1	0	0	0	0	0	0
2:00 PM	54	0	2	7	8	27	10	0	0	0	0	0	0	0
2:15 PM	49	0	1	1	18	18	10	1	0	0	0	0	0	0
2:30 PM	50	0	2	1	12	19	14	2	0	0	0	0	0	0
2:45 PM	49	2	1	4	8	20	14	0	0	0	0	0	0	0
3:00 PM	48	0	1	1	11	21	12	1	0	0	0	0	1	0
3:15 PM	60	0	0	6	14	30	9	1	0	0	0	0	0	0
3:30 PM	55	0	5	4	13	20	13	0	0	0	0	0	0	0
3:45 PM	62	1	1	2	15	28	15	0	0	0	0	0	0	0
4:00 PM	65	0	1	8	21	26	8	0	1	0	0	0	0	0
4:15 PM	63	0	3	2	12	24	20	1	0	0	0	0	0	1
4:30 PM	58	0	4	1	6	28	19	0	0	0	0	0	0	0
4:45 PM	68	1	2	2	11	36	15	1	0	0	0	0	0	0
5:00 PM	85	0	0	4	18	42	20	1	0	0	0	0	0	0
5:15 PM	69	1	0	4	16	26	18	4	0	0	0	0	0	0
5:30 PM	86	0	1	3	25	42	15	0	0	0	0	0	0	0
5:45 PM	74	0	0	1	16	40	17	0	0	0	0	0	0	0
6:00 PM	66	0	0	3	14	32	17	0	0	0	0	0	0	0
6:15 PM	63	0	0	1	16	37	9	0	0	0	0	0	0	0
6:30 PM	47	0	0	4	5	29	9	0	0	0	0	0	0	0
6:45 PM	48	0	0	1	12	26	9	0	0	0	0	0	0	0
7:00 PM	33	0	1	0	4	22	6	0	0	0	0	0	0	0
7:15 PM	35	0	0	1	12	20	1	1	0	0	0	0	0	0
7:30 PM	27	0	0	1	7	16	3	0	0	0	0	0	0	0
7:45 PM	29	0	0	0	5	15	9	0	0	0	0	0	0	0
8:00 PM	24	0	0	0	6	15	3	0	0	0	0	0	0	0
8:15 PM	29	0	0	0	10	15	4	0	0	0	0	0	0	0
8:30 PM	25	0	0	2	8	11	4	0	0	0	0	0	0	0
8:45 PM	25	0	1	0	8	9	7	0	0	0	0	0	0	0
9:00 PM	22	0	0	1	3	13	5	0	0	0	0	0	0	0
9:15 PM	19	0	0	0	4	11	4	0	0	0	0	0	0	0
9:30 PM	5	0	0	0	0	2	2	1	0	0	0	0	0	0
9:45 PM	15	0	0	1	2	6	6	0	0	0	0	0	0	0
10:00 PM	12	0	0	0	6	4	1	1	0	0	0	0	0	0
10:15 PM	9	0	0	1	2	5	1	0	0	0	0	0	0	0
10:30 PM	9	0	0	0	1	7	1	0	0	0	0	0	0	0
10:45 PM	5	0	0	0	1	4	0	0	0	0	0	0	0	0
11:00 PM	6	0	0	0	1	4	1	0	0	0	0	0	0	0
11:15 PM	8	0	0	1	2	3	2	0	0	0	0	0	0	0
11:30 PM	4	0	0	1	0	2	1	0	0	0	0	0	0	0
11:45 PM	3	0	0	0	1	1	0	1	0	0	0	0	0	0

NB

Average (Mean)	31.6 mph
Minimum	10.4 mph
Maximum	84.6 mph

Pace Range

27.4 - 37.4 mph 1597 vehicles (80.2%)

Percentile Speeds

%	mph
10	26.2
15	27.4
50	32.1
85	35.8
90	36.5

Speeds Exceeded

mph	%	Count
25	92.4%	1839
35	23.2%	462
45	0.2%	4
55	0.1%	2
65	0.1%	2
75	0.1%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Flat Rock Rd North of
Flat Rock Ct

Site: #6
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1991	7	42	103	440	937	433	25	2	0	0	0	1	1
%		0.4	2.1	5.2	22.1	47.1	21.7	1.3	0.1	0.0	0.0	0.0	0.1	0.1

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	5	0	0	1	4	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	3	0	1	0	0	2	0	0	0	0	0	0	0	0
12:45 AM	5	0	0	1	3	0	1	0	0	0	0	0	0	0
1:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0
1:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0
2:30 AM	2	0	0	1	1	0	0	0	0	0	0	0	0	0
2:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
3:15 AM	2	0	0	1	1	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	5	0	0	0	3	2	0	0	0	0	0	0	0	0
4:00 AM	4	0	0	0	3	1	0	0	0	0	0	0	0	0
4:15 AM	9	0	0	0	2	7	0	0	0	0	0	0	0	0
4:30 AM	14	0	0	3	5	4	2	0	0	0	0	0	0	0
4:45 AM	23	0	0	5	9	7	2	0	0	0	0	0	0	0
5:00 AM	18	0	0	1	6	9	2	0	0	0	0	0	0	0
5:15 AM	32	0	0	1	19	12	0	0	0	0	0	0	0	0
5:30 AM	34	0	1	4	17	10	2	0	0	0	0	0	0	0
5:45 AM	44	0	0	5	23	13	3	0	0	0	0	0	0	0
6:00 AM	38	0	0	1	19	14	4	0	0	0	0	0	0	0
6:15 AM	39	0	1	5	19	13	1	0	0	0	0	0	0	0
6:30 AM	54	0	0	2	28	22	2	0	0	0	0	0	0	0
6:45 AM	89	0	4	5	38	39	3	0	0	0	0	0	0	0
7:00 AM	104	0	1	8	47	43	5	0	0	0	0	0	0	0
7:15 AM	151	2	0	8	70	65	6	0	0	0	0	0	0	0
7:30 AM	157	2	0	19	73	59	3	0	0	0	0	0	0	1
7:45 AM	167	4	1	11	81	67	1	0	1	1	0	0	0	0
8:00 AM	140	0	0	15	71	50	4	0	0	0	0	0	0	0
8:15 AM	139	5	1	22	63	43	4	0	0	0	0	1	0	0
8:30 AM	150	1	1	27	83	37	0	1	0	0	0	0	0	0
8:45 AM	144	2	0	21	93	27	1	0	0	0	0	0	0	0
9:00 AM	93	0	0	11	59	21	2	0	0	0	0	0	0	0
9:15 AM	66	0	0	6	33	26	1	0	0	0	0	0	0	0
9:30 AM	63	0	2	5	32	22	2	0	0	0	0	0	0	0
9:45 AM	103	2	8	10	37	41	5	0	0	0	0	0	0	0
10:00 AM	65	3	0	5	35	20	2	0	0	0	0	0	0	0
10:15 AM	66	0	0	7	34	23	2	0	0	0	0	0	0	0
10:30 AM	75	0	3	15	29	26	1	1	0	0	0	0	0	0
10:45 AM	76	1	2	13	33	26	1	0	0	0	0	0	0	0
11:00 AM	86	0	2	8	52	19	5	0	0	0	0	0	0	0
11:15 AM	72	2	1	10	32	24	3	0	0	0	0	0	0	0
11:30 AM	70	1	0	9	34	22	4	0	0	0	0	0	0	0
11:45 AM	83	1	1	9	43	26	3	0	0	0	0	0	0	0

SB

Average (Mean)	28.6 mph
Minimum	10.2 mph
Maximum	80.9 mph

Pace Range

23.9 - 33.9 mph 2201 vehicles (88.1%)

Percentile Speeds

%	mph
10	24.5
15	25.2
50	28.6
85	32.1
90	32.7

Speeds Exceeded

mph	%	Count
25	86.7%	2166
35	3.3%	83
45	0.2%	4
55	0.1%	2
65	0.0%	1
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2498	26	30	276	1237	846	77	2	1	1	0	1	0	1
%		1.0	1.2	11.0	49.5	33.9	3.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	67	0	3	11	25	25	3	0	0	0	0	0	0	0
12:15 PM	81	0	1	6	46	25	3	0	0	0	0	0	0	0
12:30 PM	81	1	1	16	37	23	2	1	0	0	0	0	0	0
12:45 PM	78	2	7	9	32	26	1	1	0	0	0	0	0	0
1:00 PM	93	0	0	8	51	33	0	0	1	0	0	0	0	0
1:15 PM	94	1	2	15	50	24	2	0	0	0	0	0	0	0
1:30 PM	85	0	0	6	40	34	5	0	0	0	0	0	0	0
1:45 PM	97	0	0	12	47	32	5	1	0	0	0	0	0	0
2:00 PM	84	0	1	10	33	36	4	0	0	0	0	0	0	0
2:15 PM	83	1	1	16	38	26	1	0	0	0	0	0	0	0
2:30 PM	76	1	3	11	34	26	1	0	0	0	0	0	0	0
2:45 PM	105	4	2	12	62	24	1	0	0	0	0	0	0	0
3:00 PM	92	0	2	16	45	25	3	1	0	0	0	0	0	0
3:15 PM	96	0	4	18	44	28	1	1	0	0	0	0	0	0
3:30 PM	93	1	0	12	45	32	2	0	0	0	0	1	0	0
3:45 PM	77	1	1	14	36	25	0	0	0	0	0	0	0	0
4:00 PM	142	7	4	33	68	29	1	0	0	0	0	0	0	0
4:15 PM	139	2	5	11	78	42	1	0	0	0	0	0	0	0
4:30 PM	119	1	3	11	66	36	2	0	0	0	0	0	0	0
4:45 PM	126	4	1	18	59	40	4	0	0	0	0	0	0	0
5:00 PM	106	2	0	10	50	41	2	0	0	0	0	1	0	0
5:15 PM	136	2	4	13	56	57	4	0	0	0	0	0	0	0
5:30 PM	158	5	2	16	79	53	2	1	0	0	0	0	0	0
5:45 PM	147	2	3	13	70	55	4	0	0	0	0	0	0	0
6:00 PM	134	2	0	10	66	50	5	1	0	0	0	0	0	0
6:15 PM	134	3	2	24	69	36	0	0	0	0	0	0	0	0
6:30 PM	114	0	1	7	65	40	1	0	0	0	0	0	0	0
6:45 PM	96	1	0	11	49	31	2	0	0	0	0	0	0	2
7:00 PM	97	0	1	12	52	29	3	0	0	0	0	0	0	0
7:15 PM	81	0	0	7	43	23	5	1	0	0	0	1	0	1
7:30 PM	81	0	2	9	36	28	5	1	0	0	0	0	0	0
7:45 PM	59	0	5	10	26	15	2	0	0	0	0	1	0	0
8:00 PM	70	1	0	8	30	26	5	0	0	0	0	0	0	0
8:15 PM	77	0	2	11	39	24	1	0	0	0	0	0	0	0
8:30 PM	52	0	2	2	29	18	1	0	0	0	0	0	0	0
8:45 PM	54	0	0	4	29	20	1	0	0	0	0	0	0	0
9:00 PM	38	0	0	5	13	17	3	0	0	0	0	0	0	0
9:15 PM	38	1	0	1	17	18	0	1	0	0	0	0	0	0
9:30 PM	26	1	0	2	13	9	1	0	0	0	0	0	0	0
9:45 PM	32	0	0	3	14	13	2	0	0	0	0	0	0	0
10:00 PM	31	0	0	2	17	11	1	0	0	0	0	0	0	0
10:15 PM	20	0	1	1	9	8	1	0	0	0	0	0	0	0
10:30 PM	15	0	0	3	9	3	0	0	0	0	0	0	0	0
10:45 PM	17	0	0	1	8	3	4	1	0	0	0	0	0	0
11:00 PM	11	0	0	0	8	3	0	0	0	0	0	0	0	0
11:15 PM	14	0	0	1	7	6	0	0	0	0	0	0	0	0
11:30 PM	7	0	0	0	3	3	1	0	0	0	0	0	0	0
11:45 PM	7	0	0	1	0	6	0	0	0	0	0	0	0	0

SB

Average (Mean)	28.4 mph
Minimum	10.2 mph
Maximum	84.6 mph

Pace Range

23.9 - 33.9 mph 3239 vehicles (86.1%)

Percentile Speeds

%	mph
10	23.9
15	24.8
50	28.6
85	32.1
90	32.7

Speeds Exceeded

mph	%	Count
25	85.0%	3196
35	3.1%	117
45	0.2%	8
55	0.2%	7
65	0.1%	3
75	0.1%	2

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3760	46	66	452	1842	1237	98	11	1	0	0	4	0	3
%		1.2	1.8	12.0	49.0	32.9	2.6	0.3	0.0	0.0	0.0	0.1	0.0	0.1

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	6	0	1	0	1	4	0	0	0	0	0	0	0	0
12:15 AM	4	0	0	1	1	2	0	0	0	0	0	0	0	0
12:30 AM	6	0	0	0	3	1	1	1	0	0	0	0	0	0
12:45 AM	12	0	0	1	4	7	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1:30 AM	3	0	0	0	1	1	1	0	0	0	0	0	0	0
1:45 AM	3	0	0	1	1	1	0	0	0	0	0	0	0	0
2:00 AM	3	0	0	0	2	0	1	0	0	0	0	0	0	0
2:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0
2:30 AM	2	0	0	1	1	0	0	0	0	0	0	0	0	0
2:45 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
3:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0
3:45 AM	4	0	0	1	1	2	0	0	0	0	0	0	0	0
4:00 AM	5	0	0	0	3	2	0	0	0	0	0	0	0	0
4:15 AM	10	0	0	0	4	6	0	0	0	0	0	0	0	0
4:30 AM	20	0	0	1	5	12	2	0	0	0	0	0	0	0
4:45 AM	15	0	0	1	9	5	0	0	0	0	0	0	0	0
5:00 AM	16	0	0	1	7	7	1	0	0	0	0	0	0	0
5:15 AM	29	0	2	2	15	8	2	0	0	0	0	0	0	0
5:30 AM	34	0	0	2	15	15	2	0	0	0	0	0	0	0
5:45 AM	38	0	0	5	15	13	5	0	0	0	0	0	0	0
6:00 AM	33	0	0	2	10	16	4	1	0	0	0	0	0	0
6:15 AM	37	0	0	3	17	17	0	0	0	0	0	0	0	0
6:30 AM	58	1	0	2	37	16	2	0	0	0	0	0	0	0
6:45 AM	88	0	1	6	41	39	1	0	0	0	0	0	0	0
7:00 AM	106	0	1	6	51	45	2	0	1	0	0	0	0	0
7:15 AM	142	0	2	8	63	64	5	0	0	0	0	0	0	0
7:30 AM	160	4	0	11	87	56	2	0	0	0	0	0	0	0
7:45 AM	159	4	1	27	83	43	1	0	0	0	0	0	0	0
8:00 AM	137	1	0	15	91	29	1	0	0	0	0	0	0	0
8:15 AM	138	5	0	25	69	38	0	0	1	0	0	0	0	0
8:30 AM	158	4	3	24	92	32	3	0	0	0	0	0	0	0
8:45 AM	158	2	2	29	94	29	2	0	0	0	0	0	0	0
9:00 AM	71	0	0	11	36	23	1	0	0	0	0	0	0	0
9:15 AM	72	1	2	8	39	19	3	0	0	0	0	0	0	0
9:30 AM	68	0	0	9	35	22	2	0	0	0	0	0	0	0
9:45 AM	80	0	1	12	37	28	2	0	0	0	0	0	0	0
10:00 AM	67	1	1	4	32	24	5	0	0	0	0	0	0	0
10:15 AM	77	1	1	12	32	29	1	0	0	1	0	0	0	0
10:30 AM	56	0	1	6	28	20	1	0	0	0	0	0	0	0
10:45 AM	60	0	0	6	30	23	1	0	0	0	0	0	0	0
11:00 AM	55	0	0	8	26	18	2	1	0	0	0	0	0	0
11:15 AM	62	0	0	4	25	24	8	1	0	0	0	0	0	0
11:30 AM	81	0	1	17	31	29	3	0	0	0	0	0	0	0
11:45 AM	78	1	0	15	41	20	1	0	0	0	0	0	0	0

SB

Average (Mean)	28.5 mph
Minimum	10.0 mph
Maximum	53.2 mph

Pace Range

23.9 - 33.9 mph 2116 vehicles (87.3%)

Percentile Speeds

%	mph
10	24.2
15	25.2
50	28.6
85	31.6
90	32.7

Speeds Exceeded

mph	%	Count
25	86.3%	2090
35	3.1%	75
45	0.1%	3
55	0.0%	0
65	0.0%	0
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2423	25	20	288	1223	792	68	4	2	1	0	0	0	0
%		1.0	0.8	11.9	50.5	32.7	2.8	0.2	0.1	0.0	0.0	0.0	0.0	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	70	0	0	15	37	16	2	0	0	0	0	0	0	0
12:15 PM	67	1	1	11	34	16	4	0	0	0	0	0	0	0
12:30 PM	99	1	1	13	52	26	6	0	0	0	0	0	0	0
12:45 PM	86	0	0	12	42	30	2	0	0	0	0	0	0	0
1:00 PM	79	0	1	7	45	24	2	0	0	0	0	0	0	0
1:15 PM	73	1	1	10	36	21	4	0	0	0	0	0	0	0
1:30 PM	83	0	0	8	44	27	3	0	0	1	0	0	0	0
1:45 PM	99	1	1	23	38	35	1	0	0	0	0	0	0	0
2:00 PM	90	2	1	11	41	32	2	0	0	0	0	1	0	0
2:15 PM	78	2	3	11	33	27	2	0	0	0	0	0	0	0
2:30 PM	97	1	0	8	54	32	2	0	0	0	0	0	0	0
2:45 PM	118	1	4	6	68	32	6	0	0	0	0	0	1	0
3:00 PM	79	1	0	11	44	20	3	0	0	0	0	0	0	0
3:15 PM	79	0	1	8	28	41	1	0	0	0	0	0	0	0
3:30 PM	87	0	0	8	45	30	4	0	0	0	0	0	0	0
3:45 PM	101	2	1	14	54	28	1	0	0	1	0	0	0	0
4:00 PM	163	6	3	26	80	42	6	0	0	0	0	0	0	0
4:15 PM	140	1	3	29	59	48	0	0	0	0	0	0	0	0
4:30 PM	111	1	0	13	47	46	4	0	0	0	0	0	0	0
4:45 PM	138	6	8	27	51	38	7	1	0	0	0	0	0	0
5:00 PM	160	1	3	24	77	48	4	2	1	0	0	0	0	0
5:15 PM	143	3	2	22	70	41	4	0	0	0	1	0	0	0
5:30 PM	134	10	1	10	68	40	3	1	0	0	0	0	0	1
5:45 PM	126	3	3	14	57	45	4	0	0	0	0	0	0	0
6:00 PM	154	4	3	12	66	66	1	0	1	0	0	0	0	1
6:15 PM	135	3	4	20	70	34	2	1	1	0	0	0	0	0
6:30 PM	94	0	2	10	46	35	1	0	0	0	0	0	0	0
6:45 PM	112	0	2	17	52	40	1	0	0	0	0	0	0	0
7:00 PM	82	0	0	12	33	33	4	0	0	0	0	0	0	0
7:15 PM	93	2	0	15	41	28	7	0	0	0	0	0	0	0
7:30 PM	68	1	0	10	34	20	3	0	0	0	0	0	0	0
7:45 PM	70	1	3	15	30	18	3	0	0	0	0	0	0	0
8:00 PM	57	1	1	8	24	23	0	0	0	0	0	0	0	0
8:15 PM	84	0	0	11	44	28	1	0	0	0	0	0	0	0
8:30 PM	64	1	0	7	27	25	4	0	0	0	0	0	0	0
8:45 PM	58	0	0	9	24	22	3	0	0	0	0	0	0	0
9:00 PM	52	0	0	9	17	26	0	0	0	0	0	0	0	0
9:15 PM	43	0	0	8	18	17	0	0	0	0	0	0	0	0
9:30 PM	42	0	0	3	21	15	3	0	0	0	0	0	0	0
9:45 PM	19	0	0	3	10	5	1	0	0	0	0	0	0	0
10:00 PM	25	0	0	2	13	7	3	0	0	0	0	0	0	0
10:15 PM	20	0	0	0	14	6	0	0	0	0	0	0	0	0
10:30 PM	23	0	0	6	10	5	2	0	0	0	0	0	0	0
10:45 PM	17	0	0	1	11	5	0	0	0	0	0	0	0	0
11:00 PM	19	0	0	3	6	8	1	1	0	0	0	0	0	0
11:15 PM	13	0	0	2	4	6	1	0	0	0	0	0	0	0
11:30 PM	13	0	0	0	6	4	3	0	0	0	0	0	0	0
11:45 PM	7	0	0	2	2	3	0	0	0	0	0	0	0	0

SB

Average (Mean)	28.3 mph
Minimum	10.1 mph
Maximum	74.5 mph

Pace Range

23.3 - 33.3 mph 3292 vehicles (85.2%)

Percentile Speeds

%	mph
10	23.9
15	24.8
50	28.6
85	32.1
90	32.7

Speeds Exceeded

mph	%	Count
25	83.5%	3228
35	3.5%	137
45	0.3%	10
55	0.1%	5
65	0.1%	3
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #7
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3864	57	53	526	1827	1264	121	6	3	2	1	1	1	2
%		1.5	1.4	13.6	47.3	32.7	3.1	0.2	0.1	0.1	0.0	0.0	0.0	0.1

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	37	0	0	0	0	0	0	0	1	0	2	7	10	17
12:15 AM	25	0	0	0	0	0	0	0	0	0	1	7	9	8
12:30 AM	27	0	0	0	0	0	0	0	0	0	3	3	7	14
12:45 AM	14	0	0	0	0	0	0	0	0	2	1	4	3	4
1:00 AM	13	0	0	0	0	0	0	0	0	0	0	3	6	4
1:15 AM	21	0	0	0	0	0	0	0	0	2	1	5	9	4
1:30 AM	12	0	0	0	0	0	0	0	0	0	0	3	4	5
1:45 AM	6	0	0	0	0	0	0	0	0	1	1	2	2	0
2:00 AM	33	0	0	0	0	0	0	0	0	0	1	4	6	22
2:15 AM	32	0	0	0	0	0	0	0	0	0	2	9	11	10
2:30 AM	17	0	0	0	0	0	0	0	0	0	0	5	8	4
2:45 AM	22	0	0	0	0	0	0	0	0	4	2	7	3	6
3:00 AM	10	0	0	0	0	0	0	0	0	0	1	3	3	3
3:15 AM	15	0	0	0	0	0	0	0	0	0	0	4	7	4
3:30 AM	22	0	0	0	0	0	0	0	0	1	2	7	8	4
3:45 AM	23	0	0	0	0	0	0	0	0	1	1	8	3	10
4:00 AM	24	0	0	0	0	0	0	0	0	0	4	8	6	6
4:15 AM	29	0	0	0	0	0	0	0	0	0	1	11	10	7
4:30 AM	48	0	0	0	0	0	0	0	0	0	2	11	21	14
4:45 AM	67	0	0	0	0	0	0	0	1	1	3	13	25	24
5:00 AM	72	0	0	0	0	0	0	0	0	1	2	7	35	27
5:15 AM	85	0	0	0	0	0	0	1	0	0	4	16	24	40
5:30 AM	127	0	0	0	0	0	0	0	0	1	5	24	51	46
5:45 AM	149	0	0	0	0	0	0	0	0	2	7	16	44	80
6:00 AM	148	0	0	0	0	0	0	0	0	0	3	19	55	71
6:15 AM	192	1	0	0	0	0	1	0	0	0	5	44	59	82
6:30 AM	238	0	0	0	0	0	0	0	0	0	9	36	66	127
6:45 AM	323	3	0	0	0	0	0	0	0	0	7	62	100	151
7:00 AM	422	4	0	0	0	0	0	1	2	3	28	88	123	173
7:15 AM	543	5	4	0	2	0	0	1	4	5	48	141	148	185
7:30 AM	663	11	8	4	2	2	3	6	1	7	59	155	183	222
7:45 AM	633	20	3	4	3	7	6	4	10	23	63	125	166	199
8:00 AM	576	19	1	2	2	6	3	7	1	5	52	126	150	202
8:15 AM	526	6	4	1	2	0	1	1	1	0	29	120	146	215
8:30 AM	480	10	1	1	1	1	2	3	0	7	37	113	114	190
8:45 AM	479	8	3	2	0	1	4	4	7	14	54	95	140	147
9:00 AM	343	3	0	0	0	0	1	1	3	0	47	95	94	99
9:15 AM	321	3	0	0	1	0	0	1	3	1	25	65	92	130
9:30 AM	338	2	1	1	1	0	0	0	0	4	34	74	104	117
9:45 AM	362	3	0	0	0	0	0	0	0	1	32	104	104	118
10:00 AM	286	0	0	0	0	0	0	0	0	12	23	62	90	99
10:15 AM	263	0	0	0	0	0	0	0	0	2	16	70	75	100
10:30 AM	308	0	2	0	1	0	0	0	1	1	28	80	103	92
10:45 AM	309	3	3	0	0	0	1	0	3	4	39	66	98	92
11:00 AM	274	1	1	0	0	0	0	0	0	3	24	80	81	84
11:15 AM	319	2	1	0	0	0	1	0	1	1	25	70	98	120
11:30 AM	291	0	0	0	0	0	0	0	0	5	43	90	75	78
11:45 AM	329	3	0	0	1	1	0	0	1	12	37	104	89	81

WB

Average (Mean)	66.8 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 6229 vehicles (62.9%)

Percentile Speeds

%	mph
10	59.6
15	60.8
50	67.7
85	74.5
90	74.5

Speeds Exceeded

mph	%	Count
25	98.4%	9742
35	98.1%	9708
45	97.6%	9655
55	95.9%	9489
65	64.7%	6405
75	9.9%	980

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	9896	107	32	15	16	18	23	30	40	126	813	2271	2868	3537
%		1.1	0.3	0.2	0.2	0.2	0.2	0.3	0.4	1.3	8.2	22.9	29.0	35.7

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	289	2	0	0	0	1	0	0	0	11	44	98	60	73
12:15 PM	334	0	0	0	0	0	0	0	0	5	41	72	99	117
12:30 PM	305	0	1	0	0	1	1	1	1	3	18	81	96	102
12:45 PM	321	3	1	0	0	0	0	1	1	4	34	89	95	93
1:00 PM	327	1	2	0	0	0	0	1	1	5	15	96	92	114
1:15 PM	332	2	1	0	0	0	2	0	1	8	25	84	97	112
1:30 PM	301	2	0	0	0	0	0	0	0	2	40	68	89	100
1:45 PM	363	1	2	0	0	0	0	0	0	2	30	100	122	106
2:00 PM	282	1	1	0	0	0	0	1	3	2	39	72	80	83
2:15 PM	351	0	0	0	0	0	1	0	1	13	46	111	86	93
2:30 PM	367	1	0	0	0	0	0	2	1	12	61	108	73	109
2:45 PM	371	1	2	0	0	0	0	0	1	15	68	88	101	95
3:00 PM	346	2	1	0	0	0	2	0	11	10	53	80	92	95
3:15 PM	381	2	0	0	0	1	0	0	0	6	47	95	110	120
3:30 PM	383	1	2	1	1	0	0	0	2	16	71	88	100	101
3:45 PM	419	4	2	0	0	0	2	2	10	28	59	110	84	118
4:00 PM	401	3	3	0	0	1	2	0	2	6	60	84	114	126
4:15 PM	483	10	3	2	1	2	1	1	2	4	42	110	124	181
4:30 PM	424	8	0	0	0	0	0	1	1	0	28	109	100	177
4:45 PM	519	5	2	0	1	0	1	0	3	8	63	135	119	182
5:00 PM	484	6	1	1	2	0	0	0	4	10	44	108	120	188
5:15 PM	558	6	1	0	0	2	3	5	2	4	51	150	122	212
5:30 PM	535	7	3	0	1	1	3	1	2	23	79	141	112	162
5:45 PM	508	6	3	1	1	2	4	0	2	1	69	126	131	162
6:00 PM	399	3	0	0	0	0	0	1	3	3	46	109	121	113
6:15 PM	439	0	2	2	1	0	1	2	1	7	73	131	83	136
6:30 PM	399	3	1	0	0	1	1	1	5	8	56	100	115	108
6:45 PM	304	2	0	0	0	0	1	0	0	4	29	80	86	102
7:00 PM	229	0	0	0	0	0	0	0	0	0	6	13	63	63	84
7:15 PM	247	0	0	0	0	0	0	0	0	4	2	20	61	66	94
7:30 PM	195	0	0	0	0	0	0	0	0	1	2	29	32	62	69
7:45 PM	161	2	0	0	0	0	0	0	0	0	1	8	40	45	65
8:00 PM	192	0	1	1	0	0	0	0	0	1	10	12	32	52	83
8:15 PM	215	2	0	1	0	0	0	0	0	1	0	12	44	68	87
8:30 PM	178	0	0	0	0	0	0	0	1	1	1	8	35	55	77
8:45 PM	134	0	0	0	0	0	0	0	0	0	0	6	47	44	37
9:00 PM	128	0	0	0	0	0	0	0	0	0	0	7	31	37	53
9:15 PM	109	0	0	0	0	0	0	0	0	0	3	5	24	34	43
9:30 PM	77	0	0	0	0	0	0	0	0	0	0	1	13	21	42
9:45 PM	78	0	0	0	0	0	0	0	0	0	0	6	12	19	41
10:00 PM	73	0	0	0	0	0	0	0	0	0	2	3	19	24	25
10:15 PM	70	0	0	0	0	0	0	0	0	1	1	3	16	24	25
10:30 PM	68	0	0	0	0	0	0	0	0	0	0	2	15	24	27
10:45 PM	45	0	0	0	0	0	0	0	0	0	0	2	9	17	17
11:00 PM	60	0	0	0	0	0	0	0	0	0	1	3	7	25	24
11:15 PM	38	0	0	0	0	0	0	0	0	0	0	2	7	9	20
11:30 PM	49	0	0	0	0	0	0	0	0	0	0	5	9	18	17
11:45 PM	58	0	0	0	0	0	0	0	0	0	0	3	14	15	26

WB

Average (Mean)	66.6 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

63.4 - 73.4 mph 7745 vehicles (58.1%)

Percentile Speeds

%	mph
10	58.4
15	60.8
50	67.7
85	74.5
90	74.5

Speeds Exceeded

mph	%	Count
25	99.0%	13199
35	98.9%	13179
45	98.5%	13133
55	96.1%	12815
65	59.9%	7981
75	9.8%	1310

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	13329	86	35	9	8	12	25	21	69	249	1481	3353	3545	4436
%		0.6	0.3	0.1	0.1	0.1	0.2	0.2	0.5	1.9	11.1	25.2	26.6	33.3

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	44	0	0	0	0	0	0	0	1	0	3	7	15	18
12:15 AM	30	0	0	0	0	0	0	0	1	1	3	5	15	5
12:30 AM	25	0	0	0	0	0	0	0	0	0	6	3	8	8
12:45 AM	15	0	0	0	0	0	0	0	0	0	2	3	6	4
1:00 AM	16	0	0	0	0	0	0	0	0	0	0	4	6	6
1:15 AM	18	0	0	0	0	0	0	0	0	0	3	3	6	6
1:30 AM	14	0	0	0	0	0	0	0	0	1	1	6	3	3
1:45 AM	17	0	0	0	0	0	0	0	0	1	1	2	8	5
2:00 AM	26	0	0	0	0	0	0	0	0	1	2	3	9	11
2:15 AM	27	0	0	0	0	0	0	0	0	0	0	4	9	14
2:30 AM	21	0	0	0	0	0	0	0	0	0	0	7	3	11
2:45 AM	22	0	0	0	0	0	0	0	1	0	1	6	9	5
3:00 AM	19	0	0	0	0	0	0	0	0	0	0	8	2	9
3:15 AM	23	0	0	0	0	0	0	0	0	0	2	7	10	4
3:30 AM	29	0	0	0	0	0	0	0	0	0	1	9	13	6
3:45 AM	25	0	0	0	0	0	0	0	1	3	5	4	8	4
4:00 AM	21	0	0	0	0	0	1	0	0	0	2	6	9	3
4:15 AM	49	0	0	0	0	0	0	0	1	0	3	14	10	21
4:30 AM	48	0	0	0	0	0	0	0	0	0	3	11	15	19
4:45 AM	70	0	0	0	0	0	0	0	0	1	3	10	28	28
5:00 AM	74	0	0	0	0	0	0	0	0	0	2	14	27	31
5:15 AM	95	0	0	0	0	0	0	0	0	0	5	20	25	45
5:30 AM	121	0	0	0	0	0	0	0	1	0	3	25	36	56
5:45 AM	162	0	0	0	0	0	0	0	0	1	6	32	53	70
6:00 AM	145	0	0	0	0	0	0	0	0	2	5	24	51	63
6:15 AM	172	0	0	0	0	0	0	0	0	1	10	40	50	71
6:30 AM	237	0	0	0	0	0	0	0	1	3	3	28	88	114
6:45 AM	348	1	1	0	0	0	0	1	0	2	11	55	110	167
7:00 AM	407	5	1	2	2	0	1	0	4	8	20	86	105	173
7:15 AM	558	8	2	1	0	1	0	1	2	15	36	113	179	200
7:30 AM	685	13	2	3	2	3	3	4	9	11	62	158	171	244
7:45 AM	698	9	7	2	0	4	4	3	10	13	64	177	165	240
8:00 AM	606	9	4	1	0	2	0	2	7	4	31	125	142	279
8:15 AM	525	3	1	2	0	1	0	5	1	2	26	129	166	189
8:30 AM	454	6	1	0	0	0	3	1	3	3	27	100	127	183
8:45 AM	489	5	5	0	1	1	2	5	1	4	52	120	130	163
9:00 AM	388	1	0	1	0	0	0	1	6	9	26	71	116	157
9:15 AM	347	3	1	3	1	0	0	1	1	5	19	55	116	142
9:30 AM	313	5	0	1	0	0	1	1	2	1	20	64	104	114
9:45 AM	334	2	0	0	0	0	0	1	1	3	22	93	94	118
10:00 AM	299	1	0	1	0	0	0	0	1	2	18	71	95	110
10:15 AM	254	1	1	0	0	1	0	3	1	3	16	70	77	81
10:30 AM	321	1	0	0	0	0	0	1	4	4	22	72	93	124
10:45 AM	350	0	1	1	0	0	0	0	0	3	25	70	104	146
11:00 AM	279	0	0	0	0	0	0	0	0	7	23	61	96	92
11:15 AM	344	4	0	1	0	0	1	0	1	1	25	72	93	146
11:30 AM	335	1	1	0	1	1	1	1	1	13	54	93	90	78
11:45 AM	353	3	1	0	1	1	0	1	1	3	28	113	103	98

WB

Average (Mean)	67.4 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 6490 vehicles (63.3%)

Percentile Speeds

%	mph
10	59.6
15	62.1
50	67.7
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	98.7%	10123
35	98.5%	10100
45	98.0%	10051
55	96.1%	9857
65	67.1%	6882
75	11.6%	1190

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10252	81	29	19	8	15	17	32	63	131	702	2273	2998	3884
%		0.8	0.3	0.2	0.1	0.1	0.2	0.3	0.6	1.3	6.8	22.2	29.2	37.9

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	330	0	1	0	0	0	1	2	0	3	8	94	99	122
12:15 PM	337	1	0	0	0	0	2	0	0	3	22	64	101	144
12:30 PM	350	2	0	2	0	0	0	0	1	8	24	95	84	134
12:45 PM	346	0	2	0	0	0	0	4	2	9	35	63	82	149
1:00 PM	314	2	1	0	0	1	1	0	1	5	25	66	99	113
1:15 PM	353	0	2	0	0	0	0	0	1	3	24	87	102	134
1:30 PM	343	2	4	0	0	0	0	1	1	0	29	98	83	125
1:45 PM	331	1	1	0	0	0	0	1	1	1	24	82	97	123
2:00 PM	313	4	1	0	1	0	0	2	2	4	10	86	89	114
2:15 PM	399	0	0	0	0	0	0	0	0	5	38	93	109	154
2:30 PM	404	2	0	0	0	0	0	4	0	10	34	108	104	142
2:45 PM	391	1	2	0	0	0	0	4	2	6	34	98	108	136
3:00 PM	356	1	0	0	0	0	0	1	2	4	26	71	100	151
3:15 PM	410	2	0	0	0	0	0	0	1	6	34	79	95	193
3:30 PM	405	3	0	1	0	0	0	3	4	8	23	102	99	162
3:45 PM	496	7	4	1	0	3	7	4	1	7	65	100	107	190
4:00 PM	394	4	3	0	0	0	0	1	2	0	19	95	110	160
4:15 PM	470	11	1	1	0	1	1	2	2	7	47	102	99	196
4:30 PM	439	11	0	1	0	1	2	1	2	8	28	95	110	180
4:45 PM	511	9	5	4	3	0	2	0	4	10	59	97	145	173
5:00 PM	514	12	3	1	0	0	0	1	6	10	47	103	103	228
5:15 PM	579	12	2	3	2	5	2	5	12	30	79	129	118	180
5:30 PM	546	12	2	4	0	4	6	6	10	26	71	119	133	153
5:45 PM	501	8	2	1	2	3	3	2	11	25	68	96	130	150
6:00 PM	426	1	3	0	1	1	4	1	1	11	54	141	88	120
6:15 PM	429	7	1	0	1	2	2	0	1	9	46	114	115	131
6:30 PM	399	5	2	1	0	0	2	1	7	20	50	90	87	134
6:45 PM	320	3	1	0	0	0	0	0	0	12	25	80	90	109
7:00 PM	302	0	0	0	0	0	0	0	1	1	27	99	93	81
7:15 PM	282	1	0	0	0	0	0	0	0	3	23	65	84	106
7:30 PM	244	2	0	0	0	0	0	0	0	0	21	37	89	95
7:45 PM	218	0	0	0	0	0	0	1	2	0	8	50	58	99
8:00 PM	182	0	0	0	0	0	0	0	0	0	10	34	67	71
8:15 PM	221	0	0	0	0	0	0	0	1	0	12	48	65	95
8:30 PM	200	0	0	0	0	0	0	1	1	2	10	48	49	89
8:45 PM	152	0	0	0	1	0	0	0	0	3	6	26	49	67
9:00 PM	143	0	0	0	0	0	0	0	1	0	20	38	41	43
9:15 PM	121	0	0	0	0	0	0	1	0	2	4	21	41	52
9:30 PM	97	0	0	0	0	0	0	0	0	1	6	21	32	37
9:45 PM	73	1	0	0	0	0	0	0	0	0	3	25	18	26
10:00 PM	78	0	0	0	0	0	0	0	0	0	3	12	26	37
10:15 PM	93	0	0	0	0	0	0	0	0	1	0	4	24	23	41
10:30 PM	75	0	0	0	0	0	0	0	0	0	4	4	13	18	36
10:45 PM	47	0	0	0	0	0	0	0	0	0	0	1	13	14	19
11:00 PM	58	0	0	0	0	0	0	0	0	0	2	4	11	15	26
11:15 PM	59	0	0	0	0	0	0	0	0	0	0	5	11	18	25
11:30 PM	52	0	0	0	0	0	0	0	0	0	1	5	12	19	15
11:45 PM	54	0	0	0	0	0	0	0	0	2	0	4	15	16	17

WB

Average (Mean)	67.1 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 8309 vehicles (58.7%)

Percentile Speeds

%	mph
10	58.4
15	60.8
50	67.7
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	98.7%	13967
35	98.4%	13935
45	97.8%	13851
55	95.3%	13496
65	63.6%	8998
75	12.7%	1802

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
WB ON Ramp from Schomburg Road

Site: #7
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	14157	127	43	20	11	21	35	49	86	269	1228	3270	3721	5277
%		0.9	0.3	0.1	0.1	0.1	0.2	0.3	0.6	1.9	8.7	23.1	26.3	37.3

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	39	0	0	0	0	0	0	0	0	0	5	10	12	12
12:15 AM	34	0	0	0	0	0	0	0	0	1	4	4	15	10
12:30 AM	25	0	0	0	0	0	0	0	1	0	0	4	10	10
12:45 AM	22	0	0	0	0	0	0	0	0	0	4	6	6	6
1:00 AM	24	0	0	0	0	0	0	0	0	0	0	4	8	12
1:15 AM	18	0	0	0	0	0	0	0	0	1	0	2	9	6
1:30 AM	12	0	0	0	0	0	0	0	0	1	0	3	6	2
1:45 AM	13	0	0	0	0	0	0	0	0	0	2	1	6	4
2:00 AM	12	0	0	0	0	0	0	0	0	0	1	4	4	3
2:15 AM	14	0	0	0	0	0	0	0	0	0	1	3	4	6
2:30 AM	13	0	0	0	0	0	0	0	0	0	0	2	5	6
2:45 AM	16	0	0	0	0	0	0	0	0	0	2	7	3	4
3:00 AM	9	0	0	0	0	0	0	0	0	0	0	2	3	4
3:15 AM	16	0	0	0	0	0	0	0	0	0	3	6	6	1
3:30 AM	24	0	0	0	0	0	0	0	0	0	0	7	11	6
3:45 AM	22	0	0	0	0	0	0	0	0	0	3	3	9	7
4:00 AM	27	0	0	0	0	0	0	0	0	1	1	9	6	10
4:15 AM	40	0	0	0	0	0	0	0	0	1	3	7	17	12
4:30 AM	52	0	0	0	0	0	0	0	0	1	5	13	13	20
4:45 AM	70	0	0	0	0	0	0	0	0	1	5	8	25	31
5:00 AM	81	0	0	0	0	0	0	0	0	0	1	5	34	41
5:15 AM	100	0	0	0	0	0	0	0	1	1	4	14	31	49
5:30 AM	128	0	0	0	0	0	0	0	0	0	4	22	32	70
5:45 AM	134	1	1	0	0	0	0	1	1	2	9	20	40	59
6:00 AM	156	0	0	0	0	0	0	0	0	0	8	21	47	80
6:15 AM	195	1	0	0	0	0	0	0	0	1	6	28	60	99
6:30 AM	271	2	0	0	0	0	0	0	0	1	13	38	67	150
6:45 AM	335	1	0	0	0	0	0	0	0	0	13	48	89	184
7:00 AM	343	2	0	0	0	0	0	0	1	5	25	71	89	150
7:15 AM	399	6	1	1	0	0	1	0	4	0	22	84	99	181
7:30 AM	464	9	2	0	0	0	1	4	2	4	21	78	111	232
7:45 AM	534	6	4	1	4	1	3	3	7	21	49	119	122	194
8:00 AM	438	3	1	0	0	0	0	3	1	6	44	97	112	171
8:15 AM	358	1	0	0	1	1	0	0	2	1	31	76	97	148
8:30 AM	364	2	1	0	0	0	0	2	3	9	44	94	81	128
8:45 AM	306	3	0	0	0	0	1	2	0	2	42	77	70	109
9:00 AM	273	0	0	0	0	0	0	0	7	11	35	67	62	91
9:15 AM	236	0	0	0	0	0	0	0	2	9	14	59	69	83
9:30 AM	244	2	0	0	0	0	0	0	2	1	24	58	84	73
9:45 AM	226	0	0	0	0	0	1	0	2	5	27	59	67	65
10:00 AM	233	0	0	0	0	0	0	0	0	3	24	72	68	66
10:15 AM	263	0	0	0	0	0	0	0	4	9	36	82	76	56
10:30 AM	258	1	0	0	0	0	0	0	1	5	24	88	72	67
10:45 AM	251	1	0	0	0	0	0	0	3	5	32	80	67	63
11:00 AM	267	0	0	0	0	0	0	0	1	5	44	84	57	76
11:15 AM	308	0	0	0	0	0	0	2	4	20	44	90	67	81
11:30 AM	310	1	0	1	0	0	1	2	5	15	57	90	73	65
11:45 AM	310	3	0	1	0	1	0	1	1	16	69	65	77	76

EB

Average (Mean)	67.3 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4936 vehicles (59.6%)

Percentile Speeds

%	mph
10	58.4
15	60.8
50	67.7
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	99.3%	8228
35	99.2%	8220
45	98.9%	8192
55	96.2%	7973
65	63.7%	5277
75	12.0%	991

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	8287	45	10	4	5	3	8	20	55	164	805	1891	2198	3079
%		0.5	0.1	0.0	0.1	0.0	0.1	0.2	0.7	2.0	9.7	22.8	26.5	37.2

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	331	4	1	0	0	0	0	0	1	16	77	109	68	55
12:15 PM	306	3	0	0	0	1	0	0	4	9	35	80	100	74
12:30 PM	320	2	0	0	0	0	0	0	3	14	55	97	75	74
12:45 PM	314	1	0	1	0	0	0	4	1	17	56	85	69	80
1:00 PM	343	1	0	0	0	0	0	0	6	7	54	111	78	86
1:15 PM	362	0	0	0	0	0	0	0	1	9	56	118	93	85
1:30 PM	364	0	0	0	0	0	1	1	1	8	50	119	93	91
1:45 PM	364	0	0	0	0	0	0	0	2	13	65	126	76	82
2:00 PM	344	2	0	0	0	0	0	0	2	26	50	115	74	75
2:15 PM	371	0	0	0	0	0	0	1	2	17	78	111	85	77
2:30 PM	356	0	0	0	0	0	0	0	4	21	80	119	73	59
2:45 PM	377	1	1	1	0	1	1	0	9	35	91	104	72	61
3:00 PM	372	1	0	1	0	0	0	5	12	36	77	99	73	68
3:15 PM	434	3	1	0	0	0	0	3	6	24	95	127	103	72
3:30 PM	443	3	1	1	0	0	1	1	9	33	89	143	88	74
3:45 PM	440	4	0	0	0	0	0	1	6	37	104	118	90	80
4:00 PM	458	3	1	0	0	3	4	9	10	27	71	144	103	83
4:15 PM	465	2	2	0	1	0	1	0	13	15	58	127	108	138
4:30 PM	490	4	0	0	0	0	0	2	3	47	103	136	102	93
4:45 PM	562	6	2	1	0	1	2	2	1	10	116	164	130	127
5:00 PM	637	9	3	0	1	5	5	8	25	70	133	153	125	100
5:15 PM	629	6	4	5	9	13	11	14	39	56	117	142	116	97
5:30 PM	588	13	9	6	8	10	30	34	36	42	93	124	97	86
5:45 PM	545	7	0	2	0	1	2	0	5	50	135	128	114	101
6:00 PM	494	1	0	0	1	0	0	2	9	33	98	156	99	95
6:15 PM	429	3	0	0	4	3	5	2	19	35	82	108	83	85
6:30 PM	413	0	0	0	0	0	0	0	3	8	79	136	101	86
6:45 PM	365	1	0	0	0	0	0	0	1	10	57	95	98	103
7:00 PM	322	2	2	0	0	0	1	3	12	9	39	97	83	74
7:15 PM	352	0	0	0	0	0	0	0	0	10	64	106	82	90
7:30 PM	358	1	1	0	0	2	0	2	9	5	59	105	96	78
7:45 PM	284	0	0	0	0	0	0	0	3	15	43	81	68	74
8:00 PM	278	1	0	0	0	0	0	0	1	7	28	72	77	92
8:15 PM	299	1	0	0	0	0	0	0	3	12	38	79	90	76
8:30 PM	255	0	0	0	0	0	0	0	0	3	27	79	73	73
8:45 PM	263	0	0	0	0	0	1	0	0	9	38	61	83	71
9:00 PM	229	0	0	0	0	0	0	3	2	0	24	63	72	65
9:15 PM	192	1	0	0	0	0	0	0	3	0	17	66	48	57
9:30 PM	184	0	0	0	0	1	0	0	0	2	17	39	52	73
9:45 PM	116	0	0	0	0	0	0	0	0	2	12	31	28	43
10:00 PM	117	0	0	0	0	0	0	3	1	1	13	26	46	27
10:15 PM	107	0	0	0	0	0	0	0	1	6	13	22	30	35
10:30 PM	84	0	0	0	0	0	0	0	0	2	5	26	18	33
10:45 PM	79	0	0	0	0	0	0	0	1	0	8	14	21	35
11:00 PM	73	0	0	0	0	0	0	0	0	1	3	15	26	28
11:15 PM	65	0	0	0	0	0	0	0	1	3	9	16	21	15
11:30 PM	61	0	0	0	0	0	0	0	0	1	10	12	14	24
11:45 PM	47	0	0	0	0	0	0	0	0	1	6	12	15	13

EB

Average (Mean)	64.0 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

59.6 - 69.6 mph 8850 vehicles (56.4%)

Percentile Speeds

%	mph
10	55.2
15	57.3
50	64.8
85	72.7
90	72.7

Speeds Exceeded

mph	%	Count
25	99.2%	15549
35	98.7%	15484
45	97.7%	15319
55	90.8%	14235
65	45.2%	7092
75	5.5%	865

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	15681	86	28	18	24	41	65	100	270	814	2727	4416	3629	3463
%		0.5	0.2	0.1	0.2	0.3	0.4	0.6	1.7	5.2	17.4	28.2	23.1	22.1

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	37	0	0	0	0	0	0	0	0	0	4	12	9	12
12:15 AM	34	0	0	0	0	0	1	0	0	0	5	7	10	11
12:30 AM	28	0	0	0	0	0	0	1	0	0	4	9	7	7
12:45 AM	32	0	0	0	0	0	0	0	1	3	1	6	13	8
1:00 AM	14	0	0	0	0	0	0	0	0	1	1	5	5	2
1:15 AM	22	0	0	0	0	0	0	0	0	1	2	6	8	5
1:30 AM	11	0	0	0	0	0	0	0	0	0	1	5	4	1
1:45 AM	19	0	0	0	0	0	0	0	0	1	2	8	6	2
2:00 AM	10	0	0	0	0	0	0	0	0	0	2	0	3	5
2:15 AM	16	0	0	0	0	0	0	0	0	0	0	5	9	2
2:30 AM	21	0	0	0	0	0	0	0	0	0	1	4	7	9
2:45 AM	16	0	0	0	0	0	0	0	1	1	0	3	5	6
3:00 AM	14	0	0	0	0	0	0	0	0	1	3	2	2	6
3:15 AM	10	0	0	0	0	0	0	0	1	1	0	3	2	3
3:30 AM	16	0	0	0	0	0	0	0	0	0	1	7	5	3
3:45 AM	18	0	0	0	0	0	0	0	0	0	0	6	8	4
4:00 AM	26	0	0	0	0	0	0	0	0	0	2	11	5	8
4:15 AM	39	0	0	0	0	0	0	0	0	3	0	10	8	18
4:30 AM	59	0	0	0	0	0	0	0	0	2	8	15	17	17
4:45 AM	58	0	0	0	0	0	0	0	0	0	4	10	20	24
5:00 AM	89	0	0	0	0	0	0	0	1	0	4	17	29	38
5:15 AM	77	0	0	0	0	0	0	0	1	0	2	6	26	42
5:30 AM	132	0	0	0	0	0	0	0	0	1	4	19	39	69
5:45 AM	114	0	0	0	0	0	0	0	0	3	5	17	30	59
6:00 AM	172	1	0	0	0	0	0	0	2	1	8	41	42	77
6:15 AM	216	0	1	1	0	0	0	0	0	2	11	39	49	113
6:30 AM	259	2	0	1	0	0	0	0	2	3	8	48	53	142
6:45 AM	279	0	0	1	0	0	1	0	0	2	9	49	64	153
7:00 AM	320	1	2	1	0	2	0	0	1	1	22	63	71	156
7:15 AM	366	2	1	0	2	0	1	1	1	2	30	66	91	169
7:30 AM	503	9	4	2	0	0	2	0	4	9	29	73	136	235
7:45 AM	491	4	5	2	1	1	0	1	4	11	24	112	113	213
8:00 AM	429	0	2	0	1	0	1	3	0	9	45	80	114	174
8:15 AM	393	3	1	0	0	1	1	6	1	9	38	79	97	157
8:30 AM	347	0	0	1	1	0	0	0	6	11	25	79	83	141
8:45 AM	317	1	0	0	0	0	1	0	3	5	18	59	77	153
9:00 AM	273	0	0	0	0	0	1	0	0	4	28	73	63	104
9:15 AM	291	0	0	0	0	0	0	0	0	8	22	64	88	109
9:30 AM	301	1	1	0	0	0	0	0	4	7	27	58	103	100
9:45 AM	223	0	0	0	0	0	1	0	0	2	19	41	68	92
10:00 AM	235	1	0	0	0	0	0	0	2	1	22	56	68	85
10:15 AM	221	0	0	0	0	0	0	0	2	2	19	58	67	73
10:30 AM	232	0	0	0	0	0	0	1	1	2	27	82	63	56
10:45 AM	267	1	0	0	0	0	0	0	2	5	35	77	85	62
11:00 AM	271	0	0	1	0	0	0	0	1	6	28	85	87	63
11:15 AM	318	1	0	0	0	0	0	2	2	12	44	99	86	72
11:30 AM	302	0	0	0	1	0	1	0	3	10	42	120	83	42
11:45 AM	286	3	0	0	0	1	1	0	1	4	34	88	74	80

EB

Average (Mean)	67.6 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 5015 vehicles (61.0%)

Percentile Speeds

%	mph
10	59.6
15	60.8
50	67.7
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	99.3%	8167
35	99.2%	8156
45	98.8%	8129
55	96.5%	7936
65	65.5%	5384
75	12.4%	1018

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	8224	30	17	10	6	5	12	15	47	146	670	1882	2202	3182
%		0.4	0.2	0.1	0.1	0.1	0.1	0.2	0.6	1.8	8.1	22.9	26.8	38.7

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	331	4	0	0	0	0	0	1	0	12	59	89	85	81
12:15 PM	354	0	2	1	0	0	0	4	6	19	58	113	95	56
12:30 PM	372	0	2	0	0	1	0	1	2	3	71	141	94	57
12:45 PM	339	0	0	0	1	0	1	1	11	23	41	112	86	63
1:00 PM	395	1	0	0	0	0	0	0	2	9	42	110	106	125
1:15 PM	343	1	0	0	0	0	0	0	0	1	21	99	109	112
1:30 PM	379	2	0	0	0	0	0	1	1	5	49	119	96	106
1:45 PM	362	1	0	0	0	0	0	2	0	3	32	100	108	116
2:00 PM	368	3	2	1	0	1	1	2	3	7	62	98	100	88
2:15 PM	355	0	0	0	0	0	0	0	1	12	42	116	109	75
2:30 PM	358	2	0	0	0	0	0	0	0	4	24	97	130	101
2:45 PM	393	2	1	0	0	0	0	0	2	12	57	114	92	113
3:00 PM	419	3	0	0	1	0	0	2	2	14	50	119	113	115
3:15 PM	472	1	1	0	0	2	0	1	0	20	75	135	110	127
3:30 PM	480	3	0	0	1	0	1	0	6	7	49	152	132	129
3:45 PM	488	2	2	0	0	0	3	1	3	18	77	140	105	137
4:00 PM	501	6	0	0	1	1	1	0	11	20	75	136	120	130
4:15 PM	505	5	3	1	1	1	2	0	6	8	72	139	113	154
4:30 PM	492	8	3	0	0	0	1	2	1	11	79	133	107	147
4:45 PM	602	5	1	2	3	0	3	6	14	23	120	150	138	137
5:00 PM	623	3	1	0	0	2	0	0	10	38	119	174	117	159
5:15 PM	628	11	3	1	1	9	10	20	39	61	134	124	127	88
5:30 PM	613	12	1	0	0	0	2	3	19	51	149	162	116	98
5:45 PM	576	10	3	1	2	3	1	6	13	66	138	146	101	86
6:00 PM	533	5	3	2	0	1	2	1	0	17	99	151	129	123
6:15 PM	472	3	0	0	0	1	0	1	6	25	92	147	107	90
6:30 PM	459	7	1	0	0	0	1	1	7	32	91	110	113	96
6:45 PM	419	1	0	0	0	0	0	0	4	27	82	102	97	106
7:00 PM	422	2	0	0	0	0	0	0	1	13	62	133	108	103
7:15 PM	368	0	1	0	0	0	0	1	4	12	53	117	93	87
7:30 PM	360	2	0	0	0	0	0	1	1	11	57	121	86	81
7:45 PM	327	1	0	0	0	0	1	5	5	18	32	83	96	86
8:00 PM	312	0	0	0	0	0	0	0	3	13	35	92	77	92
8:15 PM	273	0	0	0	0	0	0	0	0	5	32	64	88	84
8:30 PM	253	0	0	0	0	0	0	0	4	8	14	68	80	79
8:45 PM	245	1	0	0	0	0	0	2	0	2	36	73	58	73
9:00 PM	256	1	0	0	0	0	0	0	2	10	25	70	80	68
9:15 PM	213	0	0	0	0	0	0	0	1	3	22	69	51	67
9:30 PM	148	0	0	0	0	0	0	0	0	2	17	28	47	54
9:45 PM	161	0	0	0	0	1	0	1	1	1	12	44	52	49
10:00 PM	139	0	0	0	0	0	0	0	0	3	23	39	31	43
10:15 PM	115	0	0	0	0	0	0	0	1	2	13	37	30	32
10:30 PM	101	0	0	0	0	0	0	0	0	1	16	27	23	34
10:45 PM	71	0	0	0	0	0	0	0	0	1	8	17	15	30
11:00 PM	85	0	0	0	0	0	0	1	1	2	4	24	24	29
11:15 PM	62	0	0	0	0	0	0	0	0	1	3	20	16	22
11:30 PM	63	0	0	0	0	0	0	0	0	0	10	12	26	15
11:45 PM	52	0	0	0	0	0	0	0	0	2	5	16	14	15

EB

Average (Mean)	64.9 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

59.6 - 69.6 mph 9556 vehicles (57.4%)

Percentile Speeds

%	mph
10	56.2
15	58.4
50	64.8
85	72.7
90	74.5

Speeds Exceeded

mph	%	Count
25	99.1%	16510
35	98.9%	16476
45	98.3%	16379
55	93.2%	15528
65	49.9%	8308
75	6.5%	1087

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of Schomburgh Road
Just before the EB OFF Ramp

Site: #8
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	16657	108	30	9	11	23	30	67	193	658	2538	4682	4150	4158
%		0.6	0.2	0.1	0.1	0.1	0.2	0.4	1.2	4.0	15.2	28.1	24.9	25.0

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	5	0	0	0	3	2	0	0	0	0	0	0	0	0
12:15 AM	9	0	0	0	6	2	1	0	0	0	0	0	0	0
12:30 AM	7	0	0	1	3	3	0	0	0	0	0	0	0	0
12:45 AM	7	0	0	0	3	4	0	0	0	0	0	0	0	0
1:00 AM	11	0	0	0	6	5	0	0	0	0	0	0	0	0
1:15 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0
1:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1:45 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0
2:00 AM	4	0	0	0	2	2	0	0	0	0	0	0	0	0
2:15 AM	3	0	0	1	1	0	1	0	0	0	0	0	0	0
2:30 AM	3	0	0	0	1	1	1	0	0	0	0	0	0	0
2:45 AM	3	0	0	0	0	1	2	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
3:15 AM	8	0	1	2	4	1	0	0	0	0	0	0	0	0
3:30 AM	4	0	0	1	2	0	1	0	0	0	0	0	0	0
3:45 AM	5	0	0	1	3	1	0	0	0	0	0	0	0	0
4:00 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0
4:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
4:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
4:45 AM	8	0	0	0	3	5	0	0	0	0	0	0	0	0
5:00 AM	12	0	0	0	8	4	0	0	0	0	0	0	0	0
5:15 AM	10	0	2	0	4	3	1	0	0	0	0	0	0	0
5:30 AM	12	0	1	1	3	3	4	0	0	0	0	0	0	0
5:45 AM	13	0	0	0	5	5	3	0	0	0	0	0	0	0
6:00 AM	24	0	0	4	7	11	1	1	0	0	0	0	0	0
6:15 AM	30	0	0	3	9	14	4	0	0	0	0	0	0	0
6:30 AM	19	0	0	2	5	9	3	0	0	0	0	0	0	0
6:45 AM	44	0	1	4	22	12	5	0	0	0	0	0	0	0
7:00 AM	33	2	1	2	14	8	6	0	0	0	0	0	0	0
7:15 AM	61	2	0	5	25	24	5	0	0	0	0	0	0	0
7:30 AM	85	0	0	13	41	24	6	0	0	0	0	0	0	1
7:45 AM	123	4	6	22	57	28	6	0	0	0	0	0	0	0
8:00 AM	110	1	5	19	55	25	4	0	1	0	0	0	0	0
8:15 AM	108	1	5	27	47	23	4	0	0	0	1	0	0	0
8:30 AM	114	0	0	26	57	26	4	1	0	0	0	0	0	0
8:45 AM	73	2	2	17	34	15	2	0	0	1	0	0	0	0
9:00 AM	51	1	0	5	23	18	4	0	0	0	0	0	0	0
9:15 AM	64	0	1	14	25	20	3	1	0	0	0	0	0	0
9:30 AM	65	1	0	6	36	20	2	0	0	0	0	0	0	0
9:45 AM	54	0	0	4	25	23	2	0	0	0	0	0	0	0
10:00 AM	68	2	4	9	22	25	6	0	0	0	0	0	0	0
10:15 AM	52	0	1	5	29	16	1	0	0	0	0	0	0	0
10:30 AM	60	2	1	2	32	22	1	0	0	0	0	0	0	0
10:45 AM	71	0	0	4	37	26	2	1	1	0	0	0	0	0
11:00 AM	59	0	0	5	29	24	1	0	0	0	0	0	0	0
11:15 AM	76	0	3	12	38	19	3	1	0	0	0	0	0	0
11:30 AM	96	2	1	17	38	29	9	0	0	0	0	0	0	0
11:45 AM	80	0	6	12	43	17	2	0	0	0	0	0	0	0

NB

Average (Mean)	28.5 mph
Minimum	10.6 mph
Maximum	80.9 mph

Pace Range

23.9 - 33.9 mph 1418 vehicles (80.8%)

Percentile Speeds

%	mph
10	23.6
15	24.5
50	28.6
85	32.7
90	33.9

Speeds Exceeded

mph	%	Count
25	82.5%	1447
35	6.4%	112
45	0.3%	5
55	0.1%	2
65	0.1%	1
75	0.1%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1754	20	41	246	810	525	102	5	2	1	1	0	0	1
%		1.1	2.3	14.0	46.2	29.9	5.8	0.3	0.1	0.1	0.1	0.0	0.0	0.1

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	87	2	1	16	40	25	1	0	2	0	0	0	0	0
12:15 PM	97	5	3	21	45	20	2	1	0	0	0	0	0	0
12:30 PM	65	1	0	9	36	18	1	0	0	0	0	0	0	0
12:45 PM	92	0	2	14	49	23	4	0	0	0	0	0	0	0
1:00 PM	84	1	0	10	46	23	3	0	0	1	0	0	0	0
1:15 PM	91	2	2	17	40	22	8	0	0	0	0	0	0	0
1:30 PM	83	4	2	11	34	29	3	0	0	0	0	0	0	0
1:45 PM	84	8	1	20	28	25	2	0	0	0	0	0	0	0
2:00 PM	73	0	0	8	32	25	8	0	0	0	0	0	0	0
2:15 PM	100	3	8	18	51	19	1	0	0	0	0	0	0	0
2:30 PM	93	3	1	11	48	27	3	0	0	0	0	0	0	0
2:45 PM	89	3	2	12	51	19	2	0	0	0	0	0	0	0
3:00 PM	102	0	5	24	50	20	2	1	0	0	0	0	0	0
3:15 PM	116	6	5	23	59	19	2	0	0	1	1	0	0	0
3:30 PM	142	16	24	32	48	17	4	0	1	0	0	0	0	0
3:45 PM	128	2	4	39	63	20	0	0	0	0	0	0	0	0
4:00 PM	86	26	15	14	17	12	2	0	0	0	0	0	0	0
4:15 PM	138	11	26	39	38	20	2	1	0	0	0	1	0	0
4:30 PM	140	3	2	14	82	35	3	0	0	0	0	0	0	1
4:45 PM	146	6	6	49	64	18	3	0	0	0	0	0	0	0
5:00 PM	156	14	8	57	48	27	2	0	0	0	0	0	0	0
5:15 PM	172	24	15	41	73	19	0	0	0	0	0	0	0	0
5:30 PM	108	36	20	25	20	6	0	0	0	0	0	0	0	1
5:45 PM	150	26	29	48	37	10	0	0	0	0	0	0	0	0
6:00 PM	138	2	2	36	75	23	0	0	0	0	0	0	0	0
6:15 PM	128	18	20	39	41	7	2	1	0	0	0	0	0	0
6:30 PM	123	5	4	32	65	16	1	0	0	0	0	0	0	0
6:45 PM	110	1	10	35	47	14	2	0	0	0	0	0	1	0
7:00 PM	103	0	2	24	53	21	2	0	0	0	0	1	0	0
7:15 PM	102	0	9	28	41	21	2	0	0	0	1	0	0	0
7:30 PM	107	1	7	29	47	23	0	0	0	0	0	0	0	0
7:45 PM	107	1	0	31	57	14	4	0	0	0	0	0	0	0
8:00 PM	103	0	0	24	56	22	1	0	0	0	0	0	0	0
8:15 PM	86	1	3	21	41	16	4	0	0	0	0	0	0	0
8:30 PM	88	0	0	18	54	16	0	0	0	0	0	0	0	0
8:45 PM	64	0	0	18	33	12	1	0	0	0	0	0	0	0
9:00 PM	56	0	0	10	28	15	2	1	0	0	0	0	0	0
9:15 PM	60	1	0	10	23	23	3	0	0	0	0	0	0	0
9:30 PM	63	0	0	1	43	15	3	1	0	0	0	0	0	0
9:45 PM	40	0	0	3	19	18	0	0	0	0	0	0	0	0
10:00 PM	39	1	0	3	20	15	0	0	0	0	0	0	0	0
10:15 PM	42	0	0	5	26	10	1	0	0	0	0	0	0	0
10:30 PM	31	0	1	7	15	5	3	0	0	0	0	0	0	0
10:45 PM	18	0	0	0	9	8	1	0	0	0	0	0	0	0
11:00 PM	20	0	0	2	9	6	3	0	0	0	0	0	0	0
11:15 PM	26	0	1	2	13	10	0	0	0	0	0	0	0	0
11:30 PM	9	0	0	1	4	3	1	0	0	0	0	0	0	0
11:45 PM	11	0	0	0	4	5	2	0	0	0	0	0	0	0

NB

Average (Mean)	26.2 mph
Minimum	10.0 mph
Maximum	84.6 mph

Pace Range

22.2 - 32.2 mph 3260 vehicles (75.9%)

Percentile Speeds

%	mph
10	19.4
15	21.6
50	26.6
85	31.0
90	32.1

Speeds Exceeded

mph	%	Count
25	66.9%	2872
35	2.7%	114
45	0.3%	12
55	0.2%	7
65	0.1%	3
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4296	233	240	951	1922	836	96	6	3	2	2	2	1	2
%		5.4	5.6	22.1	44.7	19.5	2.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	14	0	0	0	5	9	0	0	0	0	0	0	0	0
12:15 AM	11	0	0	0	7	4	0	0	0	0	0	0	0	0
12:30 AM	11	0	0	0	3	7	1	0	0	0	0	0	0	0
12:45 AM	6	0	0	0	2	4	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	0	1	1	0	0	0	0	0	0	0	0
1:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0
1:30 AM	5	0	0	2	3	0	0	0	0	0	0	0	0	0
1:45 AM	4	0	0	0	3	0	1	0	0	0	0	0	0	0
2:00 AM	3	0	0	0	2	1	0	0	0	0	0	0	0	0
2:15 AM	3	0	0	0	2	1	0	0	0	0	0	0	0	0
2:30 AM	10	0	0	0	2	7	1	0	0	0	0	0	0	0
2:45 AM	5	0	0	0	3	2	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
3:15 AM	4	0	0	1	3	0	0	0	0	0	0	0	0	0
3:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0
3:45 AM	4	0	0	0	0	3	1	0	0	0	0	0	0	0
4:00 AM	4	0	0	0	2	2	0	0	0	0	0	0	0	0
4:15 AM	4	0	0	0	3	0	1	0	0	0	0	0	0	0
4:30 AM	3	0	0	0	2	1	0	0	0	0	0	0	0	0
4:45 AM	4	0	0	0	1	2	1	0	0	0	0	0	0	0
5:00 AM	14	0	0	1	9	4	0	0	0	0	0	0	0	0
5:15 AM	6	0	0	0	3	2	0	1	0	0	0	0	0	0
5:30 AM	10	0	0	1	1	6	1	1	0	0	0	0	0	0
5:45 AM	19	0	1	1	4	9	4	0	0	0	0	0	0	0
6:00 AM	19	0	0	2	4	7	5	1	0	0	0	0	0	0
6:15 AM	19	0	1	5	5	5	2	1	0	0	0	0	0	0
6:30 AM	27	0	0	1	14	9	3	0	0	0	0	0	0	0
6:45 AM	29	0	0	5	11	8	5	0	0	0	0	0	0	0
7:00 AM	44	0	0	6	14	18	6	0	0	0	0	0	0	0
7:15 AM	52	0	1	6	23	17	4	1	0	0	0	0	0	0
7:30 AM	80	3	1	9	32	25	9	1	0	0	0	0	0	0
7:45 AM	105	3	9	20	44	25	4	0	0	0	0	0	0	0
8:00 AM	113	6	5	41	47	11	3	0	0	0	0	0	0	0
8:15 AM	121	3	2	24	64	25	2	1	0	0	0	0	0	0
8:30 AM	122	2	6	44	45	19	5	1	0	0	0	0	0	0
8:45 AM	59	0	2	17	23	14	3	0	0	0	0	0	0	0
9:00 AM	54	0	0	4	32	14	4	0	0	0	0	0	0	0
9:15 AM	42	0	1	3	19	15	4	0	0	0	0	0	0	0
9:30 AM	46	0	1	4	22	16	3	0	0	0	0	0	0	0
9:45 AM	57	1	2	5	29	18	2	0	0	0	0	0	0	0
10:00 AM	64	1	2	6	28	22	4	1	0	0	0	0	0	0
10:15 AM	64	1	1	8	26	22	6	0	0	0	0	0	0	0
10:30 AM	55	0	0	7	25	17	6	0	0	0	0	0	0	0
10:45 AM	62	0	0	3	34	20	5	0	0	0	0	0	0	0
11:00 AM	57	0	0	9	26	16	6	0	0	0	0	0	0	0
11:15 AM	72	1	0	7	37	23	3	1	0	0	0	0	0	0
11:30 AM	80	4	6	8	40	16	5	1	0	0	0	0	0	0
11:45 AM	62	0	0	10	33	16	3	0	0	0	0	0	0	0

NB

Average (Mean)	28.2 mph
Minimum	10.5 mph
Maximum	43.3 mph

Pace Range

22.7 - 32.7 mph 1311 vehicles (79.1%)

Percentile Speeds

%	mph
10	23.0
15	24.2
50	28.2
85	32.7
90	33.9

Speeds Exceeded

mph	%	Count
25	80.3%	1331
35	7.5%	124
45	0.0%	0
55	0.0%	0
65	0.0%	0
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1658	25	41	261	743	464	113	11	0	0	0	0	0	0
%		1.5	2.5	15.7	44.8	28.0	6.8	0.7	0.0	0.0	0.0	0.0	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	106	5	6	16	45	27	6	1	0	0	0	0	0	0
12:15 PM	84	1	1	7	51	21	3	0	0	0	0	0	0	0
12:30 PM	86	0	1	7	40	34	4	0	0	0	0	0	0	0
12:45 PM	84	2	1	12	46	18	4	0	0	0	0	0	1	0
1:00 PM	89	4	0	11	42	30	2	0	0	0	0	0	0	0
1:15 PM	88	1	0	20	42	24	1	0	0	0	0	0	0	0
1:30 PM	86	2	1	10	43	24	5	0	0	0	0	1	0	0
1:45 PM	92	1	1	5	47	33	4	0	0	0	0	1	0	0
2:00 PM	90	2	7	12	45	19	4	0	0	0	0	0	1	0
2:15 PM	110	0	2	12	60	33	3	0	0	0	0	0	0	0
2:30 PM	96	1	0	11	46	30	8	0	0	0	0	0	0	0
2:45 PM	93	1	2	8	52	26	4	0	0	0	0	0	0	0
3:00 PM	110	3	2	19	59	26	1	0	0	0	0	0	0	0
3:15 PM	116	5	7	16	60	23	4	1	0	0	0	0	0	0
3:30 PM	166	6	13	39	77	27	4	0	0	0	0	0	0	0
3:45 PM	117	3	4	37	49	20	2	1	1	0	0	0	0	0
4:00 PM	104	31	18	19	29	7	0	0	0	0	0	0	0	0
4:15 PM	131	15	12	27	52	24	1	0	0	0	0	0	0	0
4:30 PM	145	15	16	29	60	23	2	0	0	0	0	0	0	0
4:45 PM	137	2	6	53	56	18	1	1	0	0	0	0	0	0
5:00 PM	140	8	15	52	42	16	5	2	0	0	0	0	0	0
5:15 PM	170	18	45	61	35	9	1	0	0	0	0	0	1	0
5:30 PM	103	51	20	29	3	0	0	0	0	0	0	0	0	0
5:45 PM	161	19	21	38	62	19	0	1	0	0	1	0	0	0
6:00 PM	145	10	21	37	57	18	0	2	0	0	0	0	0	0
6:15 PM	168	23	38	58	42	5	1	0	0	1	0	0	0	0
6:30 PM	119	4	4	39	52	17	3	0	0	0	0	0	0	0
6:45 PM	119	4	5	34	53	21	2	0	0	0	0	0	0	0
7:00 PM	129	1	8	28	70	18	4	0	0	0	0	0	0	0
7:15 PM	134	9	7	36	63	18	0	0	0	0	0	0	0	1
7:30 PM	114	0	2	27	59	22	4	0	0	0	0	0	0	0
7:45 PM	81	2	0	18	45	15	1	0	0	0	0	0	0	0
8:00 PM	103	3	3	35	44	15	3	0	0	0	0	0	0	0
8:15 PM	101	1	1	20	62	16	1	0	0	0	0	0	0	0
8:30 PM	95	1	1	19	48	24	0	2	0	0	0	0	0	0
8:45 PM	73	0	2	8	35	26	2	0	0	0	0	0	0	0
9:00 PM	61	0	1	18	30	10	2	0	0	0	0	0	0	0
9:15 PM	62	1	0	6	29	24	2	0	0	0	0	0	0	0
9:30 PM	50	1	0	6	24	18	1	0	0	0	0	0	0	0
9:45 PM	43	0	0	8	23	11	1	0	0	0	0	0	0	0
10:00 PM	35	0	0	2	16	16	1	0	0	0	0	0	0	0
10:15 PM	38	0	0	3	26	8	1	0	0	0	0	0	0	0
10:30 PM	29	0	0	2	12	10	4	1	0	0	0	0	0	0
10:45 PM	26	0	0	3	10	11	2	0	0	0	0	0	0	0
11:00 PM	17	0	0	1	7	9	0	0	0	0	0	0	0	0
11:15 PM	15	0	0	0	4	5	5	1	0	0	0	0	0	0
11:30 PM	15	0	0	5	5	4	1	0	0	0	0	0	0	0
11:45 PM	9	0	0	0	3	5	1	0	0	0	0	0	0	0

NB

Average (Mean)	26.1 mph
Minimum	10.0 mph
Maximum	71.6 mph

Pace Range

22.2 - 32.2 mph 3320 vehicles (74.0%)

Percentile Speeds

%	mph
10	18.4
15	21.2
50	26.6
85	31.0
90	32.1

Speeds Exceeded

mph	%	Count
25	66.3%	2972
35	3.0%	133
45	0.2%	9
55	0.2%	7
65	0.1%	4
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Blackmon Rd South of
US 80/J R Allen Pkwy EB Ramps

Site: #8
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4485	256	294	963	1962	877	111	13	1	1	1	2	3	1
%		5.7	6.6	21.5	43.7	19.6	2.5	0.3	0.0	0.0	0.0	0.0	0.1	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	12	0	0	3	0	2	5	1	1	0	0	0	0	0
12:15 AM	5	0	0	0	3	0	1	0	1	0	0	0	0	0
12:30 AM	2	0	0	0	0	0	1	1	0	0	0	0	0	0
12:45 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	1	1	0	0	0	0	0	0	0	0	0
1:15 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0
1:30 AM	5	0	0	1	4	0	0	0	0	0	0	0	0	0
1:45 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2:15 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
2:30 AM	3	0	0	0	0	1	1	1	0	0	0	0	0	0
2:45 AM	2	0	0	0	0	0	1	1	0	0	0	0	0	0
3:00 AM	5	0	0	0	0	0	0	2	3	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	2	0	0	0	0	0	1	1	0	0	0	0	0	0
4:00 AM	6	0	0	0	0	2	4	0	0	0	0	0	0	0
4:15 AM	4	0	0	0	1	0	0	2	1	0	0	0	0	0
4:30 AM	3	0	0	0	0	0	0	3	0	0	0	0	0	0
4:45 AM	6	0	1	1	0	0	3	1	0	0	0	0	0	0
5:00 AM	13	0	0	2	0	2	1	6	2	0	0	0	0	0
5:15 AM	18	0	0	0	0	4	6	5	3	0	0	0	0	0
5:30 AM	13	0	0	1	0	2	6	2	2	0	0	0	0	0
5:45 AM	37	0	0	2	0	4	13	13	5	0	0	0	0	0
6:00 AM	19	0	0	2	3	0	3	8	3	0	0	0	0	0
6:15 AM	25	0	0	3	1	4	3	9	5	0	0	0	0	0
6:30 AM	38	0	0	4	0	4	10	11	8	1	0	0	0	0
6:45 AM	51	0	1	0	4	13	19	8	6	0	0	0	0	0
7:00 AM	116	3	3	6	13	26	50	11	3	1	0	0	0	0
7:15 AM	127	5	7	7	13	34	44	13	2	1	0	0	0	1
7:30 AM	172	23	22	26	26	53	18	3	1	0	0	0	0	0
7:45 AM	124	19	18	16	16	32	14	9	0	0	0	0	0	0
8:00 AM	137	4	8	19	32	43	22	7	2	0	0	0	0	0
8:15 AM	105	3	3	4	5	23	40	21	5	1	0	0	0	0
8:30 AM	120	2	2	4	6	21	46	27	10	0	0	2	0	0
8:45 AM	76	0	0	8	6	12	29	15	5	1	0	0	0	0
9:00 AM	76	0	0	6	7	10	24	19	8	1	0	0	0	1
9:15 AM	65	0	3	5	2	10	22	13	9	1	0	0	0	0
9:30 AM	69	0	1	10	3	21	18	10	6	0	0	0	0	0
9:45 AM	67	0	2	7	7	12	23	15	1	0	0	0	0	0
10:00 AM	51	0	0	2	3	9	18	15	2	2	0	0	0	0
10:15 AM	63	0	0	4	5	8	23	19	4	0	0	0	0	0
10:30 AM	83	0	2	11	9	17	26	15	2	0	1	0	0	0
10:45 AM	77	2	2	10	8	13	22	14	4	2	0	0	0	0
11:00 AM	63	0	1	12	7	13	16	10	3	1	0	0	0	0
11:15 AM	74	0	1	10	16	13	12	19	3	0	0	0	0	0
11:30 AM	78	0	4	5	6	22	23	15	2	1	0	0	0	0
11:45 AM	92	0	1	17	10	15	30	16	2	1	0	0	0	0

SB

Average (Mean)	33.9 mph
Minimum	10.0 mph
Maximum	88.7 mph

Pace Range

31.6 - 41.6 mph 1123 vehicles (53.1%)

Percentile Speeds

%	mph
10	21.9
15	24.2
50	35.1
85	41.4
90	43.3

Speeds Exceeded

mph	%	Count
25	83.3%	1760
35	51.9%	1096
45	6.3%	134
55	0.2%	5
65	0.1%	2
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2113	61	82	210	218	446	600	362	115	14	1	2	0	2
%		2.9	3.9	9.9	10.3	21.1	28.4	17.1	5.4	0.7	0.0	0.1	0.0	0.1

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	77	2	2	14	14	13	19	8	5	0	0	0	0	0
12:15 PM	80	2	0	11	8	10	32	15	2	0	0	0	0	0
12:30 PM	84	0	2	15	5	20	31	8	3	0	0	0	0	0
12:45 PM	69	2	1	12	7	11	23	10	3	0	0	0	0	0
1:00 PM	86	0	4	18	9	19	24	11	1	0	0	0	0	0
1:15 PM	78	1	5	13	6	20	19	11	2	1	0	0	0	0
1:30 PM	80	1	2	11	6	17	33	8	2	0	0	0	0	0
1:45 PM	90	1	1	13	11	16	33	12	3	0	0	0	0	0
2:00 PM	80	0	2	8	12	22	19	15	2	0	0	0	0	0
2:15 PM	142	6	8	15	33	43	30	7	0	0	0	0	0	0
2:30 PM	108	4	1	16	20	25	27	13	2	0	0	0	0	0
2:45 PM	69	0	6	7	10	8	26	9	2	1	0	0	0	0
3:00 PM	94	1	2	14	12	26	29	9	1	0	0	0	0	0
3:15 PM	91	1	5	11	9	18	31	13	3	0	0	0	0	0
3:30 PM	167	13	32	36	33	22	23	6	1	1	0	0	0	0
3:45 PM	115	3	6	12	18	27	37	9	3	0	0	0	0	0
4:00 PM	107	3	3	15	15	21	34	11	4	1	0	0	0	0
4:15 PM	97	2	4	18	10	26	23	11	3	0	0	0	0	0
4:30 PM	102	0	5	12	8	29	39	6	2	1	0	0	0	0
4:45 PM	125	0	3	16	16	33	43	13	1	0	0	0	0	0
5:00 PM	108	5	2	21	17	19	32	11	0	1	0	0	0	0
5:15 PM	107	1	4	18	31	23	23	5	1	0	0	0	0	1
5:30 PM	111	9	5	11	19	24	31	9	3	0	0	0	0	0
5:45 PM	121	4	10	13	14	39	36	5	0	0	0	0	0	0
6:00 PM	135	5	6	26	35	41	20	2	0	0	0	0	0	0
6:15 PM	109	5	6	21	17	33	20	5	2	0	0	0	0	0
6:30 PM	86	1	1	16	14	17	20	12	4	1	0	0	0	0
6:45 PM	92	1	2	19	5	27	24	11	3	0	0	0	0	0
7:00 PM	86	1	1	21	18	19	19	5	2	0	0	0	0	0
7:15 PM	63	0	6	16	6	10	18	6	0	1	0	0	0	0
7:30 PM	58	0	2	11	7	17	14	5	1	1	0	0	0	0
7:45 PM	74	1	4	11	14	25	17	2	0	0	0	0	0	0
8:00 PM	58	11	10	12	10	10	5	0	0	0	0	0	0	0
8:15 PM	88	7	6	27	12	23	10	3	0	0	0	0	0	0
8:30 PM	55	0	1	10	5	11	18	7	3	0	0	0	0	0
8:45 PM	37	0	1	6	5	9	10	4	2	0	0	0	0	0
9:00 PM	22	0	0	5	3	5	5	1	3	0	0	0	0	0
9:15 PM	25	0	1	3	2	3	7	6	2	1	0	0	0	0
9:30 PM	25	0	0	7	3	6	6	2	1	0	0	0	0	0
9:45 PM	19	0	1	5	2	3	5	1	2	0	0	0	0	0
10:00 PM	20	0	0	2	1	5	3	6	1	1	0	1	0	0
10:15 PM	14	1	0	2	2	1	4	1	2	1	0	0	0	0
10:30 PM	11	0	2	1	2	1	0	4	1	0	0	0	0	0
10:45 PM	8	0	3	1	1	2	1	0	0	0	0	0	0	0
11:00 PM	11	0	0	1	3	1	3	2	1	0	0	0	0	0
11:15 PM	11	0	1	2	3	0	4	1	0	0	0	0	0	0
11:30 PM	5	0	0	1	0	0	3	1	0	0	0	0	0	0
11:45 PM	4	0	0	1	0	1	1	0	1	0	0	0	0	0

SB

Average (Mean)	31.4 mph
Minimum	10.0 mph
Maximum	80.9 mph

Pace Range

30.5 - 40.5 mph 1773 vehicles (50.6%)

Percentile Speeds

%	mph
10	20.9
15	22.7
50	32.7
85	39.6
90	40.5

Speeds Exceeded

mph	%	Count
25	76.0%	2664
35	38.5%	1350
45	2.7%	94
55	0.1%	2
65	0.0%	1
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3504	94	169	577	513	801	934	322	80	12	0	1	0	1
%		2.7	4.8	16.5	14.6	22.9	26.7	9.2	2.3	0.3	0.0	0.0	0.0	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	5	0	0	2	0	0	1	0	1	1	0	0	0	0
12:15 AM	5	0	0	1	2	0	0	1	1	0	0	0	0	0
12:30 AM	3	0	0	0	1	0	0	2	0	0	0	0	0	0
12:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
1:45 AM	4	0	1	0	0	1	2	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	0	0	1	0	0	1	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2:45 AM	2	0	0	0	0	0	0	2	0	0	0	0	0	0
3:00 AM	2	0	0	0	0	0	1	0	1	0	0	0	0	0
3:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
3:30 AM	2	0	0	1	0	0	0	1	0	0	0	0	0	0
3:45 AM	4	0	0	0	1	0	1	0	1	1	0	0	0	0
4:00 AM	2	0	0	0	0	0	0	0	1	1	0	0	0	0
4:15 AM	4	0	0	0	0	1	2	1	0	0	0	0	0	0
4:30 AM	2	0	0	0	0	0	0	2	0	0	0	0	0	0
4:45 AM	3	0	0	1	0	0	1	0	1	0	0	0	0	0
5:00 AM	18	0	0	2	0	2	7	5	2	0	0	0	0	0
5:15 AM	16	0	0	0	1	4	6	4	1	0	0	0	0	0
5:30 AM	8	0	0	0	0	2	2	1	3	0	0	0	0	0
5:45 AM	32	0	0	1	3	1	13	11	3	0	0	0	0	0
6:00 AM	22	0	0	1	0	2	7	11	1	0	0	0	0	0
6:15 AM	27	1	0	3	0	0	9	10	1	3	0	0	0	0
6:30 AM	52	0	2	2	2	9	16	16	4	1	0	0	0	0
6:45 AM	58	1	1	2	5	7	19	13	8	2	0	0	0	0
7:00 AM	117	4	0	8	17	31	39	15	2	1	0	0	0	0
7:15 AM	126	6	7	6	15	45	37	9	1	0	0	0	0	0
7:30 AM	172	23	16	27	34	35	29	6	0	0	1	0	0	1
7:45 AM	119	14	11	19	22	34	17	2	0	0	0	0	0	0
8:00 AM	117	4	3	9	28	35	28	9	1	0	0	0	0	0
8:15 AM	114	1	7	5	13	30	38	17	3	0	0	0	0	0
8:30 AM	95	2	0	5	9	14	41	19	3	2	0	0	0	0
8:45 AM	88	2	3	6	4	19	32	12	7	3	0	0	0	0
9:00 AM	86	0	1	7	13	20	36	8	1	0	0	0	0	0
9:15 AM	64	2	1	9	2	15	17	13	5	0	0	0	0	0
9:30 AM	71	0	0	11	11	5	24	13	7	0	0	0	0	0
9:45 AM	76	0	0	6	12	19	20	16	3	0	0	0	0	0
10:00 AM	64	0	0	8	4	14	20	14	3	1	0	0	0	0
10:15 AM	88	0	0	13	8	28	27	9	3	0	0	0	0	0
10:30 AM	56	2	1	4	4	11	24	6	2	2	0	0	0	0
10:45 AM	68	1	2	5	6	16	25	11	2	0	0	0	0	0
11:00 AM	66	0	0	12	7	12	26	6	2	1	0	0	0	0
11:15 AM	80	0	3	11	6	17	28	14	1	0	0	0	0	0
11:30 AM	87	0	1	15	8	16	26	17	4	0	0	0	0	0
11:45 AM	78	1	3	8	8	13	26	18	1	0	0	0	0	0

SB

Average (Mean)	33.6 mph
Minimum	10.2 mph
Maximum	74.5 mph

Pace Range

31.6 - 41.6 mph 1159 vehicles (54.9%)

Percentile Speeds

%	mph
10	22.2
15	24.5
50	35.1
85	41.4
90	42.3

Speeds Exceeded

mph	%	Count
25	84.0%	1773
35	50.5%	1066
45	4.8%	102
55	0.1%	2
65	0.0%	1
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2110	64	63	210	247	460	650	314	80	20	1	0	0	1
%		3.0	3.0	10.0	11.7	21.8	30.8	14.9	3.8	0.9	0.0	0.0	0.0	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	94	0	3	11	10	26	37	7	0	0	0	0	0	0
12:15 PM	81	0	1	11	12	14	29	11	3	0	0	0	0	0
12:30 PM	103	6	5	10	22	25	24	9	2	0	0	0	0	0
12:45 PM	99	1	7	15	21	16	20	16	3	0	0	0	0	0
1:00 PM	86	1	1	7	18	12	30	14	2	1	0	0	0	0
1:15 PM	101	0	3	14	10	18	36	15	4	1	0	0	0	0
1:30 PM	90	2	6	11	10	21	27	12	1	0	0	0	0	0
1:45 PM	74	0	2	8	13	15	24	11	1	0	0	0	0	0
2:00 PM	92	1	4	11	18	21	22	10	3	1	0	0	0	1
2:15 PM	146	1	5	15	31	58	30	5	1	0	0	0	0	0
2:30 PM	120	0	6	16	24	32	30	8	4	0	0	0	0	0
2:45 PM	72	0	2	7	9	16	21	12	4	1	0	0	0	0
3:00 PM	81	2	2	14	12	17	23	11	0	0	0	0	0	0
3:15 PM	91	2	2	12	5	23	27	16	3	1	0	0	0	0
3:30 PM	191	20	20	34	33	48	29	6	0	0	1	0	0	0
3:45 PM	110	5	3	18	17	27	32	7	1	0	0	0	0	0
4:00 PM	123	3	5	19	21	39	20	13	2	1	0	0	0	0
4:15 PM	90	2	1	12	10	25	26	12	2	0	0	0	0	0
4:30 PM	106	0	5	12	12	29	35	9	3	1	0	0	0	0
4:45 PM	97	4	3	12	19	29	22	5	2	0	0	0	0	1
5:00 PM	109	3	5	18	23	32	20	7	1	0	0	0	0	0
5:15 PM	103	5	5	18	13	21	31	8	1	0	0	1	0	0
5:30 PM	100	2	2	16	18	24	31	6	1	0	0	0	0	0
5:45 PM	95	3	2	11	10	31	29	8	1	0	0	0	0	0
6:00 PM	106	2	8	18	20	23	27	7	1	0	0	0	0	0
6:15 PM	72	2	2	10	7	18	22	10	1	0	0	0	0	0
6:30 PM	101	0	7	17	11	30	24	11	1	0	0	0	0	0
6:45 PM	71	0	1	11	16	14	18	9	1	1	0	0	0	0
7:00 PM	76	1	5	15	11	24	15	5	0	0	0	0	0	0
7:15 PM	67	1	4	14	6	23	13	4	2	0	0	0	0	0
7:30 PM	80	1	3	16	18	18	15	8	1	0	0	0	0	0
7:45 PM	59	0	2	5	9	20	14	7	1	0	0	0	0	1
8:00 PM	60	1	1	9	10	10	22	7	0	0	0	0	0	0
8:15 PM	40	0	0	7	5	8	13	6	1	0	0	0	0	0
8:30 PM	44	0	1	10	9	4	15	2	2	1	0	0	0	0
8:45 PM	33	0	1	4	4	10	10	3	1	0	0	0	0	0
9:00 PM	31	0	0	4	2	9	11	5	0	0	0	0	0	0
9:15 PM	24	0	0	4	3	4	6	7	0	0	0	0	0	0
9:30 PM	25	0	2	0	4	8	5	5	1	0	0	0	0	0
9:45 PM	17	0	2	3	1	1	2	5	3	0	0	0	0	0
10:00 PM	25	0	1	1	4	8	3	5	1	0	0	0	1	1
10:15 PM	20	0	0	3	3	5	5	3	1	0	0	0	0	0
10:30 PM	11	0	1	1	0	3	5	0	1	0	0	0	0	0
10:45 PM	11	0	0	2	2	2	3	2	0	0	0	0	0	0
11:00 PM	4	0	0	2	0	0	2	0	0	0	0	0	0	0
11:15 PM	2	0	0	1	0	0	0	1	0	0	0	0	0	0
11:30 PM	8	0	1	2	0	1	1	2	1	0	0	0	0	0
11:45 PM	2	0	0	0	1	0	0	1	0	0	0	0	0	0

SB

Average (Mean)	31.9 mph
Minimum	10.0 mph
Maximum	84.6 mph

Pace Range

30.5 - 40.5 mph 1803 vehicles (52.4%)

Percentile Speeds

%	mph
10	21.6
15	23.3
50	32.7
85	39.6
90	40.5

Speeds Exceeded

mph	%	Count
25	79.6%	2739
35	38.9%	1340
45	2.4%	81
55	0.2%	7
65	0.1%	5
75	0.1%	3

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #9
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3443	71	142	491	537	862	906	353	65	9	1	1	1	4
%		2.1	4.1	14.3	15.6	25.0	26.3	10.3	1.9	0.3	0.0	0.0	0.0	0.1

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	30	0	0	0	0	0	0	0	1	1	5	4	7	12
12:15 AM	19	0	0	0	0	0	0	0	0	1	1	5	5	7
12:30 AM	23	0	0	0	0	0	0	0	0	0	2	5	5	11
12:45 AM	13	0	0	0	0	0	0	0	1	0	1	4	3	4
1:00 AM	10	0	0	0	0	0	0	0	0	1	1	4	2	2
1:15 AM	17	0	0	0	0	0	0	0	0	0	1	2	8	6
1:30 AM	9	0	0	0	0	0	0	0	0	0	0	4	0	5
1:45 AM	8	0	0	0	0	0	0	0	0	1	1	1	3	2
2:00 AM	30	0	0	0	0	0	0	0	0	0	1	5	4	20
2:15 AM	27	0	0	0	0	0	0	0	2	0	1	11	7	6
2:30 AM	20	0	0	0	0	0	0	0	1	0	1	5	8	5
2:45 AM	18	0	0	0	0	0	0	0	0	4	3	5	2	4
3:00 AM	9	0	0	0	0	0	0	0	0	0	0	3	4	2
3:15 AM	15	0	0	0	0	0	0	0	0	1	1	6	4	3
3:30 AM	15	0	0	0	0	0	0	0	0	1	4	2	6	2
3:45 AM	23	0	0	0	0	0	0	0	1	1	0	10	6	5
4:00 AM	23	0	0	0	0	0	0	0	0	0	8	6	5	4
4:15 AM	28	0	0	0	0	0	0	0	0	0	3	9	11	5
4:30 AM	50	0	0	0	0	0	0	0	0	2	0	10	18	20
4:45 AM	54	0	0	0	0	0	0	0	0	0	5	10	15	24
5:00 AM	67	0	0	0	0	0	0	0	0	0	4	10	29	24
5:15 AM	83	0	0	0	0	0	0	0	0	0	1	20	23	39
5:30 AM	118	0	0	0	0	0	0	0	0	1	7	25	47	38
5:45 AM	147	0	0	0	0	0	0	0	0	1	3	23	41	79
6:00 AM	134	0	0	0	0	0	0	0	0	0	9	22	36	67
6:15 AM	164	0	0	0	0	0	0	0	0	0	2	38	51	73
6:30 AM	207	2	0	0	0	0	0	0	1	0	6	28	62	108
6:45 AM	316	1	0	0	0	0	0	0	0	1	16	54	92	152
7:00 AM	376	4	2	0	0	0	1	0	0	5	32	69	109	154
7:15 AM	488	3	0	0	0	0	0	2	2	8	35	122	125	191
7:30 AM	569	12	2	1	0	0	0	3	5	10	31	109	152	244
7:45 AM	572	11	2	0	0	1	1	6	8	3	35	108	140	257
8:00 AM	504	7	3	0	0	1	2	3	4	6	33	129	129	187
8:15 AM	436	2	1	0	1	0	2	1	0	0	12	85	140	192
8:30 AM	422	6	0	0	0	1	1	2	1	1	31	99	105	175
8:45 AM	383	3	0	1	0	0	0	1	3	7	20	76	84	188
9:00 AM	279	1	0	0	0	0	0	0	0	2	24	60	75	117
9:15 AM	267	1	0	0	0	0	0	0	1	7	8	45	78	127
9:30 AM	254	0	0	0	0	0	0	0	0	4	15	65	52	118
9:45 AM	283	0	1	0	0	1	0	0	1	2	16	64	80	118
10:00 AM	214	0	0	0	0	0	0	0	0	2	8	51	49	104
10:15 AM	208	1	0	0	0	0	0	1	0	1	24	51	37	93
10:30 AM	250	0	0	0	0	0	0	0	0	1	14	53	73	109
10:45 AM	232	0	0	0	0	0	0	0	0	2	18	46	66	100
11:00 AM	190	0	0	0	0	0	0	1	0	2	7	38	64	78
11:15 AM	223	1	0	0	0	0	0	0	0	1	8	25	81	107
11:30 AM	209	0	0	0	0	0	0	0	0	2	5	48	64	90
11:45 AM	220	1	0	0	0	0	0	0	1	0	17	52	52	97

WB

Average (Mean)	68.5 mph
Minimum	10.0 mph
Maximum	87.7 mph

Pace Range

64.8 - 74.8 mph 5265 vehicles (63.8%)

Percentile Speeds

%	mph
10	60.8
15	62.1
50	69.3
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	99.2%	8187
35	99.1%	8182
45	98.8%	8155
55	97.4%	8040
65	70.7%	5834
75	14.1%	1165

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	8256	56	11	2	1	4	7	20	33	82	480	1726	2259	3575
%		0.7	0.1	0.0	0.0	0.0	0.1	0.2	0.4	1.0	5.8	20.9	27.4	43.3

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	209	0	0	1	1	0	0	0	1	0	9	53	47	97
12:15 PM	236	1	0	0	1	1	0	0	1	2	7	37	72	114
12:30 PM	222	0	0	0	0	0	0	0	0	1	13	36	71	101
12:45 PM	251	0	1	1	1	1	1	1	2	1	18	43	65	116
1:00 PM	220	0	0	0	0	0	0	0	3	1	4	25	60	127
1:15 PM	242	1	0	0	0	0	1	0	0	5	11	42	67	115
1:30 PM	240	1	0	1	0	0	0	1	0	2	15	41	77	102
1:45 PM	270	1	1	0	1	0	0	0	2	0	8	48	87	122
2:00 PM	235	1	0	0	0	0	0	0	0	1	19	50	75	89
2:15 PM	251	1	0	0	0	0	0	1	0	5	19	70	56	99
2:30 PM	264	1	0	0	1	0	0	0	0	3	25	64	63	107
2:45 PM	291	3	0	0	0	0	2	1	4	8	39	67	64	103
3:00 PM	246	0	0	0	0	0	0	0	2	3	17	52	64	108
3:15 PM	296	0	1	0	0	0	0	0	1	2	13	73	84	122
3:30 PM	311	3	1	0	0	0	1	0	0	6	30	76	77	117
3:45 PM	331	4	1	1	0	0	1	1	4	11	35	56	87	130
4:00 PM	329	2	0	0	0	1	0	1	1	2	27	67	72	156
4:15 PM	355	6	2	0	1	2	0	3	2	2	25	52	95	165
4:30 PM	343	6	0	2	0	0	0	3	0	1	22	53	91	165
4:45 PM	379	3	2	1	0	0	0	1	2	11	18	66	79	196
5:00 PM	417	1	2	0	0	1	0	0	1	2	22	70	102	216
5:15 PM	419	1	1	1	0	0	0	0	0	0	13	70	116	217
5:30 PM	399	2	0	0	0	0	0	3	5	5	17	69	100	198
5:45 PM	405	0	1	0	0	0	0	1	1	2	23	86	107	184
6:00 PM	275	1	0	0	0	0	0	0	0	0	9	45	92	128
6:15 PM	330	3	0	0	0	0	1	0	0	2	39	62	90	133
6:30 PM	271	1	0	1	0	1	2	1	0	5	21	59	74	106
6:45 PM	197	0	1	0	0	0	0	0	2	1	14	39	47	93
7:00 PM	173	0	0	0	0	0	0	0	1	4	6	29	62	71
7:15 PM	179	0	0	0	0	0	0	0	0	3	15	31	38	92
7:30 PM	123	0	0	0	0	0	0	0	0	2	15	11	31	64
7:45 PM	137	0	0	0	0	0	0	0	0	1	16	22	32	66
8:00 PM	130	0	0	0	0	0	0	0	1	5	4	17	37	66
8:15 PM	171	0	0	0	0	0	0	0	0	0	7	35	47	82
8:30 PM	133	0	0	0	0	0	0	0	0	2	8	29	32	62
8:45 PM	89	0	0	0	0	0	0	0	0	0	3	28	30	28
9:00 PM	99	0	0	0	0	0	0	0	0	0	3	24	31	41
9:15 PM	76	0	0	0	0	0	0	0	0	0	6	15	16	39
9:30 PM	58	0	0	0	0	0	0	0	0	0	2	4	19	33
9:45 PM	63	0	0	0	0	0	0	0	0	4	3	11	16	29
10:00 PM	61	0	0	0	0	0	0	0	0	1	6	13	20	21
10:15 PM	53	0	0	0	0	0	0	0	0	0	4	11	17	21
10:30 PM	66	0	0	0	0	0	0	0	0	1	5	13	20	27
10:45 PM	29	0	0	0	0	0	0	0	0	0	1	4	10	14
11:00 PM	47	0	0	0	0	0	0	0	0	0	3	9	9	26
11:15 PM	33	0	0	0	0	0	0	0	0	0	2	6	10	15
11:30 PM	44	0	0	0	0	0	0	0	0	2	5	5	12	20
11:45 PM	45	0	0	0	0	0	0	0	1	0	1	16	11	16

WB

Average (Mean)	68.8 mph
Minimum	10.0 mph
Maximum	87.7 mph

Pace Range

64.8 - 74.8 mph 6298 vehicles (62.7%)

Percentile Speeds

%	mph
10	60.8
15	62.1
50	69.3
85	76.4
90	76.4

Speeds Exceeded

mph	%	Count
25	99.3%	9977
35	99.2%	9964
45	98.9%	9937
55	97.5%	9791
65	72.1%	7240
75	16.0%	1604

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10043	43	14	9	6	7	9	18	37	109	647	1904	2681	4559
%		0.4	0.1	0.1	0.1	0.1	0.1	0.2	0.4	1.1	6.4	19.0	26.7	45.4

WB

TRAFFIC DATA SERVICES
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US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	32	0	0	0	0	0	0	0	0	1	3	6	10	12
12:15 AM	28	0	0	0	0	0	0	0	1	0	3	8	10	6
12:30 AM	18	0	0	0	0	0	0	0	0	0	2	6	2	8
12:45 AM	14	0	0	0	0	0	0	0	0	0	1	0	10	3
1:00 AM	14	0	0	0	0	0	0	0	0	0	1	2	4	7
1:15 AM	11	0	0	0	0	0	0	0	0	0	2	5	0	4
1:30 AM	14	0	0	0	0	0	0	0	0	1	3	1	5	4
1:45 AM	14	0	0	0	0	0	0	0	0	0	2	2	6	4
2:00 AM	23	0	0	0	0	0	0	0	0	0	3	4	6	10
2:15 AM	25	0	0	0	0	0	0	0	0	0	2	3	8	12
2:30 AM	24	0	0	0	0	0	0	0	0	0	1	4	6	13
2:45 AM	15	0	0	0	0	0	0	0	0	0	3	4	4	4
3:00 AM	18	0	0	0	0	0	0	0	0	1	1	5	6	5
3:15 AM	21	0	0	0	0	0	0	0	0	0	2	6	8	5
3:30 AM	27	0	0	0	0	0	0	0	0	1	1	10	9	6
3:45 AM	20	0	0	0	0	0	0	0	1	3	2	5	6	3
4:00 AM	22	0	0	0	0	0	0	0	0	0	2	6	6	8
4:15 AM	41	0	0	0	0	0	0	0	0	0	4	8	14	15
4:30 AM	46	0	0	0	0	0	0	0	0	1	2	15	13	15
4:45 AM	64	1	0	0	0	0	0	0	0	0	3	15	21	24
5:00 AM	67	0	0	0	0	0	0	0	0	2	4	18	21	22
5:15 AM	90	0	0	0	0	0	0	0	0	0	2	19	24	45
5:30 AM	114	0	0	0	0	0	0	0	0	0	3	25	37	49
5:45 AM	150	0	0	0	0	0	0	0	0	4	6	31	41	68
6:00 AM	124	0	0	0	0	0	0	0	0	1	6	24	39	54
6:15 AM	142	0	0	0	0	0	0	0	0	0	10	25	42	65
6:30 AM	227	0	0	0	0	0	0	0	0	1	7	42	66	111
6:45 AM	317	4	2	0	0	0	0	1	2	2	11	51	88	156
7:00 AM	381	3	0	0	0	0	1	3	9	5	24	83	107	146
7:15 AM	478	6	1	0	0	0	1	0	0	1	19	88	119	243
7:30 AM	599	6	2	1	0	2	1	5	0	3	33	121	154	271
7:45 AM	594	11	6	2	0	2	1	3	3	2	22	98	136	308
8:00 AM	482	6	2	1	1	1	0	1	3	6	13	76	109	263
8:15 AM	447	1	0	0	0	0	0	0	0	0	17	80	127	222
8:30 AM	404	5	1	2	0	0	1	1	1	2	13	68	117	193
8:45 AM	413	3	1	0	0	0	2	4	2	2	16	72	121	190
9:00 AM	300	1	0	0	0	0	0	1	0	1	10	47	80	160
9:15 AM	266	2	1	0	0	0	0	1	1	3	12	26	77	143
9:30 AM	262	2	0	0	0	0	0	0	1	3	9	55	70	122
9:45 AM	263	2	0	1	1	0	0	0	1	0	4	53	70	131
10:00 AM	213	5	0	0	0	0	1	1	2	0	6	42	63	93
10:15 AM	208	1	3	0	0	0	0	2	0	2	11	35	59	95
10:30 AM	233	0	0	0	0	0	0	0	1	1	6	35	68	122
10:45 AM	259	1	2	0	0	0	0	0	1	2	10	46	61	136
11:00 AM	213	1	0	0	0	0	0	0	1	1	16	39	69	86
11:15 AM	243	1	0	0	0	0	0	0	0	3	15	30	47	147
11:30 AM	217	1	0	0	0	0	0	1	0	0	18	49	71	77
11:45 AM	219	2	0	0	0	2	0	1	1	2	4	50	65	92

WB

Average (Mean)	69.0 mph
Minimum	10.1 mph
Maximum	87.7 mph

Pace Range

64.8 - 74.8 mph 5380 vehicles (63.9%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	69.3
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	98.9%	8323
35	98.8%	8314
45	98.4%	8281
55	97.4%	8193
65	74.6%	6280
75	17.5%	1477

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	8416	65	21	7	2	7	8	25	31	57	370	1543	2302	3978
%		0.8	0.2	0.1	0.0	0.1	0.1	0.3	0.4	0.7	4.4	18.3	27.4	47.3

WB

TRAFFIC DATA SERVICES
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to Moon Road and Moon Road Under pass

Site: #9
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	210	0	0	0	0	0	0	0	0	1	3	36	52	118
12:15 PM	242	1	0	0	0	0	0	0	0	1	10	28	71	131
12:30 PM	244	2	0	0	0	1	0	0	0	1	10	52	54	124
12:45 PM	231	0	1	0	0	0	0	0	0	0	9	38	42	141
1:00 PM	237	0	0	0	0	0	1	1	1	2	8	45	64	115
1:15 PM	243	0	0	0	0	0	0	0	0	0	7	43	69	124
1:30 PM	282	0	1	1	0	0	0	0	0	0	18	74	63	125
1:45 PM	228	1	0	0	0	0	0	0	1	0	8	49	62	107
2:00 PM	233	0	0	0	0	0	0	0	1	0	4	45	66	117
2:15 PM	305	0	0	1	0	0	0	0	0	0	16	58	79	151
2:30 PM	292	1	0	0	0	0	1	0	1	2	9	57	77	144
2:45 PM	296	1	0	0	0	0	0	0	0	2	7	54	86	146
3:00 PM	261	2	0	0	0	0	0	0	0	2	3	37	57	160
3:15 PM	309	2	0	0	0	0	0	1	0	1	17	38	83	167
3:30 PM	342	0	0	0	0	0	0	0	2	3	22	58	84	173
3:45 PM	387	0	1	0	0	0	1	1	0	3	14	72	90	205
4:00 PM	309	2	2	0	0	1	0	1	1	5	9	42	82	164
4:15 PM	377	3	2	0	0	0	0	0	2	1	15	56	117	181
4:30 PM	351	2	0	1	0	0	0	0	2	0	11	49	78	208
4:45 PM	406	2	1	0	0	0	0	1	2	7	19	64	99	211
5:00 PM	421	6	1	0	0	1	1	2	1	1	31	43	91	243
5:15 PM	434	7	3	1	1	1	1	2	0	2	46	68	102	200
5:30 PM	445	7	2	0	0	0	1	4	1	2	22	96	120	190
5:45 PM	342	3	0	0	0	0	0	0	1	6	27	52	91	162
6:00 PM	328	1	0	0	0	0	0	0	1	1	25	89	96	115
6:15 PM	332	1	0	0	0	0	0	0	2	3	28	71	86	141
6:30 PM	268	2	0	0	0	0	0	0	1	3	26	54	62	120
6:45 PM	221	0	0	1	0	0	0	0	0	2	12	48	62	96
7:00 PM	204	0	0	0	0	0	0	0	0	0	11	38	56	99
7:15 PM	181	2	0	0	1	0	0	0	3	6	3	25	50	91
7:30 PM	188	0	0	0	0	0	0	0	1	0	19	22	52	94
7:45 PM	156	0	0	0	0	0	0	0	0	1	5	27	47	76
8:00 PM	148	1	0	0	0	0	0	0	1	0	8	29	34	75
8:15 PM	164	1	0	0	0	0	0	0	0	2	4	24	53	80
8:30 PM	138	0	0	0	0	0	0	0	0	1	9	19	45	64
8:45 PM	95	0	0	0	0	0	0	0	0	0	1	21	25	48
9:00 PM	119	0	0	0	0	0	0	0	0	2	14	33	27	43
9:15 PM	83	0	0	0	0	0	0	0	0	2	5	13	20	43
9:30 PM	82	0	0	0	0	0	0	0	1	0	2	15	24	40
9:45 PM	53	0	0	0	0	0	0	0	0	0	2	18	12	21
10:00 PM	62	0	0	0	0	0	0	0	0	0	4	10	17	31
10:15 PM	69	0	0	0	0	0	0	1	0	0	6	15	20	27
10:30 PM	55	0	0	0	0	0	0	0	0	1	0	6	17	31
10:45 PM	42	0	0	0	0	0	0	0	0	1	4	8	12	17
11:00 PM	57	0	0	0	0	0	0	0	0	2	5	10	11	29
11:15 PM	45	0	0	0	0	0	0	0	0	0	1	10	16	18
11:30 PM	45	0	0	0	0	0	0	0	1	0	5	8	13	18
11:45 PM	35	0	0	0	0	0	0	0	0	1	3	7	8	16

WB

Average (Mean)	69.5 mph
Minimum	10.0 mph
Maximum	87.7 mph

Pace Range

64.8 - 74.8 mph 6652 vehicles (62.8%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	69.3
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.3%	10528
35	99.3%	10522
45	99.1%	10502
55	98.2%	10405
65	75.3%	7984
75	19.2%	2033

TRAFFIC DATA SERVICES
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US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/31/2020
Friday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10597	50	14	5	2	4	6	14	27	70	547	1874	2744	5240
%		0.5	0.1	0.0	0.0	0.0	0.1	0.1	0.3	0.7	5.2	17.7	25.9	49.4

WB

TRAFFIC DATA SERVICES
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US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/31/2020
Friday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	23	0	0	0	0	0	0	0	0	0	5	6	7	5
12:15 AM	28	0	0	0	0	0	0	1	0	0	1	8	6	12
12:30 AM	20	0	0	0	0	0	0	0	1	0	4	1	5	9
12:45 AM	19	0	0	0	0	0	0	0	0	0	1	5	7	6
1:00 AM	9	0	0	0	0	0	0	0	0	0	1	1	5	2
1:15 AM	17	0	0	0	0	0	0	0	0	0	1	4	4	8
1:30 AM	12	0	0	0	0	0	0	0	0	2	2	4	0	4
1:45 AM	7	0	0	0	0	0	0	0	0	0	0	3	2	2
2:00 AM	34	0	0	0	0	0	0	0	0	0	3	6	3	22
2:15 AM	22	0	0	0	0	0	0	0	0	0	1	5	4	12
2:30 AM	22	0	0	0	0	0	0	0	0	0	0	7	9	6
2:45 AM	26	0	0	0	0	0	0	0	0	1	4	5	11	5
3:00 AM	13	0	0	0	0	0	0	0	0	1	1	3	5	3
3:15 AM	21	0	0	0	0	0	0	0	0	0	0	4	7	10
3:30 AM	21	0	0	0	0	0	0	0	0	0	1	7	7	6
3:45 AM	18	0	0	0	0	0	0	0	1	0	2	6	6	3
4:00 AM	19	0	0	0	0	0	0	0	0	0	1	9	5	4
4:15 AM	32	0	0	0	0	0	0	0	0	0	1	7	9	15
4:30 AM	34	0	0	0	0	0	1	0	0	0	3	5	15	10
4:45 AM	69	0	0	0	0	0	0	0	0	0	6	23	20	20
5:00 AM	69	0	0	0	0	0	0	0	1	1	6	10	25	26
5:15 AM	95	0	0	0	0	0	0	0	0	3	4	13	43	32
5:30 AM	114	0	0	0	0	0	0	0	0	0	8	30	39	37
5:45 AM	128	0	0	0	0	0	0	0	0	2	8	34	39	45
6:00 AM	119	0	0	0	0	0	0	0	0	0	11	22	34	52
6:15 AM	145	0	0	0	0	0	0	0	0	0	9	40	37	59
6:30 AM	218	0	0	0	0	0	0	0	1	7	17	57	81	55
6:45 AM	315	2	0	0	1	0	0	1	4	6	20	85	105	91
7:00 AM	352	0	0	0	0	0	0	1	3	10	36	95	100	107
7:15 AM	450	5	2	1	0	2	1	2	2	14	74	125	128	94
7:30 AM	577	5	1	0	1	0	2	0	0	7	51	150	141	219
7:45 AM	572	4	1	2	1	0	0	0	3	2	32	109	172	246
8:00 AM	461	5	0	1	0	1	1	0	1	4	25	95	124	204
8:15 AM	421	5	2	0	0	0	1	1	1	1	12	91	122	185
8:30 AM	416	5	3	1	0	0	1	1	4	6	28	86	121	160
8:45 AM	394	2	2	1	0	0	1	1	5	11	31	98	110	132
9:00 AM	272	0	3	1	0	0	0	1	2	4	26	62	73	100
9:15 AM	298	0	0	0	1	0	0	0	0	4	18	68	100	107
9:30 AM	246	0	0	0	0	1	0	0	0	1	14	66	59	105
9:45 AM	269	0	0	0	0	0	0	1	2	3	20	59	84	100
10:00 AM	255	0	0	0	0	0	0	0	1	1	23	75	65	90
10:15 AM	250	0	1	0	0	0	0	0	0	1	7	56	84	101
10:30 AM	227	0	1	0	0	0	0	0	0	2	14	47	73	90
10:45 AM	265	1	0	0	0	0	0	0	2	0	26	49	76	111
11:00 AM	238	1	0	0	0	0	0	0	2	3	20	59	65	88
11:15 AM	257	0	0	0	0	0	0	0	0	0	14	53	78	112
11:30 AM	251	1	0	0	1	0	0	0	1	4	15	44	68	117
11:45 AM	252	1	0	0	1	0	1	0	1	5	18	77	61	87

WB

Average (Mean)	67.7 mph
Minimum	10.0 mph
Maximum	87.7 mph

Pace Range

64.8 - 74.8 mph 5267 vehicles (62.8%)

Percentile Speeds

%	mph
10	59.6
15	62.1
50	67.7
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	99.3%	8332
35	99.2%	8322
45	98.9%	8303
55	97.2%	8159
65	66.3%	5560
75	11.4%	960

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US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/31/2020
Friday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	8392	37	16	7	6	4	9	10	38	106	625	1974	2444	3116
%		0.4	0.2	0.1	0.1	0.0	0.1	0.1	0.5	1.3	7.4	23.5	29.1	37.1

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/31/2020
Friday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	251	0	0	0	0	0	0	0	0	2	35	58	62	94
12:15 PM	250	0	0	0	0	0	0	0	0	0	16	58	80	96
12:30 PM	234	2	3	0	0	0	4	0	0	2	29	52	70	72
12:45 PM	241	1	2	0	0	0	0	0	1	6	12	51	72	96
1:00 PM	261	2	3	0	0	1	0	2	2	2	15	45	76	113
1:15 PM	266	1	0	0	1	0	0	2	1	0	8	63	80	110
1:30 PM	267	0	0	0	0	0	0	0	2	4	26	56	83	96
1:45 PM	276	0	0	0	0	0	0	0	2	3	34	77	76	84
2:00 PM	287	0	0	0	0	0	1	0	3	9	29	63	74	108
2:15 PM	318	0	0	0	0	0	0	0	1	6	20	62	85	144
2:30 PM	285	0	0	0	0	0	0	0	0	4	22	64	87	108
2:45 PM	309	0	0	0	0	0	0	0	0	2	18	57	84	148
3:00 PM	291	2	0	0	0	0	0	1	1	0	11	63	79	134
3:15 PM	309	3	0	0	0	0	0	0	3	2	17	61	78	145
3:30 PM	336	2	1	0	0	0	0	1	1	4	18	54	79	176
3:45 PM	401	1	3	0	1	0	2	4	2	3	34	69	97	185
4:00 PM	371	2	1	0	0	1	0	0	1	8	18	63	82	195
4:15 PM	396	3	1	0	1	0	0	0	0	0	19	89	119	164
4:30 PM	358	6	1	0	0	0	3	2	1	0	11	75	83	176
4:45 PM	381	6	1	0	0	0	1	1	2	2	14	67	80	207
5:00 PM	395	7	1	0	0	0	0	1	2	2	16	72	100	194
5:15 PM	428	4	2	0	1	0	1	1	2	7	36	69	100	205
5:30 PM	408	4	1	0	0	0	0	0	0	0	26	101	126	150
5:45 PM	367	2	0	1	0	0	0	0	0	0	24	70	109	161
6:00 PM	344	3	1	0	0	0	0	0	1	4	27	66	89	153
6:15 PM	347	0	2	0	0	0	0	2	0	1	23	89	94	136
6:30 PM	300	0	0	0	0	0	0	0	0	9	26	54	99	112
6:45 PM	270	1	2	0	0	0	0	0	0	3	27	53	80	104
7:00 PM	248	1	0	0	0	0	1	1	3	2	9	32	72	127
7:15 PM	226	1	0	0	0	0	0	0	0	2	18	45	60	100
7:30 PM	178	0	0	0	0	0	0	0	0	5	20	30	48	75
7:45 PM	160	0	0	0	0	0	0	0	0	2	9	39	40	70
8:00 PM	157	0	1	0	0	0	0	0	1	1	10	40	49	55
8:15 PM	175	0	0	0	0	0	0	0	0	2	12	42	45	74
8:30 PM	145	0	0	0	0	0	0	0	1	0	2	17	55	70
8:45 PM	133	0	0	0	0	0	0	0	0	2	4	39	36	52
9:00 PM	123	0	0	0	0	0	0	0	0	2	6	21	45	49
9:15 PM	136	0	0	0	0	0	0	0	0	0	8	35	37	56
9:30 PM	102	0	0	0	0	0	0	0	0	3	8	26	32	33
9:45 PM	118	0	0	0	0	0	0	0	0	3	9	34	30	42
10:00 PM	100	0	0	0	0	0	0	1	0	1	13	26	21	38
10:15 PM	79	0	0	0	0	0	0	0	0	1	4	14	26	34
10:30 PM	89	0	0	0	0	0	0	0	0	1	8	12	33	35
10:45 PM	59	0	0	0	0	0	0	0	0	0	1	8	22	28
11:00 PM	71	0	0	0	0	0	0	0	0	1	2	13	29	26
11:15 PM	76	0	0	0	0	0	0	0	0	0	2	15	23	36
11:30 PM	62	0	0	0	0	0	0	0	0	0	3	7	21	31
11:45 PM	50	0	0	0	0	0	0	0	1	0	1	8	24	16

WB

Average (Mean)	68.5 mph
Minimum	10.0 mph
Maximum	87.7 mph

Pace Range

64.8 - 74.8 mph 7297 vehicles (63.8%)

Percentile Speeds

%	mph
10	60.8
15	62.1
50	69.3
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	99.3%	11353
35	99.2%	11347
45	99.0%	11315
55	97.7%	11168
65	70.7%	8084
75	14.0%	1602

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn WB Exit Ramp
to Moon Road and Moon Road Under pass

Site: #9
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	11434	54	26	1	4	2	13	19	34	113	760	2324	3171	4913
%		0.5	0.2	0.0	0.0	0.0	0.1	0.2	0.3	1.0	6.6	20.3	27.7	43.0

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	29	0	0	0	0	0	0	0	0	0	0	5	10	14
12:15 AM	27	0	0	0	0	0	0	0	0	1	0	3	10	13
12:30 AM	18	0	0	0	0	0	0	0	0	0	2	3	2	11
12:45 AM	27	0	0	0	0	0	0	0	0	0	0	6	6	15
1:00 AM	17	0	0	0	0	0	0	0	0	0	0	5	5	7
1:15 AM	20	0	0	0	0	0	0	0	0	1	0	4	3	12
1:30 AM	12	0	0	0	0	0	0	0	0	0	1	4	3	4
1:45 AM	14	0	0	0	0	0	0	0	0	0	0	3	5	6
2:00 AM	9	0	0	0	0	0	0	0	0	0	1	3	4	1
2:15 AM	14	0	0	0	0	0	0	0	0	0	0	2	6	6
2:30 AM	10	0	0	0	0	0	0	0	0	0	0	1	3	6
2:45 AM	15	0	0	0	0	0	0	0	0	1	1	2	5	6
3:00 AM	8	0	0	0	0	0	0	0	0	0	0	4	0	4
3:15 AM	16	0	0	0	0	0	0	0	0	0	0	3	10	3
3:30 AM	20	0	0	0	0	0	0	0	0	0	0	4	11	5
3:45 AM	16	0	0	0	0	0	0	0	0	0	0	3	5	8
4:00 AM	22	0	0	0	0	0	0	0	0	0	1	5	10	6
4:15 AM	36	0	0	0	0	0	0	0	0	0	0	6	16	14
4:30 AM	48	0	0	0	0	0	0	0	0	0	3	5	18	22
4:45 AM	65	0	0	0	0	0	0	0	0	0	1	6	17	41
5:00 AM	67	0	0	0	0	0	0	0	0	0	0	3	25	39
5:15 AM	94	0	0	0	0	0	0	0	0	3	3	5	28	55
5:30 AM	115	0	0	0	0	0	0	0	0	0	0	9	29	77
5:45 AM	124	0	0	1	0	0	0	0	0	2	2	15	38	66
6:00 AM	128	0	0	0	0	0	0	0	0	0	3	13	35	77
6:15 AM	168	0	0	0	0	0	0	0	0	0	5	15	51	97
6:30 AM	251	0	0	0	0	0	0	0	0	0	4	22	62	163
6:45 AM	291	0	0	1	0	1	1	0	0	1	4	22	67	194
7:00 AM	282	0	0	0	0	0	0	0	0	1	5	27	76	173
7:15 AM	335	3	0	0	0	0	1	0	0	0	0	34	98	199
7:30 AM	404	6	2	0	0	0	1	2	1	2	6	20	65	299
7:45 AM	424	7	2	0	1	0	0	1	3	1	3	43	89	274
8:00 AM	351	3	0	0	1	0	0	1	1	2	8	45	89	201
8:15 AM	311	1	0	0	0	0	0	0	0	0	7	36	87	180
8:30 AM	301	0	0	0	0	0	0	0	0	0	7	44	83	167
8:45 AM	261	0	0	0	0	0	0	0	0	1	9	27	62	162
9:00 AM	225	1	0	1	0	1	0	0	0	3	6	36	59	118
9:15 AM	202	0	0	0	0	0	0	0	1	1	10	22	63	105
9:30 AM	199	0	0	0	0	0	0	0	0	0	3	19	68	109
9:45 AM	193	0	0	0	0	0	0	1	0	0	2	23	73	94
10:00 AM	177	0	0	0	0	0	1	0	0	1	6	30	60	79
10:15 AM	196	0	0	1	0	0	0	0	0	2	6	37	60	90
10:30 AM	191	0	0	0	0	0	0	0	0	0	4	38	57	92
10:45 AM	197	1	1	0	1	0	0	0	0	2	8	38	65	81
11:00 AM	185	1	0	0	0	0	0	0	0	0	8	34	51	91
11:15 AM	228	1	0	0	0	0	0	0	1	1	2	53	68	102
11:30 AM	223	0	0	0	0	0	0	0	0	1	14	45	58	105
11:45 AM	244	0	0	0	0	0	0	0	0	0	13	48	76	107

EB

Average (Mean)	70.8 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4453 vehicles (65.4%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	78.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.5%	6777
35	99.4%	6772
45	99.3%	6763
55	98.8%	6729
65	83.6%	5691
75	23.6%	1607

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6810	24	5	4	3	2	4	5	7	27	158	880	1891	3800
%		0.4	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.4	2.3	12.9	27.8	55.8

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	226	0	0	0	0	1	0	0	1	0	5	39	76	104
12:15 PM	237	0	1	0	0	0	1	0	0	3	4	33	75	120
12:30 PM	215	0	0	0	0	0	0	0	0	0	4	32	68	111
12:45 PM	227	0	0	0	0	0	0	1	0	0	4	50	70	102
1:00 PM	242	2	0	0	0	0	1	0	1	0	9	37	67	125
1:15 PM	265	0	0	0	0	0	0	0	0	2	7	42	88	126
1:30 PM	266	1	0	0	0	0	0	0	0	1	9	40	81	134
1:45 PM	273	1	0	0	0	0	0	0	0	3	7	69	92	101
2:00 PM	232	0	0	0	0	0	0	0	1	1	4	37	72	117
2:15 PM	277	0	0	0	0	0	0	0	0	0	15	56	77	129
2:30 PM	265	0	0	0	0	0	0	1	0	1	5	53	85	120
2:45 PM	265	0	0	0	0	0	0	1	0	2	25	58	72	107
3:00 PM	277	2	0	0	0	0	0	1	2	1	9	53	82	127
3:15 PM	319	1	2	0	0	0	0	1	0	0	11	57	100	147
3:30 PM	330	0	0	0	0	0	1	0	0	1	12	43	101	172
3:45 PM	315	1	2	0	0	0	0	0	1	0	20	53	90	148
4:00 PM	359	2	1	0	0	0	1	0	2	1	12	42	119	179
4:15 PM	375	2	0	0	0	0	0	1	1	3	5	40	109	214
4:30 PM	363	0	0	0	0	0	0	0	0	0	19	65	96	183
4:45 PM	442	3	2	0	0	0	0	0	2	1	11	68	119	236
5:00 PM	507	7	4	2	1	0	2	2	1	1	13	74	150	250
5:15 PM	507	2	1	1	0	1	0	1	2	1	16	69	149	264
5:30 PM	481	4	0	0	0	0	0	0	2	1	14	80	150	230
5:45 PM	426	1	0	0	0	0	0	1	2	2	22	75	116	207
6:00 PM	375	0	0	0	0	0	0	0	0	3	20	65	105	182
6:15 PM	325	5	0	0	0	0	1	0	0	4	23	59	89	144
6:30 PM	293	0	0	0	0	0	0	0	0	1	6	67	86	133
6:45 PM	293	1	0	0	0	0	0	0	0	1	11	49	94	137
7:00 PM	226	1	0	0	0	0	0	1	1	5	5	27	71	115
7:15 PM	248	0	0	0	0	0	0	0	0	0	9	44	80	115
7:30 PM	243	1	0	0	0	0	0	0	0	0	18	42	66	116
7:45 PM	203	0	0	0	0	0	0	0	0	0	6	35	66	96
8:00 PM	193	0	0	0	0	0	0	1	0	0	4	22	57	109
8:15 PM	208	0	0	0	0	0	0	0	0	1	1	38	74	94
8:30 PM	150	0	0	0	0	0	0	0	0	1	0	32	42	75
8:45 PM	196	0	0	0	0	0	0	1	0	1	9	32	57	96
9:00 PM	150	0	0	0	0	0	0	0	0	0	10	35	39	66
9:15 PM	150	0	0	0	0	0	0	0	0	1	6	36	45	62
9:30 PM	125	1	1	0	0	0	0	0	0	0	6	22	28	67
9:45 PM	90	0	0	0	0	0	0	0	0	1	0	12	25	52
10:00 PM	86	0	0	0	0	0	0	1	1	0	2	16	30	36
10:15 PM	84	0	0	0	0	0	0	0	0	1	6	14	22	41
10:30 PM	63	0	0	0	0	0	0	0	0	0	1	14	23	25
10:45 PM	70	0	0	0	0	0	0	0	0	0	5	11	16	38
11:00 PM	56	0	0	0	0	0	0	0	0	0	2	9	13	32
11:15 PM	55	0	0	0	0	0	0	0	0	0	5	11	19	20
11:30 PM	51	0	0	0	0	0	0	0	0	0	3	11	10	27
11:45 PM	36	0	0	0	0	0	0	0	0	0	2	7	13	14

EB

Average (Mean)	69.6 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 8028 vehicles (68.9%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	69.3
85	76.4
90	76.4

Speeds Exceeded

mph	%	Count
25	99.5%	11605
35	99.5%	11602
45	99.3%	11581
55	98.8%	11516
65	78.2%	9119
75	16.6%	1932

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	11660	38	14	3	1	2	7	14	20	45	422	1975	3474	5645
%		0.3	0.1	0.0	0.0	0.0	0.1	0.1	0.2	0.4	3.6	16.9	29.8	48.4

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	36	0	0	0	0	0	0	0	0	0	3	8	14	11
12:15 AM	31	0	0	0	0	0	0	0	0	0	4	4	10	13
12:30 AM	23	0	0	0	0	0	0	0	0	0	3	5	9	6
12:45 AM	28	0	0	0	0	0	0	0	0	1	3	4	8	12
1:00 AM	11	0	0	0	0	0	0	0	0	1	0	5	3	2
1:15 AM	22	0	0	0	0	0	0	0	0	0	2	6	8	6
1:30 AM	9	0	0	0	0	0	0	0	0	0	1	3	1	4
1:45 AM	14	0	0	0	0	0	0	0	0	0	0	5	9	0
2:00 AM	11	0	0	0	0	0	0	0	0	0	2	0	3	6
2:15 AM	16	0	0	0	0	0	0	0	0	0	0	3	8	5
2:30 AM	17	0	0	0	0	0	0	0	0	0	1	3	4	9
2:45 AM	15	0	0	0	0	0	0	0	1	0	1	3	5	5
3:00 AM	13	0	0	0	0	0	0	0	0	0	0	3	3	7
3:15 AM	9	0	0	0	0	0	0	0	0	0	0	2	6	1
3:30 AM	15	0	0	0	0	0	0	0	0	0	1	5	5	4
3:45 AM	21	0	0	0	0	0	0	0	0	0	0	6	8	7
4:00 AM	25	0	0	0	0	0	0	0	0	0	0	6	4	15
4:15 AM	33	0	0	0	0	0	0	0	0	1	1	2	10	19
4:30 AM	62	0	0	0	0	0	0	0	0	1	3	9	20	29
4:45 AM	63	0	0	0	0	0	0	0	0	0	1	15	18	29
5:00 AM	82	0	0	0	0	0	0	0	0	0	1	13	31	37
5:15 AM	80	0	0	0	0	0	0	0	0	0	3	7	29	41
5:30 AM	118	0	0	0	0	0	0	0	0	0	2	10	34	72
5:45 AM	112	0	0	0	0	0	0	0	0	1	2	13	24	72
6:00 AM	136	0	0	0	0	0	0	0	0	1	5	18	47	65
6:15 AM	204	0	1	0	0	0	1	0	0	0	4	20	52	126
6:30 AM	241	3	1	0	0	0	0	0	1	5	1	28	63	139
6:45 AM	258	0	0	0	0	0	1	0	0	0	2	22	60	173
7:00 AM	259	1	0	0	0	1	0	0	1	0	2	20	60	174
7:15 AM	327	2	0	0	0	0	0	0	1	0	4	29	74	217
7:30 AM	454	1	0	0	0	0	1	0	0	5	9	34	95	309
7:45 AM	420	3	1	0	1	0	0	0	1	1	2	38	87	286
8:00 AM	367	0	0	0	0	0	0	0	1	6	9	39	69	243
8:15 AM	345	0	0	0	0	0	0	0	0	1	12	36	82	214
8:30 AM	283	0	0	0	0	0	0	0	0	3	6	26	72	176
8:45 AM	267	3	0	0	0	0	0	1	1	3	7	28	70	154
9:00 AM	219	0	0	0	0	0	0	1	2	1	6	17	78	114
9:15 AM	230	1	1	0	0	0	0	0	0	1	5	31	64	127
9:30 AM	239	1	0	1	0	0	1	0	0	1	8	31	64	132
9:45 AM	169	0	0	0	0	0	0	0	1	0	3	21	44	100
10:00 AM	172	0	1	0	0	0	0	0	0	1	2	27	52	89
10:15 AM	189	0	0	0	0	0	0	0	0	1	1	28	54	105
10:30 AM	171	1	0	0	0	0	0	1	1	1	5	38	48	76
10:45 AM	204	0	0	0	0	0	0	0	0	0	12	29	80	83
11:00 AM	187	0	0	1	0	0	0	0	0	2	4	41	59	80
11:15 AM	212	0	0	0	0	0	0	0	2	1	6	44	69	90
11:30 AM	216	0	0	0	0	0	0	0	0	0	6	43	66	101
11:45 AM	214	1	0	0	0	0	0	0	0	0	7	46	56	104

EB

Average (Mean)	70.9 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4535 vehicles (66.2%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.6%	6825
35	99.6%	6823
45	99.5%	6816
55	98.8%	6764
65	83.6%	5728
75	22.8%	1563

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6849	17	5	2	1	1	4	3	13	39	162	874	1839	3889
%		0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.2	0.6	2.4	12.8	26.9	56.8

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	234	1	0	0	0	0	0	0	0	1	9	43	80	100
12:15 PM	259	0	0	0	0	0	0	1	0	0	7	38	102	111
12:30 PM	261	1	0	0	0	0	0	0	0	0	8	58	79	115
12:45 PM	244	0	0	1	0	0	0	0	2	2	11	45	59	124
1:00 PM	267	0	1	0	0	0	0	0	0	1	11	37	73	144
1:15 PM	252	0	0	0	0	0	0	0	0	1	5	24	72	150
1:30 PM	261	1	0	0	0	0	0	0	0	1	8	38	62	151
1:45 PM	249	0	0	0	0	0	0	0	0	0	2	41	78	128
2:00 PM	263	0	0	0	0	0	0	0	0	0	7	43	83	130
2:15 PM	262	0	1	1	1	0	0	0	0	1	5	48	85	120
2:30 PM	262	3	0	0	0	0	0	2	0	1	6	30	87	133
2:45 PM	281	2	0	0	0	0	0	0	1	0	11	46	69	152
3:00 PM	285	1	0	0	1	0	0	0	1	1	4	31	95	151
3:15 PM	371	0	1	0	0	1	0	0	0	1	15	70	89	194
3:30 PM	369	0	0	0	0	0	0	0	1	0	5	48	109	206
3:45 PM	354	2	0	2	0	0	0	0	1	2	7	47	106	187
4:00 PM	382	2	1	0	1	0	0	2	2	0	17	54	86	217
4:15 PM	388	1	2	1	0	0	2	1	1	0	5	64	118	193
4:30 PM	412	1	0	0	1	0	1	0	3	0	16	50	85	255
4:45 PM	466	0	2	0	0	0	0	1	1	3	12	81	121	245
5:00 PM	458	1	1	0	0	0	0	0	2	7	6	53	118	270
5:15 PM	514	3	0	1	0	0	1	0	0	3	31	75	147	253
5:30 PM	475	5	2	0	0	0	0	0	3	3	16	78	129	239
5:45 PM	454	4	0	0	0	0	0	0	0	3	18	64	138	227
6:00 PM	397	1	0	0	0	0	0	0	0	2	9	54	111	220
6:15 PM	367	0	0	0	1	0	0	0	2	1	11	45	115	192
6:30 PM	331	1	0	0	0	0	0	0	2	10	18	52	107	141
6:45 PM	299	1	1	0	0	0	1	0	3	0	25	46	89	133
7:00 PM	306	0	0	0	0	0	1	0	2	1	4	58	97	143
7:15 PM	252	0	0	0	0	0	0	0	0	2	14	39	75	122
7:30 PM	240	0	0	0	0	0	0	0	1	0	5	39	81	114
7:45 PM	246	0	0	0	0	0	0	0	0	1	5	42	82	116
8:00 PM	204	0	0	0	0	0	0	0	0	0	6	28	55	115
8:15 PM	185	0	0	0	0	0	0	0	0	0	4	30	55	96
8:30 PM	174	0	0	0	0	0	0	0	0	1	7	26	64	76
8:45 PM	154	0	0	0	0	0	0	0	0	0	2	33	50	69
9:00 PM	166	0	0	0	0	0	0	0	0	0	10	27	61	68
9:15 PM	152	0	0	0	0	0	0	0	0	2	5	24	43	78
9:30 PM	115	0	0	0	0	0	0	0	0	2	2	21	27	63
9:45 PM	116	0	0	0	0	0	0	0	0	1	3	14	30	68
10:00 PM	95	0	0	0	0	0	0	0	0	1	6	13	32	43
10:15 PM	83	0	0	0	0	0	0	0	0	0	1	18	25	39
10:30 PM	80	0	0	0	0	0	0	0	0	0	3	23	23	31
10:45 PM	59	0	0	0	0	0	0	0	0	0	4	10	18	27
11:00 PM	68	0	0	0	0	0	0	0	0	1	2	11	19	35
11:15 PM	52	0	0	0	0	0	0	0	0	0	4	17	11	20
11:30 PM	44	0	0	0	0	0	0	0	0	0	3	10	13	18
11:45 PM	43	0	0	0	0	0	0	0	0	0	0	9	12	22

EB

Average (Mean)	70.0 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 8327 vehicles (68.0%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.6%	12202
35	99.6%	12196
45	99.4%	12183
55	98.8%	12099
65	80.1%	9809
75	18.2%	2229

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn EB on Ramp from
Moon Road and Moon Road Under Pass

Site: #10
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	12251	31	12	6	5	1	6	7	28	56	395	1895	3565	6244
%		0.3	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.5	3.2	15.5	29.1	51.0

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	4	0	0	0	0	0	2	1	1	0	0	0	0	0
12:15 AM	4	0	0	0	1	0	3	0	0	0	0	0	0	0
12:30 AM	4	0	0	1	0	1	1	1	0	0	0	0	0	0
12:45 AM	4	0	0	0	0	0	2	1	1	0	0	0	0	0
1:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:15 AM	3	0	0	0	0	0	0	1	0	2	0	0	0	0
1:30 AM	3	0	0	0	0	0	2	1	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
2:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:30 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0
2:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	0	0	0	1	1	0	0	0	0	0
3:15 AM	3	0	1	0	0	0	1	0	0	1	0	0	0	0
3:30 AM	2	0	0	1	1	0	0	0	0	0	0	0	0	0
3:45 AM	4	0	0	1	2	0	1	0	0	0	0	0	0	0
4:00 AM	5	0	0	2	0	0	2	1	0	0	0	0	0	0
4:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
4:30 AM	2	0	0	1	0	0	1	0	0	0	0	0	0	0
4:45 AM	8	0	0	1	1	2	2	1	1	0	0	0	0	0
5:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
5:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
5:30 AM	7	0	0	2	2	0	2	1	0	0	0	0	0	0
5:45 AM	9	0	0	3	1	0	1	4	0	0	0	0	0	0
6:00 AM	20	0	2	4	2	1	5	5	1	0	0	0	0	0
6:15 AM	15	0	0	4	3	2	6	0	0	0	0	0	0	0
6:30 AM	15	0	0	0	2	1	3	5	3	1	0	0	0	0
6:45 AM	49	1	1	3	4	6	12	15	4	2	1	0	0	0
7:00 AM	131	2	0	5	7	24	50	35	7	1	0	0	0	0
7:15 AM	197	13	8	14	22	64	53	14	7	0	1	0	0	1
7:30 AM	158	20	16	19	17	29	38	10	7	2	0	0	0	0
7:45 AM	178	11	19	20	31	37	38	16	4	2	0	0	0	0
8:00 AM	136	3	8	12	17	32	34	26	3	1	0	0	0	0
8:15 AM	74	3	2	4	6	11	21	18	8	1	0	0	0	0
8:30 AM	49	0	1	8	7	8	10	11	4	0	0	0	0	0
8:45 AM	81	0	1	9	18	4	18	25	4	1	0	1	0	0
9:00 AM	64	1	3	13	7	4	10	22	4	0	0	0	0	0
9:15 AM	47	0	2	12	2	6	14	8	2	1	0	0	0	0
9:30 AM	48	1	1	5	9	2	9	10	10	1	0	0	0	0
9:45 AM	52	1	0	11	12	6	10	9	3	0	0	0	0	0
10:00 AM	50	0	1	13	9	2	7	11	5	2	0	0	0	0
10:15 AM	56	0	0	11	5	7	12	16	3	1	1	0	0	0
10:30 AM	76	0	1	16	12	6	18	12	8	1	1	1	0	0
10:45 AM	63	0	4	15	9	7	14	12	2	0	0	0	0	0
11:00 AM	97	0	7	20	12	4	29	18	6	1	0	0	0	0
11:15 AM	81	1	2	17	11	7	15	16	9	2	0	1	0	0
11:30 AM	72	1	4	16	14	5	17	11	3	1	0	0	0	0
11:45 AM	78	0	0	15	13	6	12	22	8	1	1	0	0	0

NB

Average (Mean)	33.4 mph
Minimum	10.0 mph
Maximum	74.5 mph

Pace Range

34.5 - 44.5 mph 889 vehicles (45.3%)

Percentile Speeds

%	mph
10	21.2
15	23.3
50	35.1
85	42.3
90	44.3

Speeds Exceeded

mph	%	Count
25	78.4%	1537
35	50.5%	991
45	7.9%	154
55	0.5%	9
65	0.1%	1
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1961	58	84	282	260	286	477	360	120	25	5	3	0	1
%		3.0	4.3	14.4	13.3	14.6	24.3	18.4	6.1	1.3	0.3	0.2	0.0	0.1

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	88	1	8	21	12	6	20	11	7	2	0	0	0	0
12:15 PM	79	1	2	19	9	9	16	18	4	1	0	0	0	0
12:30 PM	84	1	4	16	10	10	24	14	5	0	0	0	0	0
12:45 PM	94	1	3	13	11	8	31	19	7	0	1	0	0	0
1:00 PM	85	1	3	17	15	6	19	15	8	1	0	0	0	0
1:15 PM	94	0	3	23	17	5	23	21	2	0	0	0	0	0
1:30 PM	98	1	4	14	12	11	29	17	6	4	0	0	0	0
1:45 PM	91	0	4	16	24	11	20	11	5	0	0	0	0	0
2:00 PM	109	4	2	6	7	16	29	29	14	2	0	0	0	0
2:15 PM	83	1	2	19	14	6	13	22	6	0	0	0	0	0
2:30 PM	90	1	0	16	11	13	17	23	9	0	0	0	0	0
2:45 PM	130	4	6	22	24	11	45	14	3	1	0	0	0	0
3:00 PM	128	3	9	17	19	15	44	14	5	2	0	0	0	0
3:15 PM	161	2	2	16	22	18	61	31	8	1	0	0	0	0
3:30 PM	127	4	16	16	10	19	38	17	7	0	0	0	0	0
3:45 PM	118	1	2	25	16	17	34	22	1	0	0	0	0	0
4:00 PM	145	4	7	19	18	23	46	24	3	1	0	0	0	0
4:15 PM	142	3	6	34	8	19	47	17	6	2	0	0	0	0
4:30 PM	128	2	4	29	15	16	31	20	9	1	1	0	0	0
4:45 PM	133	2	9	21	18	13	37	27	4	2	0	0	0	0
5:00 PM	134	4	9	29	19	11	34	24	4	0	0	0	0	0
5:15 PM	148	7	7	33	17	13	40	22	8	1	0	0	0	0
5:30 PM	172	6	6	32	15	38	47	21	6	1	0	0	0	0
5:45 PM	161	11	8	38	23	22	37	17	3	1	1	0	0	0
6:00 PM	143	4	11	18	17	26	48	16	2	1	0	0	0	0
6:15 PM	156	2	11	38	13	32	41	14	4	1	0	0	0	0
6:30 PM	125	2	9	21	12	19	35	20	6	1	0	0	0	0
6:45 PM	103	0	4	22	16	16	26	16	3	0	0	0	0	0
7:00 PM	92	0	3	18	10	10	28	13	9	1	0	0	0	0
7:15 PM	75	1	4	17	7	5	24	13	2	1	0	1	0	0
7:30 PM	70	0	1	16	9	5	25	8	6	0	0	0	0	0
7:45 PM	81	2	2	14	12	18	23	9	1	0	0	0	0	0
8:00 PM	83	3	5	12	11	26	21	4	1	0	0	0	0	0
8:15 PM	78	1	4	16	12	24	14	7	0	0	0	0	0	0
8:30 PM	62	0	1	7	5	7	20	15	5	2	0	0	0	0
8:45 PM	50	0	2	6	6	2	12	15	7	0	0	0	0	0
9:00 PM	42	1	1	7	4	2	13	11	2	0	1	0	0	0
9:15 PM	38	0	0	1	4	8	11	10	3	1	0	0	0	0
9:30 PM	26	0	2	5	1	2	5	6	5	0	0	0	0	0
9:45 PM	25	0	0	1	0	2	7	9	5	1	0	0	0	0
10:00 PM	16	0	0	1	2	1	7	2	2	1	0	0	0	0
10:15 PM	16	0	1	1	0	1	3	7	3	0	0	0	0	0
10:30 PM	9	0	0	0	0	1	1	5	2	0	0	0	0	0
10:45 PM	8	0	0	1	0	3	1	1	2	0	0	0	0	0
11:00 PM	3	0	0	0	0	0	1	1	1	0	0	0	0	0
11:15 PM	6	0	0	0	1	0	0	2	1	2	0	0	0	0
11:30 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
11:45 PM	2	0	0	0	0	0	1	0	1	0	0	0	0	0

NB

Average (Mean)	33.0 mph
Minimum	10.0 mph
Maximum	64.2 mph

Pace Range

32.7 - 42.7 mph 1950 vehicles (47.2%)

Percentile Speeds

%	mph
10	21.4
15	22.7
50	35.1
85	41.4
90	43.3

Speeds Exceeded

mph	%	Count
25	75.8%	3131
35	50.2%	2076
45	6.1%	253
55	0.1%	5
65	0.0%	0
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4133	81	187	734	508	547	1149	674	213	35	4	1	0	0
%		2.0	4.5	17.8	12.3	13.2	27.8	16.3	5.2	0.8	0.1	0.0	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	5	0	0	1	0	0	2	1	1	0	0	0	0	0
12:15 AM	5	0	0	0	0	0	4	0	1	0	0	0	0	0
12:30 AM	6	0	0	0	1	0	2	1	2	0	0	0	0	0
12:45 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
1:00 AM	3	0	0	0	0	0	2	0	1	0	0	0	0	0
1:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1:30 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
1:45 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2:00 AM	3	0	0	0	0	0	1	1	1	0	0	0	0	0
2:15 AM	2	0	0	0	0	1	0	1	0	0	0	0	0	0
2:30 AM	2	0	0	0	0	0	1	0	1	0	0	0	0	0
2:45 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	2	0	0	0	0	0	0	1	1	0	0	0	0	0
3:30 AM	3	0	0	1	1	0	0	0	0	1	0	0	0	0
3:45 AM	4	0	0	2	0	0	0	1	0	1	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0
4:30 AM	2	0	0	0	0	1	0	0	0	1	0	0	0	0
4:45 AM	6	0	1	2	1	0	1	0	1	0	0	0	0	0
5:00 AM	4	0	0	0	0	0	1	3	0	0	0	0	0	0
5:15 AM	4	0	0	1	3	0	0	0	0	0	0	0	0	0
5:30 AM	6	0	1	3	1	0	1	0	0	0	0	0	0	0
5:45 AM	11	0	0	2	3	0	4	2	0	0	0	0	0	0
6:00 AM	16	0	0	2	1	3	2	6	2	0	0	0	0	0
6:15 AM	21	0	0	5	3	2	5	3	3	0	0	0	0	0
6:30 AM	17	0	0	3	3	2	1	5	2	1	0	0	0	0
6:45 AM	40	0	1	3	2	4	12	11	6	1	0	0	0	0
7:00 AM	129	2	4	6	6	23	54	25	9	0	0	0	0	0
7:15 AM	192	14	10	20	44	33	45	15	10	1	0	0	0	0
7:30 AM	149	13	25	28	27	27	21	7	1	0	0	0	0	0
7:45 AM	170	15	21	15	27	32	41	11	6	2	0	0	0	0
8:00 AM	139	3	5	8	19	37	43	17	7	0	0	0	0	0
8:15 AM	69	0	1	5	8	16	21	14	4	0	0	0	0	0
8:30 AM	69	0	0	11	5	9	24	16	4	0	0	0	0	0
8:45 AM	53	2	1	9	8	5	12	13	3	0	0	0	0	0
9:00 AM	65	1	3	11	11	5	15	12	5	1	0	0	1	0
9:15 AM	58	0	2	14	13	8	9	8	2	2	0	0	0	0
9:30 AM	54	0	3	12	5	6	9	12	6	1	0	0	0	0
9:45 AM	53	1	0	6	7	3	17	12	4	1	1	1	0	0
10:00 AM	57	0	1	15	11	7	11	11	1	0	0	0	0	0
10:15 AM	50	0	5	13	5	4	11	12	0	0	0	0	0	0
10:30 AM	64	1	1	15	6	10	12	15	4	0	0	0	0	0
10:45 AM	70	0	3	16	5	4	17	20	4	1	0	0	0	0
11:00 AM	78	6	5	8	9	12	17	16	3	1	1	0	0	0
11:15 AM	63	0	3	15	7	6	9	17	5	1	0	0	0	0
11:30 AM	70	1	0	16	12	7	17	10	6	1	0	0	0	0
11:45 AM	84	0	0	12	11	12	27	18	3	1	0	0	0	0

NB

Average (Mean)	32.9 mph
Minimum	10.1 mph
Maximum	66.5 mph

Pace Range

34.5 - 44.5 mph 841 vehicles (44.1%)

Percentile Speeds

%	mph
10	20.9
15	22.7
50	34.5
85	42.3
90	43.3

Speeds Exceeded

mph	%	Count
25	77.2%	1470
35	48.5%	924
45	6.9%	132
55	0.2%	4
65	0.1%	1
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1905	59	96	280	266	280	473	319	110	18	2	1	1	0
%		3.1	5.0	14.7	14.0	14.7	24.8	16.7	5.8	0.9	0.1	0.1	0.1	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/23/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	99	8	5	16	10	9	25	13	10	2	1	0	0	0
12:15 PM	106	1	0	16	14	9	26	29	9	2	0	0	0	0
12:30 PM	80	1	5	23	12	9	16	6	7	1	0	0	0	0
12:45 PM	93	2	5	13	13	12	22	23	3	0	0	0	0	0
1:00 PM	99	2	2	22	15	5	34	14	5	0	0	0	0	0
1:15 PM	102	0	4	22	15	9	24	17	9	1	1	0	0	0
1:30 PM	97	1	3	14	12	15	24	19	6	3	0	0	0	0
1:45 PM	118	3	10	27	14	14	30	14	4	2	0	0	0	0
2:00 PM	121	1	8	17	12	17	27	30	8	1	0	0	0	0
2:15 PM	109	3	5	15	12	21	27	22	4	0	0	0	0	0
2:30 PM	84	7	9	16	4	8	13	15	10	2	0	0	0	0
2:45 PM	116	0	4	22	13	13	32	28	3	1	0	0	0	0
3:00 PM	133	6	8	19	25	25	34	12	3	1	0	0	0	0
3:15 PM	151	0	4	19	15	25	49	36	3	0	0	0	0	0
3:30 PM	123	3	6	12	21	41	28	8	3	1	0	0	0	0
3:45 PM	130	2	8	23	12	22	40	20	3	0	0	0	0	0
4:00 PM	121	2	3	15	12	21	41	20	5	2	0	0	0	0
4:15 PM	136	3	10	23	19	21	40	12	7	1	0	0	0	0
4:30 PM	126	4	9	39	11	14	22	21	5	1	0	0	0	0
4:45 PM	125	2	7	19	21	14	32	24	6	0	0	0	0	0
5:00 PM	134	4	11	35	14	14	28	21	5	2	0	0	0	0
5:15 PM	145	4	5	34	21	20	32	25	4	0	0	0	0	0
5:30 PM	148	0	8	28	17	22	49	20	3	1	0	0	0	0
5:45 PM	144	2	7	26	24	28	44	8	5	0	0	0	0	0
6:00 PM	134	2	11	26	15	23	35	16	5	1	0	0	0	0
6:15 PM	114	2	5	25	14	13	34	18	2	1	0	0	0	0
6:30 PM	98	3	3	14	13	17	32	12	4	0	0	0	0	0
6:45 PM	119	2	12	24	7	20	26	22	5	1	0	0	0	0
7:00 PM	85	2	5	20	7	13	19	15	4	0	0	0	0	0
7:15 PM	79	1	4	14	6	15	25	11	3	0	0	0	0	0
7:30 PM	69	2	2	11	8	13	18	11	4	0	0	0	0	0
7:45 PM	69	0	6	14	3	19	14	12	1	0	0	0	0	0
8:00 PM	55	0	2	8	6	8	20	9	2	0	0	0	0	0
8:15 PM	88	1	1	5	6	15	33	23	3	1	0	0	0	0
8:30 PM	55	0	3	14	4	6	13	9	5	1	0	0	0	0
8:45 PM	36	0	0	3	6	6	10	6	3	2	0	0	0	0
9:00 PM	26	0	0	2	2	5	7	8	2	0	0	0	0	0
9:15 PM	32	0	1	0	1	4	19	3	4	0	0	0	0	0
9:30 PM	30	2	2	7	0	5	6	8	0	0	0	0	0	0
9:45 PM	21	0	0	2	2	3	6	6	2	0	0	0	0	0
10:00 PM	27	0	0	0	0	5	12	7	3	0	0	0	0	0
10:15 PM	21	0	0	1	1	3	6	6	3	1	0	0	0	0
10:30 PM	15	0	0	1	0	1	5	6	2	0	0	0	0	0
10:45 PM	5	0	0	0	0	1	2	1	0	1	0	0	0	0
11:00 PM	11	0	0	0	0	1	7	3	0	0	0	0	0	0
11:15 PM	2	0	0	0	0	0	2	0	0	0	0	0	0	0
11:30 PM	4	0	0	0	0	0	3	0	1	0	0	0	0	0
11:45 PM	2	0	0	0	0	0	0	2	0	0	0	0	0	0

NB

Average (Mean)	32.8 mph
Minimum	10.1 mph
Maximum	58.2 mph

Pace Range

32.7 - 42.7 mph 1896 vehicles (47.0%)

Percentile Speeds

%	mph
10	21.2
15	22.4
50	34.5
85	41.4
90	43.3

Speeds Exceeded

mph	%	Count
25	75.6%	3050
35	49.2%	1987
45	5.5%	223
55	0.0%	2
65	0.0%	0
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Schomburg Rd Norh of
J.R. Allen Parkway/US 80 WB Ramps

Site: #10
1/22/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4037	78	203	706	459	604	1093	671	188	33	2	0	0	0
%		1.9	5.0	17.5	11.4	15.0	27.1	16.6	4.7	0.8	0.0	0.0	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #11
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	15	0	0	0	0	1	7	5	2	0	0	0	0	0
12:15 AM	10	0	0	0	0	4	1	3	2	0	0	0	0	0
12:30 AM	6	0	0	0	0	1	0	3	1	1	0	0	0	0
12:45 AM	7	0	0	0	0	0	3	1	2	1	0	0	0	0
1:00 AM	10	0	0	0	0	1	3	4	1	1	0	0	0	0
1:15 AM	6	0	0	0	0	0	2	2	2	0	0	0	0	0
1:30 AM	4	0	0	0	0	0	2	0	1	1	0	0	0	0
1:45 AM	6	0	0	0	0	1	2	3	0	0	0	0	0	0
2:00 AM	6	0	0	0	0	1	3	1	1	0	0	0	0	0
2:15 AM	6	0	0	0	0	0	3	0	2	1	0	0	0	0
2:30 AM	6	0	0	0	0	0	3	2	1	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	0	0	0	2	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	4	0	0	0	0	0	1	2	1	0	0	0	0	0
3:45 AM	9	0	0	0	0	1	4	4	0	0	0	0	0	0
4:00 AM	3	0	0	0	0	1	1	1	0	0	0	0	0	0
4:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
4:30 AM	4	0	0	0	0	1	3	0	0	0	0	0	0	0
4:45 AM	5	0	0	0	0	1	1	2	1	0	0	0	0	0
5:00 AM	5	0	0	0	0	0	1	4	0	0	0	0	0	0
5:15 AM	4	0	0	0	0	1	0	3	0	0	0	0	0	0
5:30 AM	13	0	0	0	0	0	4	7	2	0	0	0	0	0
5:45 AM	9	0	0	0	0	2	4	2	0	0	1	0	0	0
6:00 AM	18	0	0	0	0	1	7	7	2	1	0	0	0	0
6:15 AM	19	0	0	0	0	0	9	9	1	0	0	0	0	0
6:30 AM	25	0	0	1	3	4	8	7	2	0	0	0	0	0
6:45 AM	25	1	0	0	0	5	8	7	4	0	0	0	0	0
7:00 AM	49	0	0	0	0	3	15	23	6	2	0	0	0	0
7:15 AM	86	1	0	1	1	20	34	24	4	1	0	0	0	0
7:30 AM	71	2	1	0	1	7	31	24	4	1	0	0	0	0
7:45 AM	106	4	2	0	1	13	55	26	3	2	0	0	0	0
8:00 AM	103	2	1	5	0	19	38	32	6	0	0	0	0	0
8:15 AM	68	1	1	0	2	9	35	14	6	0	0	0	0	0
8:30 AM	72	0	1	0	0	6	38	20	6	1	0	0	0	0
8:45 AM	83	0	1	1	0	1	38	33	8	0	0	1	0	0
9:00 AM	86	0	0	0	3	8	45	26	4	0	0	0	0	0
9:15 AM	66	0	0	0	0	4	36	23	2	1	0	0	0	0
9:30 AM	65	0	0	0	0	8	35	20	2	0	0	0	0	0
9:45 AM	83	0	0	0	0	11	46	19	6	0	0	0	0	1
10:00 AM	76	0	0	0	0	5	49	16	5	1	0	0	0	0
10:15 AM	76	0	0	0	0	3	40	29	4	0	0	0	0	0
10:30 AM	99	1	2	0	1	4	46	34	11	0	0	0	0	0
10:45 AM	83	0	0	0	0	5	44	33	1	0	0	0	0	0
11:00 AM	96	2	0	1	1	12	58	17	2	2	1	0	0	0
11:15 AM	78	1	0	0	0	5	34	36	2	0	0	0	0	0
11:30 AM	81	0	0	0	6	16	29	24	6	0	0	0	0	0
11:45 AM	72	0	1	1	1	12	37	18	2	0	0	0	0	0

SB

Average (Mean)	38.8 mph
Minimum	10.1 mph
Maximum	88.7 mph

Pace Range

34.5 - 44.5 mph 1488 vehicles (81.4%)

Percentile Speeds

%	mph
10	33.9
15	35.1
50	38.8
85	43.3
90	44.3

Speeds Exceeded

mph	%	Count
25	98.1%	1792
35	86.2%	1574
45	7.6%	139
55	0.2%	4
65	0.1%	1
75	0.1%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #11
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1827	15	10	10	20	198	863	572	118	17	2	1	0	1
%		0.8	0.5	0.5	1.1	10.8	47.2	31.3	6.5	0.9	0.1	0.1	0.0	0.1

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #11
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	91	1	0	1	0	18	55	13	2	0	0	1	0	0
12:15 PM	105	0	2	0	0	13	62	26	1	0	0	0	0	1
12:30 PM	105	2	0	1	0	18	55	26	3	0	0	0	0	0
12:45 PM	82	1	0	1	0	6	47	23	4	0	0	0	0	0
1:00 PM	99	1	0	1	1	10	50	33	2	1	0	0	0	0
1:15 PM	117	4	2	0	0	20	58	32	1	0	0	0	0	0
1:30 PM	109	0	0	0	0	33	58	17	1	0	0	0	0	0
1:45 PM	105	2	0	0	0	17	54	32	0	0	0	0	0	0
2:00 PM	104	1	1	1	2	20	63	14	2	0	0	0	0	0
2:15 PM	116	3	1	2	0	17	62	30	1	0	0	0	0	0
2:30 PM	88	2	0	1	0	16	44	22	3	0	0	0	0	0
2:45 PM	110	3	1	2	5	15	68	13	3	0	0	0	0	0
3:00 PM	117	3	2	0	3	18	64	23	3	0	0	0	0	1
3:15 PM	106	0	0	1	5	23	40	33	3	1	0	0	0	0
3:30 PM	150	1	0	1	11	38	74	22	2	0	0	0	0	1
3:45 PM	122	2	1	1	2	39	57	16	4	0	0	0	0	0
4:00 PM	134	4	3	2	11	35	59	17	3	0	0	0	0	0
4:15 PM	142	4	1	0	3	29	84	18	2	0	0	0	1	0
4:30 PM	158	5	4	4	7	50	71	15	1	1	0	0	0	0
4:45 PM	164	4	5	2	14	52	56	29	2	0	0	0	0	0
5:00 PM	189	2	3	8	13	72	77	14	0	0	0	0	0	0
5:15 PM	159	6	1	0	16	76	52	7	1	0	0	0	0	0
5:30 PM	167	4	9	1	2	49	83	15	2	0	0	0	1	1
5:45 PM	171	8	8	6	14	66	58	9	0	0	0	1	0	1
6:00 PM	156	1	3	8	7	56	69	10	2	0	0	0	0	0
6:15 PM	155	2	2	4	14	58	64	10	1	0	0	0	0	0
6:30 PM	138	1	2	1	2	21	75	36	0	0	0	0	0	0
6:45 PM	122	1	1	2	0	21	62	33	1	0	0	1	0	0
7:00 PM	99	0	2	0	0	13	46	34	4	0	0	0	0	0
7:15 PM	103	0	1	0	3	7	50	36	6	0	0	0	0	0
7:30 PM	83	0	1	0	1	15	43	21	2	0	0	0	0	0
7:45 PM	98	0	0	3	1	18	47	24	3	0	0	1	1	0
8:00 PM	95	1	1	0	3	12	48	27	2	1	0	0	0	0
8:15 PM	83	0	0	0	4	18	42	13	6	0	0	0	0	0
8:30 PM	84	0	1	0	0	13	41	21	7	0	0	0	0	1
8:45 PM	97	0	0	1	6	14	39	31	6	0	0	0	0	0
9:00 PM	70	0	0	0	0	9	31	24	6	0	0	0	0	0
9:15 PM	63	0	0	0	0	9	31	20	3	0	0	0	0	0
9:30 PM	43	0	0	0	0	2	25	15	1	0	0	0	0	0
9:45 PM	43	0	0	0	0	9	18	12	3	0	1	0	0	0
10:00 PM	45	0	0	0	0	8	19	15	3	0	0	0	0	0
10:15 PM	43	0	0	0	0	2	25	10	5	1	0	0	0	0
10:30 PM	33	0	0	0	0	3	15	11	4	0	0	0	0	0
10:45 PM	20	0	0	0	1	0	9	6	2	2	0	0	0	0
11:00 PM	26	0	0	0	0	0	14	6	4	2	0	0	0	0
11:15 PM	18	0	0	0	0	0	10	8	0	0	0	0	0	0
11:30 PM	14	0	0	0	0	1	7	5	1	0	0	0	0	0
11:45 PM	17	0	0	0	0	2	9	6	0	0	0	0	0	0

SB

Average (Mean)	36.6 mph
Minimum	10.0 mph
Maximum	84.6 mph

Pace Range

31.6 - 41.6 mph 3739 vehicles (78.6%)

Percentile Speeds

%	mph
10	31.0
15	32.7
50	37.2
85	41.4
90	42.3

Speeds Exceeded

mph	%	Count
25	96.2%	4576
35	70.7%	3364
45	3.0%	141
55	0.3%	14
65	0.2%	9
75	0.1%	3

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #11
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4758	69	58	55	151	1061	2290	933	118	9	1	4	3	6
%		1.5	1.2	1.2	3.2	22.3	48.1	19.6	2.5	0.2	0.0	0.1	0.1	0.1

SB

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Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	17	0	0	0	0	2	9	6	0	0	0	0	0	0
12:15 AM	18	0	0	0	0	3	9	4	1	1	0	0	0	0
12:30 AM	7	0	0	0	0	2	2	3	0	0	0	0	0	0
12:45 AM	5	0	0	0	0	0	3	1	1	0	0	0	0	0
1:00 AM	4	0	0	0	0	0	2	2	0	0	0	0	0	0
1:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
1:30 AM	5	0	0	0	0	0	2	2	1	0	0	0	0	0
1:45 AM	7	0	0	0	0	1	4	1	1	0	0	0	0	0
2:00 AM	4	0	0	0	0	0	3	1	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	5	0	0	0	0	1	3	1	0	0	0	0	0	0
2:45 AM	3	0	0	0	0	0	0	3	0	0	0	0	0	0
3:00 AM	8	0	0	0	0	0	1	5	2	0	0	0	0	0
3:15 AM	3	0	0	0	0	0	1	1	1	0	0	0	0	0
3:30 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
3:45 AM	4	0	0	0	0	1	2	1	0	0	0	0	0	0
4:00 AM	4	0	0	0	0	0	2	2	0	0	0	0	0	0
4:15 AM	3	0	0	0	0	0	1	1	1	0	0	0	0	0
4:30 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0
4:45 AM	4	0	0	0	0	1	1	1	1	0	0	0	0	0
5:00 AM	10	0	0	0	0	2	8	0	0	0	0	0	0	0
5:15 AM	7	0	0	0	0	1	1	5	0	0	0	0	0	0
5:30 AM	7	0	0	0	1	1	2	1	1	1	0	0	0	0
5:45 AM	10	0	0	0	0	0	6	4	0	0	0	0	0	0
6:00 AM	18	0	0	0	1	2	5	6	3	0	1	0	0	0
6:15 AM	21	0	0	0	0	5	11	4	1	0	0	0	0	0
6:30 AM	25	0	0	0	0	3	13	8	0	1	0	0	0	0
6:45 AM	44	0	1	0	0	4	15	19	5	0	0	0	0	0
7:00 AM	47	0	2	2	3	4	16	16	4	0	0	0	0	0
7:15 AM	66	3	1	0	0	6	28	20	6	1	0	0	1	0
7:30 AM	72	3	1	1	1	9	41	15	1	0	0	0	0	0
7:45 AM	78	1	0	0	0	9	48	17	3	0	0	0	0	0
8:00 AM	105	2	1	4	2	9	55	26	4	2	0	0	0	0
8:15 AM	67	0	0	0	3	6	39	19	0	0	0	0	0	0
8:30 AM	64	2	0	0	2	13	34	12	1	0	0	0	0	0
8:45 AM	98	0	0	1	2	11	56	24	4	0	0	0	0	0
9:00 AM	66	1	0	0	0	6	28	22	9	0	0	0	0	0
9:15 AM	87	1	1	0	0	19	49	14	1	1	0	0	0	1
9:30 AM	70	0	1	1	1	8	29	25	5	0	0	0	0	0
9:45 AM	84	0	0	0	0	13	49	19	3	0	0	0	0	0
10:00 AM	78	0	0	0	0	11	37	25	3	1	0	1	0	0
10:15 AM	59	0	0	0	0	13	28	17	1	0	0	0	0	0
10:30 AM	83	1	0	1	8	8	35	23	6	0	0	0	0	1
10:45 AM	83	1	1	0	0	11	45	23	2	0	0	0	0	0
11:00 AM	98	0	0	0	1	14	51	27	5	0	0	0	0	0
11:15 AM	97	1	1	0	0	11	55	26	2	1	0	0	0	0
11:30 AM	96	2	1	0	1	17	55	20	0	0	0	0	0	0
11:45 AM	84	2	0	0	1	8	43	28	2	0	0	0	0	0

SB

Average (Mean)	38.1 mph
Minimum	10.0 mph
Maximum	80.9 mph

Pace Range

34.5 - 44.5 mph 1502 vehicles (82.1%)

Percentile Speeds

%	mph
10	33.2
15	34.5
50	38.0
85	42.3
90	43.3

Speeds Exceeded

mph	%	Count
25	97.8%	1788
35	83.4%	1525
45	5.2%	95
55	0.3%	5
65	0.2%	3
75	0.1%	2

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Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB														
Total	1829	20	11	10	27	236	929	501	81	9	1	1	1	2
%		1.1	0.6	0.5	1.5	12.9	50.8	27.4	4.4	0.5	0.1	0.1	0.1	0.1

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mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	111	1	1	0	1	14	68	21	4	1	0	0	0	0
12:15 PM	80	0	0	1	5	7	37	27	3	0	0	0	0	0
12:30 PM	134	3	2	1	11	25	64	25	3	0	0	0	0	0
12:45 PM	120	0	1	3	1	19	57	34	4	1	0	0	0	0
1:00 PM	115	1	1	2	1	20	57	26	7	0	0	0	0	0
1:15 PM	105	3	0	0	0	19	58	24	1	0	0	0	0	0
1:30 PM	97	0	0	1	3	25	44	19	5	0	0	0	0	0
1:45 PM	123	0	4	1	0	23	74	18	3	0	0	0	0	0
2:00 PM	112	2	1	0	1	19	61	24	4	0	0	0	0	0
2:15 PM	120	0	0	2	1	14	68	31	3	1	0	0	0	0
2:30 PM	115	1	0	0	3	18	62	27	4	0	0	0	0	0
2:45 PM	129	2	2	0	2	26	66	25	5	1	0	0	0	0
3:00 PM	142	1	4	0	4	35	74	22	2	0	0	0	0	0
3:15 PM	139	0	3	0	2	24	84	21	4	1	0	0	0	0
3:30 PM	168	2	3	1	1	44	99	15	2	1	0	0	0	0
3:45 PM	150	3	2	4	2	34	79	22	3	0	0	0	1	0
4:00 PM	186	7	1	4	10	51	90	20	1	1	0	1	0	0
4:15 PM	135	2	1	2	8	37	71	11	3	0	0	0	0	0
4:30 PM	150	1	3	2	4	23	100	16	0	1	0	0	0	0
4:45 PM	145	3	1	0	5	37	80	18	1	0	0	0	0	0
5:00 PM	200	4	3	1	18	71	82	19	0	1	0	0	0	1
5:15 PM	161	2	5	3	15	71	60	5	0	0	0	0	0	0
5:30 PM	194	4	0	5	18	65	81	19	2	0	0	0	0	0
5:45 PM	165	3	3	0	12	48	75	23	0	0	1	0	0	0
6:00 PM	156	1	2	2	17	63	55	15	0	0	0	0	0	1
6:15 PM	123	0	1	0	4	52	52	12	2	0	0	0	0	0
6:30 PM	124	0	2	1	13	46	46	16	0	0	0	0	0	0
6:45 PM	109	1	1	0	3	44	45	12	2	1	0	0	0	0
7:00 PM	114	1	0	4	12	47	37	10	3	0	0	0	0	0
7:15 PM	98	0	0	0	8	39	38	13	0	0	0	0	0	0
7:30 PM	100	0	1	1	4	34	52	7	1	0	0	0	0	0
7:45 PM	71	1	0	2	2	13	41	11	1	0	0	0	0	0
8:00 PM	78	0	0	0	1	23	41	13	0	0	0	0	0	0
8:15 PM	87	0	0	6	2	35	33	10	0	1	0	0	0	0
8:30 PM	66	0	0	0	3	19	37	5	2	0	0	0	0	0
8:45 PM	68	0	0	0	2	16	37	12	1	0	0	0	0	0
9:00 PM	72	0	0	0	4	19	40	8	1	0	0	0	0	0
9:15 PM	51	1	1	0	2	12	18	14	3	0	0	0	0	0
9:30 PM	54	0	0	0	1	12	26	14	1	0	0	0	0	0
9:45 PM	48	0	1	0	2	9	27	9	0	0	0	0	0	0
10:00 PM	54	0	0	0	1	16	26	11	0	0	0	0	0	0
10:15 PM	27	0	0	0	2	10	11	4	0	0	0	0	0	0
10:30 PM	29	0	0	0	0	8	15	6	0	0	0	0	0	0
10:45 PM	24	0	0	0	1	7	12	4	0	0	0	0	0	0
11:00 PM	23	0	0	0	1	2	9	10	1	0	0	0	0	0
11:15 PM	21	0	0	0	0	4	10	6	1	0	0	0	0	0
11:30 PM	18	0	0	0	0	2	14	2	0	0	0	0	0	0
11:45 PM	6	0	0	0	0	0	5	0	1	0	0	0	0	0

SB

Average (Mean)	36.0 mph
Minimum	10.3 mph
Maximum	88.7 mph

Pace Range

31.6 - 41.6 mph 3949 vehicles (80.3%)

Percentile Speeds

%	mph
10	31.0
15	32.1
50	36.5
85	40.5
90	41.4

Speeds Exceeded

mph	%	Count
25	97.0%	4768
35	66.2%	3254
45	2.0%	100
55	0.1%	5
65	0.1%	3
75	0.0%	2

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Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4917	50	50	49	213	1301	2418	736	84	11	1	1	1	2
%		1.0	1.0	1.0	4.3	26.5	49.2	15.0	1.7	0.2	0.0	0.0	0.0	0.0

SB

TRAFFIC DATA SERVICES
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US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	24	0	0	0	0	0	0	0	0	1	2	3	10	8
12:15 AM	14	0	0	0	0	0	0	0	0	0	2	2	5	5
12:30 AM	17	0	0	0	0	0	0	0	0	1	0	4	2	10
12:45 AM	9	0	0	0	0	0	0	0	0	1	0	3	3	2
1:00 AM	4	0	0	0	0	0	0	0	0	0	0	1	2	1
1:15 AM	12	0	0	0	0	0	0	0	0	0	0	0	10	2
1:30 AM	7	0	0	0	0	0	0	0	0	0	1	0	3	3
1:45 AM	3	0	0	0	0	0	0	0	0	0	0	2	1	0
2:00 AM	18	0	0	0	0	0	0	0	0	0	1	4	3	10
2:15 AM	14	0	0	0	0	0	0	0	0	1	1	5	5	2
2:30 AM	10	0	0	0	0	0	0	0	1	0	1	1	5	2
2:45 AM	14	0	0	0	0	0	0	0	1	1	3	3	2	4
3:00 AM	6	0	0	0	0	0	0	0	0	0	0	1	3	2
3:15 AM	8	0	0	0	0	0	0	0	0	0	0	3	4	1
3:30 AM	9	0	0	0	0	0	0	0	0	0	0	4	4	1
3:45 AM	11	0	0	0	0	0	0	0	0	1	0	4	5	1
4:00 AM	14	0	0	0	0	0	0	0	0	0	2	8	2	2
4:15 AM	13	0	0	0	0	0	0	0	0	0	1	3	8	1
4:30 AM	26	0	0	0	0	0	0	0	0	0	1	11	5	9
4:45 AM	26	0	0	0	0	0	0	0	0	0	2	9	7	8
5:00 AM	26	0	0	0	0	0	0	0	0	0	1	6	12	7
5:15 AM	29	0	0	0	0	0	0	0	0	0	2	8	6	13
5:30 AM	51	0	0	0	0	0	0	0	0	0	2	13	21	15
5:45 AM	58	0	0	0	0	0	0	0	0	0	2	11	17	28
6:00 AM	65	0	0	0	0	0	0	0	0	0	2	9	25	29
6:15 AM	80	0	0	0	0	0	0	0	0	0	1	13	31	35
6:30 AM	117	1	0	0	0	0	0	0	1	0	1	13	34	67
6:45 AM	163	1	0	0	0	0	0	0	1	0	4	26	47	84
7:00 AM	191	0	1	0	0	0	0	0	1	0	4	33	54	98
7:15 AM	256	3	0	1	0	0	0	0	0	0	8	38	81	125
7:30 AM	328	1	1	0	0	0	1	2	0	3	3	40	95	182
7:45 AM	343	1	0	0	0	0	0	0	0	0	6	42	102	192
8:00 AM	328	1	0	1	1	0	0	0	0	1	6	38	97	183
8:15 AM	245	1	0	0	0	0	0	0	1	0	1	31	59	152
8:30 AM	263	1	0	0	0	0	0	0	1	1	8	36	72	144
8:45 AM	235	0	0	0	0	0	0	0	0	2	7	28	72	126
9:00 AM	137	0	0	0	0	0	0	0	0	1	1	21	54	60
9:15 AM	158	3	0	0	0	1	0	0	1	3	4	24	49	73
9:30 AM	131	1	0	0	0	0	0	0	0	2	3	30	44	51
9:45 AM	139	1	0	1	0	0	0	0	0	0	3	24	41	69
10:00 AM	131	0	0	0	0	0	0	0	1	1	2	25	27	75
10:15 AM	108	0	0	0	0	0	0	0	0	0	5	20	25	58
10:30 AM	140	0	0	0	0	0	0	0	0	0	7	22	52	59
10:45 AM	147	1	0	0	1	0	0	0	0	1	3	29	46	66
11:00 AM	121	0	0	0	0	0	0	0	0	1	7	25	39	49
11:15 AM	109	0	0	0	0	0	0	0	0	2	2	6	42	57
11:30 AM	114	1	0	0	0	1	0	0	0	0	4	28	32	48
11:45 AM	131	0	0	0	0	0	0	0	0	1	4	31	36	59

WB

Average (Mean)	69.6 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 3331 vehicles (72.4%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	69.3
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	99.5%	4581
35	99.4%	4577
45	99.4%	4574
55	98.6%	4540
65	79.9%	3679
75	14.0%	643

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US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4603	17	2	3	2	2	1	2	9	25	120	741	1401	2278
%		0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.5	2.6	16.1	30.4	49.5

WB

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mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	100	0	0	0	0	0	0	0	0	0	6	23	31	40
12:15 PM	126	0	0	0	0	0	0	0	0	0	2	19	39	66
12:30 PM	126	0	0	0	0	0	0	0	0	0	5	14	46	61
12:45 PM	150	0	0	0	0	0	0	0	0	0	6	32	42	70
1:00 PM	132	0	0	0	0	0	0	0	0	0	3	21	45	63
1:15 PM	132	1	0	0	0	1	0	0	0	3	5	16	48	58
1:30 PM	124	1	0	0	0	0	0	0	0	3	6	18	39	57
1:45 PM	166	0	0	1	0	0	0	0	0	0	2	31	61	71
2:00 PM	122	0	0	0	0	0	0	0	0	1	5	26	39	51
2:15 PM	125	0	0	0	0	0	0	0	0	3	5	21	49	47
2:30 PM	147	0	0	0	0	0	0	0	0	2	6	37	38	64
2:45 PM	170	0	0	0	0	0	0	0	1	2	8	45	50	64
3:00 PM	150	0	0	0	0	0	0	0	1	0	8	32	47	62
3:15 PM	179	0	1	0	1	0	0	1	1	1	3	30	59	82
3:30 PM	179	0	0	0	0	0	0	0	0	0	8	29	54	88
3:45 PM	191	0	0	0	0	0	0	0	0	1	3	34	54	99
4:00 PM	195	0	0	1	0	0	0	1	1	1	7	38	47	99
4:15 PM	217	0	0	0	0	0	0	0	1	0	7	25	43	141
4:30 PM	199	1	0	0	0	0	0	0	0	1	5	21	40	131
4:45 PM	249	1	0	0	0	0	0	0	0	6	8	30	43	161
5:00 PM	260	0	0	0	0	0	0	0	0	1	5	35	60	159
5:15 PM	253	0	0	0	0	0	0	0	0	0	3	29	64	157
5:30 PM	217	1	0	0	0	0	0	0	0	2	6	25	48	135
5:45 PM	225	1	0	0	0	0	0	0	0	0	5	29	63	127
6:00 PM	164	0	0	0	0	0	0	1	0	0	0	21	59	83
6:15 PM	210	0	0	0	0	0	0	0	0	0	16	29	57	108
6:30 PM	145	0	0	0	0	0	0	1	0	2	0	28	44	70
6:45 PM	113	0	0	0	0	0	0	0	0	0	4	11	24	74
7:00 PM	103	0	0	0	0	0	0	0	0	0	2	25	26	50
7:15 PM	104	0	0	0	0	0	0	0	0	0	4	18	34	48
7:30 PM	68	0	0	0	0	0	0	0	1	1	3	8	17	38
7:45 PM	63	0	0	0	0	0	0	0	0	0	4	8	14	37
8:00 PM	82	0	0	0	0	0	0	0	1	1	4	12	29	35
8:15 PM	120	0	0	0	0	0	0	0	0	1	3	22	25	69
8:30 PM	82	0	0	0	0	0	0	0	0	0	1	15	27	39
8:45 PM	52	0	0	0	0	0	0	0	0	0	1	13	24	14
9:00 PM	55	0	0	0	0	0	0	0	0	0	3	14	13	25
9:15 PM	40	0	0	0	0	0	0	0	0	0	4	6	11	19
9:30 PM	28	0	0	0	0	0	0	0	0	0	0	2	9	17
9:45 PM	41	0	0	0	0	0	0	0	0	1	2	5	12	21
10:00 PM	40	0	0	0	0	0	0	0	0	0	6	11	11	12
10:15 PM	31	0	0	0	0	0	0	0	0	0	1	4	10	16
10:30 PM	42	0	0	0	0	0	0	0	0	0	1	7	15	19
10:45 PM	22	0	0	0	0	0	0	0	0	0	2	6	4	10
11:00 PM	31	0	0	0	0	0	0	0	0	0	0	4	12	15
11:15 PM	22	0	0	0	0	0	0	0	0	0	0	1	8	13
11:30 PM	27	0	0	0	0	0	0	0	0	1	1	5	10	10
11:45 PM	30	0	0	0	0	0	0	0	0	0	1	10	7	12

WB

Average (Mean)	70.0 mph
Minimum	10.6 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4051 vehicles (69.3%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	76.4
90	76.4

Speeds Exceeded

mph	%	Count
25	99.8%	5840
35	99.8%	5838
45	99.7%	5834
55	99.0%	5793
65	79.6%	4658
75	16.6%	969

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	5849	6	1	2	1	1	0	4	7	34	190	945	1651	3007
%		0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.6	3.2	16.2	28.2	51.4

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	26	0	0	0	0	0	0	0	1	0	1	7	7	10
12:15 AM	20	0	0	0	0	0	0	0	0	0	1	8	9	2
12:30 AM	12	0	0	0	0	0	0	0	0	0	1	5	5	1
12:45 AM	8	0	0	0	0	0	0	0	0	0	0	4	2	2
1:00 AM	9	0	0	0	0	0	0	0	0	0	0	3	2	4
1:15 AM	7	0	0	0	0	0	0	0	0	0	1	3	2	1
1:30 AM	9	0	0	0	0	0	0	0	0	0	1	5	1	2
1:45 AM	8	0	0	0	0	0	0	0	0	0	0	2	3	3
2:00 AM	11	0	0	0	0	0	0	0	0	0	2	2	5	2
2:15 AM	14	0	0	0	0	0	0	0	0	0	1	4	3	6
2:30 AM	17	0	0	0	0	0	0	0	0	0	0	6	6	5
2:45 AM	9	0	0	0	0	0	0	0	0	0	1	4	2	2
3:00 AM	12	0	0	0	0	0	0	0	0	0	0	4	5	3
3:15 AM	18	0	0	0	0	0	0	0	0	0	3	5	7	3
3:30 AM	15	0	0	0	0	0	0	0	0	0	1	3	8	3
3:45 AM	9	0	0	0	0	0	0	0	0	1	0	2	4	2
4:00 AM	9	0	0	0	0	0	0	0	0	0	1	4	3	1
4:15 AM	18	0	0	0	0	0	0	0	0	0	2	5	7	4
4:30 AM	21	0	0	0	0	0	0	0	0	0	0	8	5	8
4:45 AM	37	0	0	0	0	0	0	0	0	0	1	11	15	10
5:00 AM	26	0	0	0	0	0	0	0	0	0	0	6	12	8
5:15 AM	27	0	0	0	0	0	0	0	0	0	2	6	11	8
5:30 AM	46	0	0	0	0	0	0	0	0	0	0	15	17	14
5:45 AM	67	0	0	0	0	0	0	0	0	0	4	10	15	38
6:00 AM	59	0	0	0	0	0	0	0	0	1	3	13	19	23
6:15 AM	72	0	1	0	0	0	0	0	0	0	2	13	29	27
6:30 AM	117	0	0	0	0	0	0	0	0	1	3	17	38	58
6:45 AM	184	0	0	0	0	0	0	0	0	0	3	28	51	102
7:00 AM	188	0	0	0	0	0	0	0	0	0	7	26	64	91
7:15 AM	271	0	0	0	0	0	0	0	0	0	5	27	72	167
7:30 AM	327	2	1	0	0	0	0	0	0	1	5	30	69	219
7:45 AM	382	6	0	0	0	0	0	1	0	1	1	34	86	253
8:00 AM	325	3	0	0	0	0	0	1	0	1	6	28	64	222
8:15 AM	264	1	1	2	0	0	0	1	1	1	6	29	76	146
8:30 AM	236	0	0	0	0	0	0	0	0	0	3	25	64	144
8:45 AM	239	0	1	0	0	0	0	0	0	2	6	37	58	135
9:00 AM	179	0	0	0	0	0	0	0	0	1	7	18	42	111
9:15 AM	156	0	0	1	0	0	0	0	1	0	1	14	44	95
9:30 AM	126	0	0	0	0	0	0	0	0	0	3	19	31	73
9:45 AM	139	0	0	0	0	0	0	0	0	0	2	23	45	69
10:00 AM	136	1	0	0	0	0	0	1	0	1	3	31	34	65
10:15 AM	121	0	0	0	0	0	0	0	0	0	1	27	35	58
10:30 AM	130	0	0	0	0	0	0	0	0	0	1	23	31	75
10:45 AM	131	2	0	0	0	0	0	0	0	0	3	19	36	71
11:00 AM	101	0	0	0	0	0	0	0	0	4	3	20	31	43
11:15 AM	125	0	0	0	0	0	0	0	0	0	4	15	32	74
11:30 AM	104	0	0	0	0	0	0	0	0	1	8	14	33	48
11:45 AM	134	0	0	0	0	0	0	0	0	2	1	21	41	69

WB

Average (Mean)	70.4 mph
Minimum	10.3 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 3274 vehicles (69.6%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.5%	4679
35	99.5%	4679
45	99.4%	4675
55	99.0%	4654
65	82.1%	3861
75	18.0%	846

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4701	15	4	3	0	0	0	4	3	18	110	683	1281	2580
%		0.3	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.4	2.3	14.5	27.2	54.9

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
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Site: #11
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	100	0	0	0	0	0	0	0	0	1	2	13	24	60
12:15 PM	138	1	0	0	0	0	0	0	0	0	3	18	30	86
12:30 PM	129	0	1	0	0	0	0	0	0	1	7	19	29	72
12:45 PM	130	0	0	0	0	0	0	0	0	0	4	16	25	85
1:00 PM	147	1	0	1	0	0	0	0	0	0	7	22	38	78
1:15 PM	129	0	0	0	0	0	0	0	0	0	0	31	41	57
1:30 PM	156	0	0	0	0	0	0	0	0	1	6	42	30	77
1:45 PM	118	0	0	0	0	0	0	0	0	0	5	24	30	59
2:00 PM	131	0	0	0	0	0	0	0	0	0	4	23	34	70
2:15 PM	151	1	0	0	0	0	0	0	0	0	7	16	42	85
2:30 PM	170	1	0	0	0	0	0	0	0	1	2	25	44	97
2:45 PM	181	2	0	0	0	0	0	1	0	1	3	29	51	94
3:00 PM	164	1	0	0	0	0	0	0	0	0	2	19	44	98
3:15 PM	187	0	0	0	0	1	0	0	1	3	2	27	47	106
3:30 PM	162	1	0	0	0	0	0	1	0	0	7	23	46	84
3:45 PM	210	0	0	0	0	0	0	1	0	1	5	19	45	139
4:00 PM	186	0	0	0	0	0	0	0	0	1	2	18	38	127
4:15 PM	216	0	0	0	0	0	0	0	1	0	6	13	40	156
4:30 PM	201	2	0	0	0	0	0	0	0	0	0	19	32	148
4:45 PM	258	1	0	0	0	0	0	0	2	0	9	21	65	160
5:00 PM	247	1	1	0	0	0	0	0	0	0	4	18	49	174
5:15 PM	261	0	0	0	0	0	0	0	0	2	8	27	43	181
5:30 PM	246	1	0	0	0	0	0	0	1	2	4	26	54	158
5:45 PM	198	2	0	0	0	0	0	0	1	0	9	22	57	107
6:00 PM	161	1	0	0	0	0	0	0	0	0	3	29	41	87
6:15 PM	215	0	0	0	0	0	0	0	1	1	3	29	66	115
6:30 PM	139	2	0	0	0	0	0	0	0	1	1	23	40	72
6:45 PM	130	0	0	1	0	0	0	0	0	1	4	13	40	71
7:00 PM	108	0	0	0	0	0	0	0	0	1	4	9	37	57
7:15 PM	104	0	0	0	0	0	0	0	0	0	2	16	28	58
7:30 PM	112	0	0	0	0	0	0	0	0	1	4	12	34	61
7:45 PM	100	0	0	0	0	0	0	0	0	0	1	12	28	59
8:00 PM	83	0	0	0	0	0	0	0	0	0	1	11	28	43
8:15 PM	91	0	0	0	0	0	0	0	0	1	2	14	22	52
8:30 PM	79	0	0	1	0	1	0	0	0	0	3	10	26	38
8:45 PM	53	0	0	0	0	0	0	0	0	1	0	8	16	28
9:00 PM	60	0	0	0	0	0	0	0	0	1	3	10	21	25
9:15 PM	61	0	0	0	0	0	0	0	0	1	4	9	22	25
9:30 PM	41	0	0	0	0	0	0	0	0	0	1	2	22	16
9:45 PM	30	0	0	0	0	0	0	0	0	0	1	9	11	9
10:00 PM	41	0	0	0	0	0	0	0	0	0	1	6	15	19
10:15 PM	40	0	0	0	0	0	0	0	0	0	1	8	14	17
10:30 PM	41	0	0	1	0	0	0	0	0	0	0	3	13	24
10:45 PM	25	0	0	0	0	0	0	0	0	0	1	5	12	7
11:00 PM	30	0	0	0	0	0	0	0	0	1	2	4	13	10
11:15 PM	33	0	0	0	0	0	0	0	0	0	0	6	13	14
11:30 PM	23	0	0	0	0	0	0	0	0	1	1	5	9	7
11:45 PM	25	0	0	0	0	0	0	0	0	0	2	5	5	13

WB

Average (Mean)	70.8 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4048 vehicles (67.0%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.6%	6017
35	99.6%	6015
45	99.5%	6012
55	99.0%	5980
65	83.4%	5039
75	21.6%	1304

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy west of
Moon Road WB ON Ramp

Site: #11
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6041	18	2	4	0	2	0	3	7	25	153	788	1554	3485
%		0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.4	2.5	13.0	25.7	57.7

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	18	0	0	0	0	0	0	0	0	0	1	2	5	10
12:15 AM	13	0	0	0	0	0	0	0	1	0	1	3	3	5
12:30 AM	11	0	0	0	0	0	0	0	0	0	0	1	2	8
12:45 AM	15	0	0	0	0	0	0	0	0	0	0	3	6	6
1:00 AM	12	0	0	0	0	0	0	0	0	0	0	3	4	5
1:15 AM	11	0	0	0	0	0	0	0	0	0	1	2	1	7
1:30 AM	7	0	0	0	0	0	0	0	0	0	0	1	5	1
1:45 AM	12	0	0	0	0	0	0	0	0	0	0	4	5	3
2:00 AM	6	0	0	0	0	0	0	0	0	0	0	3	2	1
2:15 AM	13	0	0	0	0	0	0	0	0	0	1	4	4	4
2:30 AM	9	0	0	0	0	0	0	0	0	0	0	2	2	5
2:45 AM	4	0	0	0	0	0	0	0	0	0	1	0	2	1
3:00 AM	3	0	0	0	0	0	0	0	0	0	0	1	2	0
3:15 AM	14	0	0	0	0	0	0	0	0	0	1	7	3	3
3:30 AM	13	0	0	0	0	0	0	0	0	0	0	4	7	2
3:45 AM	10	0	0	0	0	0	0	0	0	0	0	1	6	3
4:00 AM	19	0	0	0	0	0	0	0	0	0	1	8	5	5
4:15 AM	23	0	0	0	0	0	0	0	0	0	1	6	8	8
4:30 AM	28	0	0	0	0	0	0	0	0	0	1	6	8	13
4:45 AM	43	0	0	0	0	0	0	0	0	0	2	7	12	22
5:00 AM	44	0	0	0	0	0	0	0	0	0	0	7	17	20
5:15 AM	68	0	0	0	0	0	0	0	0	0	1	7	22	38
5:30 AM	85	0	0	1	0	0	0	0	0	1	2	10	26	45
5:45 AM	83	0	0	0	0	0	0	0	0	1	3	7	30	42
6:00 AM	92	0	0	0	0	0	0	0	0	0	3	11	28	50
6:15 AM	105	0	0	0	0	0	0	0	0	1	2	19	31	52
6:30 AM	185	0	0	0	0	0	0	0	0	1	9	23	45	107
6:45 AM	192	0	0	0	0	0	0	0	1	1	4	23	41	122
7:00 AM	178	2	0	0	0	0	0	1	0	1	3	25	38	108
7:15 AM	226	0	0	0	0	0	0	0	0	0	4	26	54	142
7:30 AM	270	3	1	1	0	0	0	1	0	0	2	12	48	202
7:45 AM	284	2	1	0	0	0	0	0	0	1	6	17	63	194
8:00 AM	217	0	0	0	0	0	1	0	0	0	4	25	39	148
8:15 AM	215	0	2	1	0	0	0	0	2	1	9	26	51	123
8:30 AM	202	0	0	0	0	0	0	0	0	2	6	37	54	103
8:45 AM	151	0	0	0	0	0	0	0	0	0	3	20	30	98
9:00 AM	152	1	0	0	0	0	0	0	0	0	9	29	38	75
9:15 AM	120	1	0	0	0	0	0	0	0	0	4	22	34	59
9:30 AM	133	0	0	0	0	0	0	0	0	0	2	18	46	67
9:45 AM	117	0	0	0	0	0	0	1	0	0	3	25	44	44
10:00 AM	101	0	0	0	0	0	0	1	1	0	4	22	23	50
10:15 AM	120	0	0	0	0	0	0	0	1	1	3	24	34	57
10:30 AM	107	0	0	0	0	0	0	0	0	0	4	20	37	46
10:45 AM	115	1	0	0	0	0	0	0	1	1	5	28	33	46
11:00 AM	116	0	0	0	0	0	0	0	0	0	7	22	27	60
11:15 AM	137	0	0	0	0	0	0	0	0	0	6	26	38	67
11:30 AM	119	0	0	0	0	0	0	0	0	0	4	23	35	57
11:45 AM	138	0	0	0	0	0	0	0	0	1	3	24	42	68

EB

Average (Mean)	70.6 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 2845 vehicles (65.3%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.6%	4339
35	99.6%	4339
45	99.5%	4334
55	99.0%	4314
65	81.3%	3542
75	22.0%	957

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4356	10	4	3	0	0	1	4	7	13	126	646	1140	2402
%		0.2	0.1	0.1	0.0	0.0	0.0	0.1	0.2	0.3	2.9	14.8	26.2	55.1

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	122	0	1	0	0	0	0	0	1	0	3	15	45	57
12:15 PM	124	0	0	0	0	0	0	0	1	3	0	24	25	71
12:30 PM	119	0	0	0	0	0	0	0	0	1	1	19	42	56
12:45 PM	121	0	0	1	0	1	0	0	1	2	6	24	39	47
1:00 PM	141	0	0	0	0	0	0	0	2	0	6	29	39	65
1:15 PM	143	0	0	0	0	0	0	0	0	0	7	29	40	67
1:30 PM	145	1	0	0	0	0	0	0	1	4	6	20	41	72
1:45 PM	152	0	0	0	0	0	0	0	0	1	8	41	37	65
2:00 PM	121	0	0	0	0	0	0	0	0	0	6	23	28	64
2:15 PM	161	1	0	0	0	0	0	0	0	2	6	37	40	75
2:30 PM	146	0	1	0	0	0	0	0	0	1	7	29	50	58
2:45 PM	144	0	0	0	0	0	0	0	0	1	10	37	33	63
3:00 PM	154	0	0	0	0	0	0	2	0	0	9	29	41	73
3:15 PM	168	0	0	0	0	1	0	0	0	1	10	25	63	68
3:30 PM	182	0	0	0	0	0	0	0	0	0	6	17	61	98
3:45 PM	161	0	0	0	0	0	0	0	0	0	5	22	53	81
4:00 PM	186	1	0	0	0	0	0	0	3	0	4	21	40	117
4:15 PM	215	0	2	0	0	0	0	0	1	2	2	28	47	133
4:30 PM	198	0	0	0	0	0	0	0	1	0	8	25	57	107
4:45 PM	246	1	0	0	0	0	0	0	0	0	3	40	62	140
5:00 PM	282	1	3	1	0	0	0	0	1	0	10	33	82	151
5:15 PM	322	2	1	0	0	1	0	0	0	0	5	40	80	193
5:30 PM	309	2	1	0	0	0	0	0	1	0	11	27	83	184
5:45 PM	255	1	0	0	0	0	0	0	0	1	5	41	66	141
6:00 PM	232	0	0	0	0	0	0	0	0	4	6	36	69	117
6:15 PM	213	0	0	0	0	0	0	0	0	0	15	44	52	102
6:30 PM	184	0	1	0	0	0	0	0	0	0	7	41	56	79
6:45 PM	170	1	1	0	0	0	0	0	1	3	8	41	43	72
7:00 PM	124	0	0	0	0	0	0	1	1	1	5	24	42	50
7:15 PM	138	0	0	0	0	0	0	0	0	0	5	35	35	63
7:30 PM	138	0	0	0	1	0	0	0	0	1	8	29	41	58
7:45 PM	121	0	0	0	0	0	0	0	0	2	7	17	52	43
8:00 PM	108	0	0	0	0	0	0	0	0	1	2	17	40	48
8:15 PM	111	0	0	0	0	0	0	0	0	0	1	23	45	42
8:30 PM	88	0	0	0	0	0	0	0	0	1	4	26	18	39
8:45 PM	127	0	0	0	0	0	0	0	0	2	4	28	42	51
9:00 PM	81	0	0	0	0	0	0	0	0	0	3	19	27	32
9:15 PM	95	0	0	0	0	0	0	0	0	1	6	20	33	35
9:30 PM	83	0	0	0	0	0	0	0	0	1	4	13	33	32
9:45 PM	57	0	0	0	0	0	0	0	0	0	3	11	13	30
10:00 PM	45	0	0	0	0	0	0	2	0	0	3	4	20	16
10:15 PM	42	0	0	0	0	0	0	0	0	1	2	10	11	18
10:30 PM	36	0	0	0	0	0	0	0	0	0	3	12	9	12
10:45 PM	40	0	0	0	0	0	0	0	0	0	4	7	11	18
11:00 PM	34	0	0	0	0	0	0	0	0	0	2	9	10	13
11:15 PM	27	0	0	0	0	0	0	0	0	1	3	5	6	12
11:30 PM	22	0	0	0	0	0	0	0	0	0	0	4	6	12
11:45 PM	21	0	0	0	0	0	0	0	0	1	2	8	1	9

EB

Average (Mean)	69.5 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4605 vehicles (69.2%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	69.3
85	76.4
90	76.4

Speeds Exceeded

mph	%	Count
25	99.6%	6630
35	99.6%	6626
45	99.5%	6621
55	98.7%	6567
65	77.5%	5158
75	15.2%	1011

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6654	11	11	2	1	3	0	5	15	39	251	1158	1909	3249
%		0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.2	0.6	3.8	17.4	28.7	48.8

EB

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	16	0	0	0	0	0	0	0	0	0	1	7	8	0
12:15 AM	19	0	0	0	0	0	0	0	0	0	4	3	6	6
12:30 AM	17	0	0	0	0	0	0	0	0	0	1	4	11	1
12:45 AM	20	0	0	0	0	0	0	0	0	1	1	4	8	6
1:00 AM	5	0	0	0	0	0	0	0	0	0	0	2	2	1
1:15 AM	9	0	0	0	0	0	0	0	0	0	0	4	3	2
1:30 AM	9	0	0	0	0	0	0	0	0	0	1	4	3	1
1:45 AM	7	0	0	0	0	0	0	0	0	0	0	5	2	0
2:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	2	2
2:15 AM	8	0	0	0	0	0	0	0	0	0	0	1	6	1
2:30 AM	11	0	0	0	0	0	0	0	0	0	1	2	2	6
2:45 AM	10	0	0	0	0	0	0	0	0	1	0	4	5	0
3:00 AM	7	0	0	0	0	0	0	0	0	0	0	1	2	4
3:15 AM	7	0	0	0	0	0	0	0	0	0	2	0	3	2
3:30 AM	8	0	0	0	0	0	0	0	0	0	0	4	2	2
3:45 AM	15	0	0	0	0	0	0	0	0	0	0	6	7	2
4:00 AM	16	0	0	0	0	0	0	1	0	0	0	4	5	6
4:15 AM	21	0	0	0	0	0	0	0	0	0	2	4	6	9
4:30 AM	36	0	0	0	0	0	0	0	1	0	3	7	14	11
4:45 AM	41	0	0	0	0	0	0	0	0	0	3	9	15	14
5:00 AM	54	0	0	0	0	0	0	0	0	0	3	14	19	18
5:15 AM	51	0	0	0	0	0	0	0	0	0	0	9	20	22
5:30 AM	89	0	0	0	0	0	0	0	0	1	1	18	25	44
5:45 AM	93	1	1	0	0	0	0	0	0	2	2	17	26	44
6:00 AM	97	0	0	0	0	0	0	0	1	0	3	22	30	41
6:15 AM	149	0	0	0	0	0	0	0	1	1	3	21	41	82
6:30 AM	161	0	0	0	0	0	0	0	0	1	2	30	47	81
6:45 AM	175	1	0	0	0	0	0	0	0	0	7	20	51	96
7:00 AM	168	0	0	0	0	0	0	1	0	0	1	12	59	95
7:15 AM	217	1	0	0	0	0	0	0	0	0	5	22	53	136
7:30 AM	283	2	0	0	1	0	0	0	0	5	6	25	62	182
7:45 AM	267	1	0	0	0	0	0	0	0	1	2	14	49	200
8:00 AM	210	1	1	0	0	0	0	0	1	0	6	15	41	145
8:15 AM	215	0	0	0	0	0	0	0	0	0	5	22	49	139
8:30 AM	192	0	0	0	0	0	0	0	0	1	4	29	38	120
8:45 AM	178	1	0	0	1	0	0	0	1	2	6	22	37	108
9:00 AM	133	1	1	1	0	0	0	0	0	1	4	14	38	73
9:15 AM	145	0	1	0	0	0	0	0	0	1	3	17	38	85
9:30 AM	163	0	0	0	0	0	0	0	0	1	8	28	44	82
9:45 AM	110	1	0	0	0	0	1	0	0	2	3	15	32	56
10:00 AM	102	0	0	0	0	0	0	0	0	2	3	17	34	46
10:15 AM	113	0	0	0	0	1	0	0	0	0	2	15	38	57
10:30 AM	100	0	1	0	0	0	0	0	0	0	7	20	39	33
10:45 AM	120	0	0	0	0	0	0	0	0	1	4	19	45	51
11:00 AM	111	0	0	0	0	0	0	0	1	1	7	23	31	48
11:15 AM	131	0	0	0	0	0	0	0	0	1	8	31	36	55
11:30 AM	108	0	0	0	0	0	0	0	0	0	4	26	29	49
11:45 AM	125	0	0	0	0	0	0	0	0	0	6	20	43	56

EB

Average (Mean)	70.3 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 2937 vehicles (67.6%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.6%	4330
35	99.6%	4327
45	99.5%	4324
55	98.8%	4292
65	81.1%	3526
75	19.7%	856

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4346	10	5	1	2	1	1	2	6	26	134	632	1206	2320
%		0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.6	3.1	14.5	27.7	53.4

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
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Site: #12
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	129	0	0	0	0	0	0	0	0	0	6	31	36	56
12:15 PM	141	0	0	0	0	0	0	0	0	1	6	20	49	65
12:30 PM	141	0	0	0	0	0	0	0	0	0	7	26	43	65
12:45 PM	145	1	0	0	0	0	0	0	1	1	5	33	39	65
1:00 PM	152	1	0	0	0	0	0	1	1	1	5	29	31	83
1:15 PM	141	0	0	0	0	0	0	1	0	2	0	14	38	86
1:30 PM	148	0	0	0	0	0	0	0	0	0	3	22	43	80
1:45 PM	152	0	0	0	0	0	0	0	0	0	3	30	39	80
2:00 PM	135	0	0	1	0	0	0	0	0	0	4	20	36	74
2:15 PM	146	0	1	0	0	0	0	0	0	1	4	26	43	71
2:30 PM	150	0	0	0	0	0	0	0	0	1	4	29	38	78
2:45 PM	151	0	0	0	0	0	0	0	1	1	4	24	43	78
3:00 PM	151	2	0	0	0	0	0	1	0	3	2	9	48	86
3:15 PM	206	0	0	0	0	0	0	0	0	0	12	28	58	108
3:30 PM	225	0	0	0	0	0	0	0	0	0	2	27	51	145
3:45 PM	191	0	0	0	0	0	0	0	0	0	1	27	54	109
4:00 PM	200	0	0	0	0	0	0	0	0	0	5	19	41	135
4:15 PM	225	0	0	0	0	0	0	0	0	2	4	28	49	142
4:30 PM	232	0	0	0	0	0	0	0	0	0	6	12	60	154
4:45 PM	259	1	1	0	0	0	1	1	1	0	2	28	60	164
5:00 PM	270	0	0	0	0	0	0	0	0	0	4	22	60	184
5:15 PM	319	2	0	0	0	0	0	0	0	0	5	32	99	181
5:30 PM	290	2	0	0	0	0	0	0	1	0	6	33	72	176
5:45 PM	282	0	0	0	0	0	0	0	0	2	9	24	58	189
6:00 PM	246	0	0	0	0	0	0	0	0	0	2	19	71	154
6:15 PM	201	0	0	0	0	0	0	0	0	1	5	21	61	113
6:30 PM	188	1	1	0	0	0	0	1	0	1	5	34	64	81
6:45 PM	177	0	0	0	0	0	0	0	0	1	8	28	51	89
7:00 PM	161	0	0	0	0	0	0	0	0	1	7	35	42	76
7:15 PM	134	0	1	0	0	0	0	0	1	0	8	18	48	58
7:30 PM	126	0	0	0	0	0	0	0	0	0	10	16	51	49
7:45 PM	128	0	0	0	0	0	0	0	0	1	6	26	37	58
8:00 PM	107	0	0	0	0	0	0	0	0	0	2	29	25	51
8:15 PM	94	0	0	0	0	0	0	0	0	1	1	21	24	47
8:30 PM	70	0	0	0	0	0	0	0	1	1	4	22	21	21
8:45 PM	86	0	0	0	0	0	0	0	0	0	7	16	23	40
9:00 PM	81	0	0	0	0	0	0	0	0	2	9	18	29	23
9:15 PM	92	0	0	0	0	0	0	0	0	1	9	20	20	42
9:30 PM	74	0	0	0	0	0	0	0	0	1	4	20	21	28
9:45 PM	72	0	0	0	0	0	0	0	0	1	3	14	31	23
10:00 PM	58	0	0	0	0	0	0	0	0	1	7	15	17	18
10:15 PM	47	0	0	0	0	0	0	0	0	0	1	11	16	19
10:30 PM	46	0	0	0	0	0	0	0	0	0	3	16	16	11
10:45 PM	38	0	0	0	0	0	0	0	0	0	5	9	8	16
11:00 PM	36	0	0	0	0	0	0	0	0	0	4	7	6	19
11:15 PM	25	0	0	0	0	0	0	0	0	0	3	5	6	11
11:30 PM	17	0	0	0	0	0	0	0	0	0	1	3	6	7
11:45 PM	17	0	0	0	0	0	0	0	0	1	0	4	6	6

EB

Average (Mean)	70.4 mph
Minimum	10.6 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4682 vehicles (67.8%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.8%	6887
35	99.8%	6887
45	99.7%	6881
55	99.2%	6845
65	81.2%	5602
75	19.0%	1312

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/JR Allen Pkwy west of
Moon Road EB off Ramp

Site: #12
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6902	10	4	1	0	0	1	5	7	29	223	1020	1888	3714
%		0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.4	3.2	14.8	27.4	53.8

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	7	0	0	0	0	0	1	2	1	3	0	0	0	0
12:15 AM	5	0	0	0	0	0	0	1	2	1	1	0	0	0
12:30 AM	6	0	0	0	0	0	2	2	2	0	0	0	0	0
12:45 AM	7	0	0	0	0	1	0	4	0	1	0	1	0	0
1:00 AM	6	0	0	0	0	0	1	3	1	1	0	0	0	0
1:15 AM	2	0	0	0	0	0	1	0	1	0	0	0	0	0
1:30 AM	4	0	0	0	0	0	0	2	1	1	0	0	0	0
1:45 AM	4	0	0	1	0	0	1	1	1	0	0	0	0	0
2:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
2:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0
2:30 AM	4	0	0	0	0	1	1	0	1	1	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	4	0	0	0	0	0	0	2	1	1	0	0	0	0
3:15 AM	7	0	0	0	0	1	2	2	0	2	0	0	0	0
3:30 AM	6	0	0	0	0	0	0	4	2	0	0	0	0	0
3:45 AM	5	0	0	0	0	0	1	1	1	0	0	2	0	0
4:00 AM	4	0	0	0	0	0	2	1	1	0	0	0	0	0
4:15 AM	5	0	0	0	0	0	1	0	2	1	1	0	0	0
4:30 AM	6	0	0	0	0	0	1	1	4	0	0	0	0	0
4:45 AM	11	0	0	0	0	0	3	5	1	2	0	0	0	0
5:00 AM	13	0	0	0	0	0	4	4	4	1	0	0	0	0
5:15 AM	21	0	0	0	0	0	2	7	8	3	1	0	0	0
5:30 AM	27	0	0	0	1	0	10	6	2	8	0	0	0	0
5:45 AM	26	0	0	0	0	1	4	7	9	4	0	1	0	0
6:00 AM	26	0	0	0	1	0	4	5	12	4	0	0	0	0
6:15 AM	37	0	0	0	0	0	12	12	5	6	1	0	1	0
6:30 AM	50	0	0	0	0	1	10	16	14	8	0	0	0	1
6:45 AM	82	0	0	0	0	4	10	23	31	11	3	0	0	0
7:00 AM	98	1	0	0	2	0	21	39	19	15	0	0	1	0
7:15 AM	152	1	0	0	1	10	38	52	40	7	1	2	0	0
7:30 AM	173	3	0	1	1	1	61	68	30	6	1	0	1	0
7:45 AM	184	3	3	1	9	12	49	68	33	4	1	1	0	0
8:00 AM	130	2	1	2	0	22	41	47	14	1	0	0	0	0
8:15 AM	123	1	0	0	0	3	27	45	36	10	1	0	0	0
8:30 AM	144	1	0	0	2	18	40	42	30	11	0	0	0	0
8:45 AM	110	1	0	0	0	8	21	36	27	14	1	2	0	0
9:00 AM	91	0	0	1	0	2	16	35	27	9	1	0	0	0
9:15 AM	76	1	0	0	0	2	8	36	24	3	2	0	0	0
9:30 AM	71	0	0	0	0	3	12	20	30	4	1	1	0	0
9:45 AM	85	0	0	1	2	9	22	19	24	7	1	0	0	0
10:00 AM	77	0	0	0	0	8	14	22	26	6	1	0	0	0
10:15 AM	82	0	0	0	0	1	15	38	20	8	0	0	0	0
10:30 AM	78	0	0	0	0	2	13	39	17	5	2	0	0	0
10:45 AM	80	1	0	0	0	1	18	26	24	10	0	0	0	0
11:00 AM	81	0	1	1	3	6	23	28	14	5	0	0	0	0
11:15 AM	84	1	0	0	0	3	26	29	15	6	3	1	0	0
11:30 AM	84	0	0	1	0	2	25	28	21	6	1	0	0	0
11:45 AM	100	0	1	0	0	1	18	31	31	17	1	0	0	0

NB

Average (Mean)	42.7 mph
Minimum	10.0 mph
Maximum	77.6 mph

Pace Range

38.0 - 48.0 mph 1716 vehicles (69.2%)

Percentile Speeds

%	mph
10	35.8
15	37.2
50	43.3
85	49.0
90	50.3

Speeds Exceeded

mph	%	Count
25	98.8%	2449
35	92.9%	2304
45	34.8%	864
55	1.7%	41
65	0.2%	4
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2480	16	6	9	22	123	581	859	610	213	26	11	3	1
%		0.6	0.2	0.4	0.9	5.0	23.4	34.6	24.6	8.6	1.0	0.4	0.1	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	97	1	0	0	0	3	18	38	24	9	2	1	0	1
12:15 PM	99	2	0	0	0	3	29	24	30	10	1	0	0	0
12:30 PM	79	2	0	2	0	3	10	34	18	9	1	0	0	0
12:45 PM	116	1	1	0	1	2	21	39	36	13	1	1	0	0
1:00 PM	118	0	0	0	0	0	19	58	35	5	1	0	0	0
1:15 PM	117	0	3	2	0	2	24	50	29	6	1	0	0	0
1:30 PM	114	1	2	1	1	5	40	35	25	4	0	0	0	0
1:45 PM	109	1	0	0	2	2	16	40	38	10	0	0	0	0
2:00 PM	103	1	1	1	0	4	8	42	36	9	1	0	0	0
2:15 PM	89	2	3	0	1	2	17	34	24	6	0	0	0	0
2:30 PM	122	2	1	0	1	9	19	52	25	13	0	0	0	0
2:45 PM	128	1	3	0	1	8	15	58	34	8	0	0	0	0
3:00 PM	114	3	2	2	0	3	28	39	24	12	1	0	0	0
3:15 PM	116	0	0	1	2	2	27	41	33	9	1	0	0	0
3:30 PM	97	2	0	1	0	0	24	37	29	4	0	0	0	0
3:45 PM	121	0	6	3	1	3	42	30	26	10	0	0	0	0
4:00 PM	105	1	1	3	0	5	26	39	22	7	1	0	0	0
4:15 PM	121	5	2	3	2	8	23	49	22	7	0	0	0	0
4:30 PM	128	2	3	1	2	12	28	52	22	5	1	0	0	0
4:45 PM	151	3	2	3	2	2	36	59	33	10	1	0	0	0
5:00 PM	132	3	4	1	2	6	40	45	26	4	0	1	0	0
5:15 PM	156	1	1	3	5	12	45	60	19	9	0	1	0	0
5:30 PM	137	3	1	4	1	4	38	50	25	9	1	0	0	1
5:45 PM	153	5	6	1	0	10	47	59	18	7	0	0	0	0
6:00 PM	111	1	1	0	3	17	33	35	19	1	0	1	0	0
6:15 PM	147	2	0	1	0	14	39	66	18	7	0	0	0	0
6:30 PM	113	2	0	0	0	3	44	35	23	5	1	0	0	0
6:45 PM	101	1	1	0	0	10	20	43	19	5	0	0	0	2
7:00 PM	88	0	0	0	0	0	32	31	21	4	0	0	0	0
7:15 PM	63	0	0	1	2	5	9	23	18	5	0	0	0	0
7:30 PM	83	0	2	0	1	4	23	34	13	5	0	0	0	1
7:45 PM	63	0	0	0	0	0	24	24	8	6	0	1	0	0
8:00 PM	60	0	0	0	0	3	13	25	14	5	0	0	0	0
8:15 PM	62	0	0	0	0	3	13	29	15	2	0	0	0	0
8:30 PM	53	0	0	0	1	5	2	24	12	9	0	0	0	0
8:45 PM	43	0	0	0	0	5	11	12	11	3	1	0	0	0
9:00 PM	52	0	0	0	0	1	6	23	15	6	0	1	0	0
9:15 PM	39	0	0	0	0	0	12	10	12	4	0	1	0	0
9:30 PM	31	0	0	0	0	0	9	12	8	1	0	0	0	1
9:45 PM	26	0	0	0	0	0	4	8	8	5	1	0	0	0
10:00 PM	19	0	0	1	0	0	2	5	8	1	1	1	0	0
10:15 PM	16	0	0	0	0	0	3	2	4	5	2	0	0	0
10:30 PM	25	0	0	0	0	0	3	9	9	3	0	1	0	0
10:45 PM	6	0	0	0	0	0	1	3	1	1	0	0	0	0
11:00 PM	15	0	0	0	1	0	3	6	1	3	1	0	0	0
11:15 PM	11	0	0	0	0	0	0	1	5	1	1	3	0	0
11:30 PM	14	0	0	0	0	0	4	5	4	1	0	0	0	0
11:45 PM	7	0	0	0	0	0	2	4	0	1	0	0	0	0

NB

Average (Mean)	41.9 mph
Minimum	10.0 mph
Maximum	84.6 mph

Pace Range

38.0 - 48.0 mph 2899 vehicles (71.2%)

Percentile Speeds

%	mph
10	35.8
15	37.2
50	42.3
85	47.7
90	49.0

Speeds Exceeded

mph	%	Count
25	96.8%	3941
35	91.6%	3729
45	30.6%	1244
55	1.0%	41
65	0.1%	6
75	0.1%	3

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4070	48	46	35	32	180	952	1533	919	284	22	13	0	6
%		1.2	1.1	0.9	0.8	4.4	23.4	37.7	22.6	7.0	0.5	0.3	0.0	0.1

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	11	0	0	0	0	1	0	3	3	2	0	2	0	0
12:15 AM	8	0	0	0	0	0	1	0	5	2	0	0	0	0
12:30 AM	5	0	0	0	0	1	0	1	1	1	0	1	0	0
12:45 AM	9	0	0	0	0	0	4	2	1	2	0	0	0	0
1:00 AM	3	0	0	0	0	0	2	0	0	1	0	0	0	0
1:15 AM	4	0	0	0	0	0	0	2	1	1	0	0	0	0
1:30 AM	6	0	0	0	0	0	2	2	1	1	0	0	0	0
1:45 AM	7	0	0	0	0	0	1	2	2	2	0	0	0	0
2:00 AM	6	0	0	0	0	0	4	0	0	2	0	0	0	0
2:15 AM	2	0	0	0	0	0	0	1	0	0	1	0	0	0
2:30 AM	5	0	0	0	0	0	0	0	3	0	2	0	0	0
2:45 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
3:15 AM	2	0	0	0	0	0	0	1	0	0	1	0	0	0
3:30 AM	4	0	0	0	0	0	0	1	3	0	0	0	0	0
3:45 AM	2	0	0	0	0	0	0	0	1	1	0	0	0	0
4:00 AM	3	0	0	0	0	0	2	0	1	0	0	0	0	0
4:15 AM	4	0	0	0	0	0	0	2	1	1	0	0	0	0
4:30 AM	6	0	0	0	0	0	1	3	2	0	0	0	0	0
4:45 AM	8	0	0	0	0	1	2	0	3	1	1	0	0	0
5:00 AM	17	0	0	0	0	0	3	6	3	4	0	1	0	0
5:15 AM	16	0	0	0	0	0	2	5	6	2	1	0	0	0
5:30 AM	26	0	0	0	0	0	7	6	7	3	1	2	0	0
5:45 AM	30	0	0	0	1	0	4	14	8	1	2	0	0	0
6:00 AM	26	0	0	1	0	1	3	8	6	5	1	1	0	0
6:15 AM	37	0	0	0	0	3	6	13	8	5	1	1	0	0
6:30 AM	49	0	0	0	0	1	10	17	12	6	3	0	0	0
6:45 AM	80	0	1	0	0	3	9	25	24	12	3	2	1	0
7:00 AM	102	1	0	1	1	4	15	41	29	9	0	1	0	0
7:15 AM	134	2	2	0	1	5	49	48	20	6	1	0	0	0
7:30 AM	167	5	5	11	11	8	48	53	23	3	0	0	0	0
7:45 AM	194	1	1	3	4	14	51	74	35	10	1	0	0	0
8:00 AM	124	3	1	1	0	16	36	40	18	8	1	0	0	0
8:15 AM	122	1	0	0	3	11	36	47	20	4	0	0	0	0
8:30 AM	126	0	0	0	0	8	29	53	28	7	1	0	0	0
8:45 AM	94	1	0	0	0	3	28	34	18	9	1	0	0	0
9:00 AM	85	0	1	1	0	0	14	34	25	8	2	0	0	0
9:15 AM	90	0	0	0	2	8	13	33	22	12	0	0	0	0
9:30 AM	74	0	0	0	0	0	14	32	21	4	3	0	0	0
9:45 AM	79	0	0	0	3	3	18	26	16	13	0	0	0	0
10:00 AM	88	1	0	0	0	0	18	33	26	7	2	0	0	1
10:15 AM	83	0	0	0	1	8	19	22	20	11	2	0	0	0
10:30 AM	90	0	0	0	0	6	22	27	19	14	2	0	0	0
10:45 AM	92	2	1	1	0	6	3	46	18	13	2	0	0	0
11:00 AM	101	0	0	0	0	4	15	39	30	12	1	0	0	0
11:15 AM	103	0	0	0	0	10	21	38	24	10	0	0	0	0
11:30 AM	107	1	1	0	1	3	34	43	20	2	1	1	0	0
11:45 AM	97	1	0	1	2	7	19	35	22	10	0	0	0	0

NB

Average (Mean)	42.4 mph
Minimum	10.2 mph
Maximum	77.6 mph

Pace Range

38.0 - 48.0 mph 1709 vehicles (67.5%)

Percentile Speeds

%	mph
10	35.8
15	37.2
50	42.3
85	49.0
90	50.3

Speeds Exceeded

mph	%	Count
25	97.9%	2478
35	91.4%	2313
45	33.0%	834
55	2.0%	51
65	0.1%	2
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2530	19	13	20	30	135	565	914	556	227	37	12	1	1
%		0.8	0.5	0.8	1.2	5.3	22.3	36.1	22.0	9.0	1.5	0.5	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	107	1	5	4	6	5	19	36	22	8	1	0	0	0
12:15 PM	87	0	0	1	1	5	7	41	22	7	3	0	0	0
12:30 PM	103	3	1	1	0	6	33	42	12	5	0	0	0	0
12:45 PM	106	2	1	0	1	3	26	34	29	9	1	0	0	0
1:00 PM	124	1	0	0	1	1	31	48	38	4	0	0	0	0
1:15 PM	128	1	1	2	1	1	16	61	35	9	0	1	0	0
1:30 PM	113	1	0	1	0	5	20	46	30	10	0	0	0	0
1:45 PM	109	0	2	0	0	1	17	39	34	14	2	0	0	0
2:00 PM	106	0	3	1	0	7	32	33	22	7	1	0	0	0
2:15 PM	109	0	1	1	1	4	29	38	25	7	1	1	1	0
2:30 PM	115	1	1	0	3	13	38	40	13	6	0	0	0	0
2:45 PM	122	4	1	0	0	8	29	39	26	12	3	0	0	0
3:00 PM	93	3	1	2	0	7	18	35	22	3	1	0	0	1
3:15 PM	114	0	1	0	0	4	25	50	23	10	1	0	0	0
3:30 PM	120	3	1	0	1	2	29	52	23	7	1	0	0	1
3:45 PM	101	0	0	1	0	0	21	44	28	6	1	0	0	0
4:00 PM	105	1	2	2	0	6	29	41	15	7	2	0	0	0
4:15 PM	132	1	4	0	0	8	20	52	34	13	0	0	0	0
4:30 PM	130	3	1	0	1	4	42	45	25	7	2	0	0	0
4:45 PM	139	4	0	2	0	3	22	50	48	9	1	0	0	0
5:00 PM	140	3	5	0	0	4	64	40	18	6	0	0	0	0
5:15 PM	137	5	4	0	0	6	33	61	19	9	0	0	0	0
5:30 PM	138	0	1	2	0	5	52	47	25	5	0	0	1	0
5:45 PM	165	2	2	0	2	22	50	64	22	1	0	0	0	0
6:00 PM	130	0	1	2	1	10	54	51	9	2	0	0	0	0
6:15 PM	121	1	2	3	8	15	49	27	11	4	0	1	0	0
6:30 PM	113	1	1	0	0	14	53	28	12	4	0	0	0	0
6:45 PM	110	0	1	3	2	23	40	29	10	2	0	0	0	0
7:00 PM	64	2	1	0	1	6	17	23	12	2	0	0	0	0
7:15 PM	83	0	0	0	0	5	27	33	14	4	0	0	0	0
7:30 PM	87	1	1	0	1	19	38	17	9	1	0	0	0	0
7:45 PM	57	0	0	5	1	4	12	26	7	2	0	0	0	0
8:00 PM	51	0	0	0	0	0	15	24	10	2	0	0	0	0
8:15 PM	44	0	0	0	0	5	18	16	1	4	0	0	0	0
8:30 PM	36	0	0	0	1	2	10	13	10	0	0	0	0	0
8:45 PM	30	0	0	0	0	1	12	9	6	2	0	0	0	0
9:00 PM	25	0	0	0	0	1	7	9	7	1	0	0	0	0
9:15 PM	35	0	0	0	0	0	10	17	4	4	0	0	0	0
9:30 PM	35	0	0	0	0	2	9	13	7	3	1	0	0	0
9:45 PM	30	0	0	0	0	2	4	11	10	3	0	0	0	0
10:00 PM	33	0	0	0	0	4	8	16	3	1	0	1	0	0
10:15 PM	21	0	0	0	0	1	6	5	4	4	0	0	1	0
10:30 PM	27	0	0	0	0	3	7	8	3	6	0	0	0	0
10:45 PM	11	0	0	0	0	0	4	3	4	0	0	0	0	0
11:00 PM	18	0	0	1	0	0	5	6	6	0	0	0	0	0
11:15 PM	11	0	0	0	0	0	2	5	3	0	0	1	0	0
11:30 PM	16	0	0	0	0	0	5	7	4	0	0	0	0	0
11:45 PM	12	0	0	0	0	2	0	3	4	0	3	0	0	0

NB

Average (Mean)	41.2 mph
Minimum	10.0 mph
Maximum	74.5 mph

Pace Range

35.8 - 45.8 mph 2776 vehicles (68.7%)

Percentile Speeds

%	mph
10	34.5
15	36.5
50	41.4
85	46.5
90	47.7

Speeds Exceeded

mph	%	Count
25	97.0%	3920
35	90.0%	3638
45	25.9%	1047
55	0.9%	35
65	0.1%	5
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Moon Rd South of Whittlesey Blvd/ Stone Mill Dr

Site: #12
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4043	44	45	34	33	249	1114	1477	780	232	25	5	3	2
%		1.1	1.1	0.8	0.8	6.2	27.6	36.5	19.3	5.7	0.6	0.1	0.1	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	26	0	0	0	0	6	16	3	1	0	0	0	0	0
12:15 AM	12	0	0	0	4	5	2	1	0	0	0	0	0	0
12:30 AM	9	0	0	0	1	6	2	0	0	0	0	0	0	0
12:45 AM	11	0	0	0	0	4	4	2	1	0	0	0	0	0
1:00 AM	11	0	0	0	0	6	1	3	0	1	0	0	0	0
1:15 AM	10	0	0	0	2	3	4	1	0	0	0	0	0	0
1:30 AM	2	0	0	0	0	0	2	0	0	0	0	0	0	0
1:45 AM	6	0	0	0	0	1	3	2	0	0	0	0	0	0
2:00 AM	2	0	0	0	1	0	0	1	0	0	0	0	0	0
2:15 AM	3	0	0	0	1	0	2	0	0	0	0	0	0	0
2:30 AM	29	0	0	1	1	4	17	5	0	1	0	0	0	0
2:45 AM	11	0	0	0	0	2	4	3	1	1	0	0	0	0
3:00 AM	8	0	0	0	1	3	2	1	1	0	0	0	0	0
3:15 AM	7	0	0	0	1	1	2	1	2	0	0	0	0	0
3:30 AM	10	0	0	2	1	2	4	1	0	0	0	0	0	0
3:45 AM	6	0	0	0	1	1	2	1	1	0	0	0	0	0
4:00 AM	8	0	0	0	0	2	5	1	0	0	0	0	0	0
4:15 AM	15	0	0	0	2	3	6	4	0	0	0	0	0	0
4:30 AM	25	0	0	0	2	7	7	7	2	0	0	0	0	0
4:45 AM	22	0	0	0	1	6	8	3	2	2	0	0	0	0
5:00 AM	29	0	0	0	0	7	13	8	1	0	0	0	0	0
5:15 AM	45	0	0	0	3	10	22	8	2	0	0	0	0	0
5:30 AM	35	0	0	2	7	3	16	3	4	0	0	0	0	0
5:45 AM	34	0	0	0	1	6	8	15	3	1	0	0	0	0
6:00 AM	66	0	0	1	3	13	29	15	5	0	0	0	0	0
6:15 AM	82	0	1	0	21	22	28	9	0	1	0	0	0	0
6:30 AM	106	1	0	4	22	35	30	9	4	1	0	0	0	0
6:45 AM	122	0	1	4	30	31	29	16	7	4	0	0	0	0
7:00 AM	150	1	0	3	30	31	41	25	12	6	0	0	0	1
7:15 AM	189	4	5	17	45	48	28	22	15	5	0	0	0	0
7:30 AM	245	9	19	23	59	36	37	35	22	5	0	0	0	0
7:45 AM	246	9	22	35	46	51	46	21	12	3	1	0	0	0
8:00 AM	255	9	11	38	53	73	37	18	14	2	0	0	0	0
8:15 AM	224	9	12	34	63	57	26	17	4	2	0	0	0	0
8:30 AM	214	9	15	29	69	41	29	13	7	2	0	0	0	0
8:45 AM	186	4	16	31	46	33	34	12	8	2	0	0	0	0
9:00 AM	194	11	9	31	48	31	32	16	11	4	1	0	0	0
9:15 AM	170	2	7	25	40	48	26	14	6	2	0	0	0	0
9:30 AM	167	3	3	27	35	40	28	22	8	1	0	0	0	0
9:45 AM	200	4	9	28	60	50	25	14	9	1	0	0	0	0
10:00 AM	174	0	2	32	48	40	23	22	7	0	0	0	0	0
10:15 AM	185	1	4	22	43	44	33	25	11	2	0	0	0	0
10:30 AM	162	2	2	24	39	29	32	21	12	1	0	0	0	0
10:45 AM	184	8	9	40	54	37	17	16	2	1	0	0	0	0
11:00 AM	178	4	2	14	48	45	32	23	9	0	0	0	0	1
11:15 AM	178	5	9	29	50	36	24	17	7	1	0	0	0	0
11:30 AM	165	10	24	26	39	32	15	15	3	1	0	0	0	0
11:45 AM	192	10	13	41	50	37	22	15	3	1	0	0	0	0

SB

Average (Mean)	31.8 mph
Minimum	10.0 mph
Maximum	77.6 mph

Pace Range

24.5 - 34.5 mph 2210 vehicles (47.9%)

Percentile Speeds

%	mph
10	21.9
15	23.9
50	31.6
85	40.5
90	43.3

Speeds Exceeded

mph	%	Count
25	81.1%	3737
35	35.5%	1638
45	6.0%	277
55	0.1%	4
65	0.0%	2
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4610	115	195	563	1071	1028	855	506	219	54	2	0	0	2
%		2.5	4.2	12.2	23.2	22.3	18.5	11.0	4.8	1.2	0.0	0.0	0.0	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	202	7	17	39	55	32	28	20	2	2	0	0	0	0
12:15 PM	194	9	27	38	67	30	14	7	2	0	0	0	0	0
12:30 PM	213	2	7	31	48	58	44	18	4	0	1	0	0	0
12:45 PM	198	6	13	40	71	32	22	14	0	0	0	0	0	0
1:00 PM	199	10	19	35	53	35	30	16	1	0	0	0	0	0
1:15 PM	194	6	13	25	55	47	28	13	6	1	0	0	0	0
1:30 PM	203	11	26	35	54	44	14	14	5	0	0	0	0	0
1:45 PM	195	11	8	37	60	37	23	14	4	1	0	0	0	0
2:00 PM	173	2	7	32	57	38	23	10	3	1	0	0	0	0
2:15 PM	212	13	20	47	66	32	21	11	1	1	0	0	0	0
2:30 PM	184	12	12	47	50	34	20	7	2	0	0	0	0	0
2:45 PM	175	7	4	37	50	33	21	16	7	0	0	0	0	0
3:00 PM	191	1	4	21	63	48	29	18	7	0	0	0	0	0
3:15 PM	196	7	10	28	48	37	40	19	7	0	0	0	0	0
3:30 PM	222	21	22	46	87	35	7	3	0	1	0	0	0	0
3:45 PM	193	10	18	43	47	41	26	8	0	0	0	0	0	0
4:00 PM	185	8	20	39	56	39	13	5	3	2	0	0	0	0
4:15 PM	199	5	6	38	63	55	25	5	2	0	0	0	0	0
4:30 PM	191	7	15	41	53	41	23	9	2	0	0	0	0	0
4:45 PM	202	2	14	32	67	39	33	11	4	0	0	0	0	0
5:00 PM	249	16	20	57	69	45	27	12	2	1	0	0	0	0
5:15 PM	209	11	25	33	61	44	23	11	1	0	0	0	0	0
5:30 PM	229	11	26	42	63	36	37	12	2	0	0	0	0	0
5:45 PM	216	6	15	44	68	50	22	9	2	0	0	0	0	0
6:00 PM	213	16	15	55	59	36	21	8	3	0	0	0	0	0
6:15 PM	189	4	10	38	57	45	22	11	1	1	0	0	0	0
6:30 PM	191	2	2	41	58	45	25	12	4	2	0	0	0	0
6:45 PM	170	5	8	25	52	46	20	11	3	0	0	0	0	0
7:00 PM	162	3	7	31	50	34	23	7	5	2	0	0	0	0
7:15 PM	177	2	2	30	49	45	36	9	4	0	0	0	0	0
7:30 PM	138	3	3	10	47	29	21	21	3	1	0	0	0	0
7:45 PM	146	0	0	13	44	25	42	14	8	0	0	0	0	0
8:00 PM	154	0	1	19	71	27	28	6	1	1	0	0	0	0
8:15 PM	152	0	0	21	58	24	25	13	7	3	0	1	0	0
8:30 PM	109	2	1	11	26	23	20	12	12	2	0	0	0	0
8:45 PM	107	0	0	7	29	34	20	13	2	2	0	0	0	0
9:00 PM	108	0	0	9	37	27	22	8	5	0	0	0	0	0
9:15 PM	106	0	0	7	23	40	22	12	1	1	0	0	0	0
9:30 PM	74	0	0	2	17	20	19	12	4	0	0	0	0	0
9:45 PM	70	0	0	2	21	19	15	7	6	0	0	0	0	0
10:00 PM	69	0	0	1	20	21	21	4	1	1	0	0	0	0
10:15 PM	49	0	0	1	9	24	10	5	0	0	0	0	0	0
10:30 PM	62	0	0	1	17	21	18	5	0	0	0	0	0	0
10:45 PM	28	0	0	2	6	9	7	4	0	0	0	0	0	0
11:00 PM	29	0	0	2	4	12	9	2	0	0	0	0	0	0
11:15 PM	26	0	0	2	4	5	10	5	0	0	0	0	0	0
11:30 PM	21	0	0	1	2	5	7	3	2	1	0	0	0	0
11:45 PM	21	0	0	1	3	4	8	4	1	0	0	0	0	0

SB

Average (Mean)	29.5 mph
Minimum	10.0 mph
Maximum	60.1 mph

Pace Range

23.3 - 33.3 mph 4088 vehicles (55.3%)

Percentile Speeds

%	mph
10	20.5
15	22.4
50	29.1
85	37.2
90	39.6

Speeds Exceeded

mph	%	Count
25	74.4%	5501
35	23.3%	1725
45	2.3%	171
55	0.0%	2
65	0.0%	0
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB														
Total	7395	238	417	1239	2194	1582	1064	490	142	27	1	1	0	0
%		3.2	5.6	16.8	29.7	21.4	14.4	6.6	1.9	0.4	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	18	0	0	0	1	8	8	0	0	1	0	0	0	0
12:15 AM	16	0	0	1	1	9	3	2	0	0	0	0	0	0
12:30 AM	20	0	1	0	2	6	4	6	1	0	0	0	0	0
12:45 AM	12	0	0	0	1	4	6	1	0	0	0	0	0	0
1:00 AM	13	0	0	0	0	4	8	1	0	0	0	0	0	0
1:15 AM	7	0	0	1	2	1	0	2	0	1	0	0	0	0
1:30 AM	6	0	0	0	0	1	3	2	0	0	0	0	0	0
1:45 AM	3	0	0	0	1	1	0	1	0	0	0	0	0	0
2:00 AM	8	0	0	1	1	2	4	0	0	0	0	0	0	0
2:15 AM	3	0	0	0	0	0	3	0	0	0	0	0	0	0
2:30 AM	7	0	0	0	1	2	3	1	0	0	0	0	0	0
2:45 AM	17	0	0	0	0	5	5	6	1	0	0	0	0	0
3:00 AM	31	0	0	0	5	8	12	6	0	0	0	0	0	0
3:15 AM	8	0	0	0	0	4	2	2	0	0	0	0	0	0
3:30 AM	8	0	0	0	0	2	3	3	0	0	0	0	0	0
3:45 AM	4	0	0	0	0	0	1	3	0	0	0	0	0	0
4:00 AM	9	0	0	0	0	4	5	0	0	0	0	0	0	0
4:15 AM	11	0	0	0	1	4	3	3	0	0	0	0	0	0
4:30 AM	13	0	0	0	0	2	6	5	0	0	0	0	0	0
4:45 AM	19	0	1	0	1	5	5	5	2	0	0	0	0	0
5:00 AM	24	0	1	0	2	8	9	3	1	0	0	0	0	0
5:15 AM	35	0	0	1	1	7	12	10	4	0	0	0	0	0
5:30 AM	38	0	0	0	5	6	14	12	1	0	0	0	0	0
5:45 AM	54	0	0	2	4	10	23	11	3	1	0	0	0	0
6:00 AM	67	0	0	1	6	16	34	8	2	0	0	0	0	0
6:15 AM	74	0	0	1	8	20	31	11	2	1	0	0	0	0
6:30 AM	86	0	0	2	13	30	20	15	6	0	0	0	0	0
6:45 AM	127	0	1	8	28	34	31	16	6	3	0	0	0	0
7:00 AM	180	1	1	7	29	50	40	29	21	2	0	0	0	0
7:15 AM	200	3	12	30	42	59	25	21	7	1	0	0	0	0
7:30 AM	220	10	19	39	55	41	27	18	8	2	0	0	1	0
7:45 AM	248	21	24	35	63	67	26	7	4	1	0	0	0	0
8:00 AM	232	28	32	35	49	50	25	11	1	1	0	0	0	0
8:15 AM	229	11	19	38	52	60	23	19	6	1	0	0	0	0
8:30 AM	198	1	18	32	62	45	28	9	2	1	0	0	0	0
8:45 AM	196	1	13	27	48	37	36	27	6	1	0	0	0	0
9:00 AM	179	3	7	27	65	41	27	9	0	0	0	0	0	0
9:15 AM	187	0	2	26	47	52	37	17	5	1	0	0	0	0
9:30 AM	186	0	7	30	48	50	32	15	3	1	0	0	0	0
9:45 AM	172	4	6	18	52	41	26	16	8	1	0	0	0	0
10:00 AM	193	3	12	26	51	43	30	21	6	1	0	0	0	0
10:15 AM	191	6	6	36	65	43	13	17	2	3	0	0	0	0
10:30 AM	212	1	5	17	53	54	48	23	10	1	0	0	0	0
10:45 AM	187	4	5	30	62	37	26	16	4	2	1	0	0	0
11:00 AM	198	0	0	23	47	61	36	19	8	3	1	0	0	0
11:15 AM	185	11	10	32	45	33	30	18	6	0	0	0	0	0
11:30 AM	189	5	25	25	56	28	31	12	4	3	0	0	0	0
11:45 AM	195	17	23	36	42	39	19	14	4	1	0	0	0	0

SB

Average (Mean)	31.1 mph
Minimum	10.0 mph
Maximum	66.5 mph

Pace Range

25.2 - 35.2 mph 2387 vehicles (50.6%)

Percentile Speeds

%	mph
10	21.2
15	23.3
50	31.0
85	39.6
90	41.4

Speeds Exceeded

mph	%	Count
25	79.5%	3748
35	31.7%	1497
45	3.8%	181
55	0.1%	3
65	0.0%	1
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4715	130	250	587	1117	1134	843	473	144	34	2	0	1	0
%		2.8	5.3	12.4	23.7	24.1	17.9	10.0	3.1	0.7	0.0	0.0	0.0	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	194	4	9	33	52	44	27	15	9	1	0	0	0	0
12:15 PM	184	14	21	35	63	25	10	12	4	0	0	0	0	0
12:30 PM	210	11	10	57	62	35	20	11	3	0	1	0	0	0
12:45 PM	208	18	25	42	45	31	24	16	6	1	0	0	0	0
1:00 PM	199	10	16	37	49	44	27	13	3	0	0	0	0	0
1:15 PM	187	14	18	34	45	36	25	13	2	0	0	0	0	0
1:30 PM	195	5	13	29	52	43	38	8	6	1	0	0	0	0
1:45 PM	170	17	23	27	44	35	20	3	0	1	0	0	0	0
2:00 PM	186	10	12	42	52	25	26	9	9	1	0	0	0	0
2:15 PM	197	9	7	35	62	35	30	13	4	2	0	0	0	0
2:30 PM	233	4	16	60	62	40	34	14	2	1	0	0	0	0
2:45 PM	181	8	17	30	43	28	32	17	4	2	0	0	0	0
3:00 PM	200	5	14	40	64	36	17	16	7	1	0	0	0	0
3:15 PM	202	9	20	39	48	39	31	14	2	0	0	0	0	0
3:30 PM	231	17	27	60	56	44	17	7	3	0	0	0	0	0
3:45 PM	229	20	33	56	59	32	21	6	2	0	0	0	0	0
4:00 PM	192	15	21	47	57	24	22	5	1	0	0	0	0	0
4:15 PM	213	11	21	47	51	51	19	11	2	0	0	0	0	0
4:30 PM	194	6	17	38	53	40	32	7	0	0	0	1	0	0
4:45 PM	194	13	19	45	53	44	14	4	2	0	0	0	0	0
5:00 PM	191	12	12	40	40	32	35	13	7	0	0	0	0	0
5:15 PM	214	5	14	40	52	59	35	6	3	0	0	0	0	0
5:30 PM	218	17	19	45	52	44	26	13	2	0	0	0	0	0
5:45 PM	199	13	17	45	60	33	20	9	2	0	0	0	0	0
6:00 PM	214	17	15	52	53	38	23	14	2	0	0	0	0	0
6:15 PM	205	13	26	57	56	25	17	8	3	0	0	0	0	0
6:30 PM	170	7	15	33	44	47	17	6	1	0	0	0	0	0
6:45 PM	162	7	19	35	42	30	17	11	1	0	0	0	0	0
7:00 PM	171	7	12	44	48	34	18	7	1	0	0	0	0	0
7:15 PM	151	0	11	33	55	28	13	9	2	0	0	0	0	0
7:30 PM	144	0	5	34	43	35	20	6	1	0	0	0	0	0
7:45 PM	155	2	7	52	49	25	16	2	2	0	0	0	0	0
8:00 PM	167	4	17	50	44	26	18	7	1	0	0	0	0	0
8:15 PM	103	0	3	19	39	21	13	7	1	0	0	0	0	0
8:30 PM	113	3	9	29	26	21	18	4	3	0	0	0	0	0
8:45 PM	77	0	1	6	20	25	14	8	3	0	0	0	0	0
9:00 PM	95	0	0	3	34	34	18	4	1	1	0	0	0	0
9:15 PM	82	0	0	6	25	31	19	1	0	0	0	0	0	0
9:30 PM	77	0	1	4	27	21	17	5	2	0	0	0	0	0
9:45 PM	77	0	0	7	21	33	10	4	2	0	0	0	0	0
10:00 PM	66	0	2	5	19	19	16	3	2	0	0	0	0	0
10:15 PM	54	0	0	4	15	20	11	3	0	1	0	0	0	0
10:30 PM	44	0	0	1	11	17	12	2	1	0	0	0	0	0
10:45 PM	38	0	0	1	11	12	12	2	0	0	0	0	0	0
11:00 PM	45	0	0	1	8	18	15	3	0	0	0	0	0	0
11:15 PM	36	0	1	3	8	17	5	1	1	0	0	0	0	0
11:30 PM	30	0	0	0	3	12	8	5	1	1	0	0	0	0
11:45 PM	32	0	0	1	9	8	6	5	3	0	0	0	0	0

SB

Average (Mean)	28.4 mph
Minimum	10.0 mph
Maximum	62.1 mph

Pace Range

22.7 - 32.7 mph 3858 vehicles (52.6%)

Percentile Speeds

%	mph
10	18.8
15	20.9
50	27.8
85	36.5
90	38.8

Speeds Exceeded

mph	%	Count
25	67.6%	4954
35	20.1%	1472
45	1.8%	135
55	0.0%	2
65	0.0%	0
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Pkwy Just North of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #13
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB														
Total	7329	327	565	1483	1986	1496	955	382	119	14	1	1	0	0
%		4.5	7.7	20.2	27.1	20.4	13.0	5.2	1.6	0.2	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	21	0	0	0	0	0	0	0	0	0	0	13	4	4
12:15 AM	20	0	0	0	0	0	0	0	1	0	1	6	8	4
12:30 AM	15	0	0	0	0	0	0	0	0	1	0	5	4	5
12:45 AM	8	0	0	0	0	0	0	0	0	1	0	2	2	3
1:00 AM	6	0	0	0	0	0	0	0	0	0	1	2	1	2
1:15 AM	11	0	0	0	0	0	0	0	0	0	0	5	3	3
1:30 AM	9	0	0	0	0	0	0	0	0	0	1	1	4	3
1:45 AM	2	0	0	0	0	0	0	0	0	0	1	0	0	1
2:00 AM	16	0	0	0	0	0	0	0	0	0	1	4	2	9
2:15 AM	14	0	0	0	0	0	0	0	0	0	2	5	5	2
2:30 AM	12	0	0	0	0	0	0	0	0	0	0	5	4	3
2:45 AM	17	0	0	0	0	0	0	0	0	2	3	4	3	5
3:00 AM	3	0	0	0	0	0	0	0	0	0	0	1	1	1
3:15 AM	9	0	0	0	0	0	0	0	0	0	0	4	5	0
3:30 AM	9	0	0	0	0	0	0	0	0	0	0	7	1	1
3:45 AM	9	0	0	0	0	0	0	0	1	0	2	2	3	1
4:00 AM	14	0	0	0	0	0	0	0	0	1	3	6	3	1
4:15 AM	16	0	0	0	0	0	0	0	0	0	3	7	5	1
4:30 AM	21	0	0	0	0	0	0	0	0	0	3	10	4	4
4:45 AM	31	0	0	0	0	0	0	0	0	0	1	11	13	6
5:00 AM	23	0	0	0	0	0	0	0	0	0	4	4	10	5
5:15 AM	29	0	0	0	0	0	0	0	0	0	2	11	10	6
5:30 AM	47	0	0	0	0	0	0	0	0	1	3	14	15	14
5:45 AM	60	0	0	0	0	0	0	0	0	1	3	15	25	16
6:00 AM	58	0	0	0	0	0	0	0	0	0	4	13	24	17
6:15 AM	86	0	0	0	0	0	0	0	0	0	4	16	36	30
6:30 AM	109	0	0	0	0	0	0	1	0	0	0	23	41	44
6:45 AM	151	0	1	0	0	0	1	0	0	0	9	37	57	46
7:00 AM	183	1	1	0	0	0	0	0	1	1	8	31	77	63
7:15 AM	249	0	0	1	1	0	0	2	1	1	12	53	87	91
7:30 AM	325	2	0	0	1	0	0	0	0	1	6	57	126	132
7:45 AM	346	3	0	1	0	0	0	1	0	1	6	33	141	160
8:00 AM	306	1	2	2	0	0	1	1	0	0	12	56	94	137
8:15 AM	280	0	0	0	0	0	0	0	0	1	3	36	100	140
8:30 AM	246	2	1	0	0	0	0	0	2	0	5	37	89	110
8:45 AM	250	1	0	0	0	0	0	0	1	2	14	54	88	90
9:00 AM	134	1	0	0	0	0	0	0	0	0	1	33	52	47
9:15 AM	164	0	0	0	0	0	0	0	0	2	8	33	51	70
9:30 AM	140	1	0	0	0	0	0	1	0	3	7	35	49	44
9:45 AM	138	0	0	0	0	0	0	0	0	0	4	26	47	61
10:00 AM	136	0	0	0	0	0	0	0	0	2	3	36	35	60
10:15 AM	112	0	0	0	0	0	0	0	0	0	4	19	42	47
10:30 AM	128	0	0	0	0	0	0	0	0	0	11	28	56	33
10:45 AM	148	1	2	0	0	1	0	0	1	0	4	39	56	44
11:00 AM	115	0	0	1	0	0	0	0	1	0	9	30	34	40
11:15 AM	112	0	0	0	0	0	0	0	0	2	2	20	49	39
11:30 AM	111	0	0	0	0	0	0	0	0	0	2	26	42	41
11:45 AM	138	1	1	0	0	0	0	0	0	0	4	36	42	54

WB

Average (Mean)	68.3 mph
Minimum	10.3 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 3371 vehicles (73.5%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	69.3
85	74.5
90	74.5

Speeds Exceeded

mph	%	Count
25	99.4%	4560
35	99.3%	4557
45	99.2%	4549
55	98.5%	4517
65	73.9%	3390
75	8.4%	387

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4587	14	8	5	2	1	2	6	9	23	176	951	1650	1740
%		0.3	0.2	0.1	0.0	0.0	0.0	0.1	0.2	0.5	3.8	20.7	36.0	37.9

WB

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	103	1	0	0	0	0	0	0	1	0	2	24	38	37
12:15 PM	118	0	0	0	0	0	0	0	0	0	1	27	44	46
12:30 PM	133	0	0	0	0	0	0	0	0	0	5	24	56	48
12:45 PM	138	0	0	1	0	0	0	0	1	1	2	42	42	49
1:00 PM	131	0	0	0	0	0	0	0	0	0	6	25	41	59
1:15 PM	138	0	0	0	0	0	0	1	1	0	2	26	54	54
1:30 PM	122	0	0	0	0	0	0	0	0	0	5	24	48	45
1:45 PM	162	0	0	0	0	0	0	0	0	1	12	35	63	51
2:00 PM	124	0	0	0	0	0	0	0	0	0	5	42	35	42
2:15 PM	128	0	1	0	0	0	0	0	0	4	7	36	46	34
2:30 PM	135	0	0	0	0	0	0	0	0	2	17	43	44	29
2:45 PM	176	0	1	0	0	0	0	0	2	4	17	53	56	43
3:00 PM	147	0	0	0	0	0	0	0	2	1	14	53	38	39
3:15 PM	183	0	0	0	0	0	0	0	0	2	5	36	69	71
3:30 PM	170	0	0	0	0	0	0	0	1	0	11	32	58	68
3:45 PM	198	0	0	0	0	0	0	0	0	1	4	53	60	80
4:00 PM	178	0	0	0	0	0	0	0	0	0	11	46	42	79
4:15 PM	234	1	0	0	1	0	0	0	0	1	4	40	64	123
4:30 PM	201	0	0	0	0	0	1	1	0	1	6	27	68	97
4:45 PM	244	1	1	1	0	0	0	1	1	3	9	33	66	128
5:00 PM	229	1	0	0	0	0	1	0	1	1	8	38	66	113
5:15 PM	261	4	1	0	0	0	0	2	0	0	10	37	80	127
5:30 PM	212	0	1	0	0	0	0	0	0	0	5	31	82	93
5:45 PM	237	0	0	0	0	0	0	0	0	1	9	39	80	108
6:00 PM	160	0	0	0	0	0	0	0	0	0	8	38	63	51
6:15 PM	215	0	0	0	0	0	0	0	0	0	17	34	83	81
6:30 PM	154	0	1	0	0	0	0	0	0	1	7	41	62	42
6:45 PM	122	0	0	0	0	0	0	0	0	0	3	19	38	62
7:00 PM	99	0	0	0	0	0	0	0	0	0	4	23	31	41
7:15 PM	105	0	0	0	0	0	0	0	0	0	5	28	34	38
7:30 PM	74	0	0	0	0	0	0	0	0	1	4	19	22	28
7:45 PM	64	0	0	0	0	0	0	0	1	0	4	17	20	22
8:00 PM	78	0	0	0	0	0	0	0	0	1	7	15	28	27
8:15 PM	118	0	0	0	0	0	0	0	0	0	2	29	36	51
8:30 PM	91	0	0	0	0	0	0	0	0	1	4	21	32	33
8:45 PM	55	0	0	0	0	0	0	0	0	0	3	15	23	14
9:00 PM	53	0	0	0	0	0	0	0	0	1	2	13	17	20
9:15 PM	34	0	0	0	0	0	0	0	0	0	3	8	14	9
9:30 PM	35	0	0	0	0	0	0	0	0	0	2	5	11	17
9:45 PM	37	0	0	0	0	0	0	0	0	0	2	12	10	13
10:00 PM	37	0	0	0	0	0	0	0	0	0	4	15	13	5
10:15 PM	39	0	0	0	0	0	0	0	0	0	3	9	13	14
10:30 PM	41	0	0	0	0	0	0	0	0	0	2	7	21	11
10:45 PM	26	0	0	0	0	0	0	0	0	0	0	6	15	5
11:00 PM	30	0	0	0	0	0	0	0	0	1	0	6	14	9
11:15 PM	21	0	0	0	0	0	0	0	0	0	0	4	7	10
11:30 PM	27	0	0	0	0	0	0	0	0	0	3	5	13	6
11:45 PM	28	0	0	0	0	0	0	0	0	0	3	5	14	6

WB

Average (Mean)	68.4 mph
Minimum	10.2 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4106 vehicles (70.2%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	69.3
85	74.5
90	74.5

Speeds Exceeded

mph	%	Count
25	99.7%	5829
35	99.7%	5828
45	99.6%	5821
55	98.9%	5781
65	72.7%	4252
75	9.8%	571

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	5845	8	6	2	1	0	2	5	11	29	269	1260	1974	2278
%		0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.5	4.6	21.6	33.8	39.0

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	28	0	0	0	0	0	0	0	1	0	4	6	11	6
12:15 AM	16	0	0	0	0	0	0	0	0	0	5	7	3	1
12:30 AM	13	0	0	0	0	0	0	0	0	1	2	6	4	0
12:45 AM	11	0	0	0	0	0	0	0	0	0	0	7	3	1
1:00 AM	8	0	0	0	0	0	0	0	0	1	0	5	1	1
1:15 AM	9	0	0	0	0	0	0	0	0	1	1	4	2	1
1:30 AM	5	0	0	0	0	0	0	0	0	0	0	4	0	1
1:45 AM	12	0	0	0	0	0	0	0	0	0	2	6	1	3
2:00 AM	6	0	0	0	0	0	0	0	0	0	2	1	2	1
2:15 AM	15	0	0	0	0	0	0	0	0	0	1	4	7	3
2:30 AM	15	0	0	0	0	0	0	0	0	0	0	6	8	1
2:45 AM	12	0	0	0	0	0	0	0	0	0	2	4	4	2
3:00 AM	12	0	0	0	0	0	0	0	0	0	1	5	4	2
3:15 AM	18	0	0	0	0	0	0	0	0	1	1	8	6	2
3:30 AM	13	0	0	0	0	0	0	0	0	0	0	9	3	1
3:45 AM	11	0	0	0	0	0	0	0	1	0	1	4	4	1
4:00 AM	8	0	0	0	0	0	0	0	0	0	2	2	3	1
4:15 AM	16	0	0	0	0	0	0	0	1	0	2	9	1	3
4:30 AM	19	0	0	0	0	0	0	0	0	0	0	10	8	1
4:45 AM	35	0	0	0	0	0	0	0	0	0	2	16	12	5
5:00 AM	28	0	0	0	0	0	0	0	0	0	4	11	11	2
5:15 AM	28	0	0	0	0	0	0	0	0	1	3	16	6	2
5:30 AM	45	0	0	0	0	0	0	0	0	1	4	21	16	3
5:45 AM	68	0	0	0	0	0	0	0	0	0	2	21	21	24
6:00 AM	58	0	0	0	0	0	0	0	0	0	5	16	17	20
6:15 AM	74	0	0	0	0	0	0	0	0	0	3	20	30	21
6:30 AM	103	0	0	0	0	0	0	0	1	0	3	21	38	40
6:45 AM	173	1	1	0	0	0	0	0	2	1	3	48	56	61
7:00 AM	164	1	1	0	0	0	0	0	0	0	8	49	71	34
7:15 AM	255	0	0	0	0	0	0	0	1	0	11	39	93	111
7:30 AM	328	1	3	1	0	0	0	3	0	0	8	31	102	179
7:45 AM	383	3	1	0	0	0	0	0	1	1	3	59	108	207
8:00 AM	326	5	1	0	0	1	1	1	0	0	7	41	106	163
8:15 AM	276	2	0	0	0	0	0	0	1	3	7	46	98	119
8:30 AM	244	0	0	0	0	0	0	0	0	0	7	39	74	124
8:45 AM	242	0	0	0	0	0	0	0	0	2	8	49	79	104
9:00 AM	181	0	0	0	0	0	0	0	0	2	9	27	72	71
9:15 AM	161	0	0	0	0	0	0	0	0	0	4	21	46	90
9:30 AM	133	0	0	0	0	0	0	0	0	0	4	23	53	53
9:45 AM	134	0	0	0	0	0	0	0	0	0	2	26	50	56
10:00 AM	129	1	0	0	0	0	0	1	0	0	1	38	44	44
10:15 AM	117	0	0	0	0	0	0	1	0	0	3	32	34	47
10:30 AM	122	0	0	0	0	0	0	0	0	0	19	59	35	9
10:45 AM	153	0	0	0	0	0	0	0	0	8	16	57	40	32
11:00 AM	99	0	0	0	0	0	0	0	0	3	10	33	32	21
11:15 AM	117	0	0	0	0	0	0	0	0	0	4	30	32	51
11:30 AM	113	0	0	0	0	0	0	0	0	0	5	21	41	46
11:45 AM	129	0	0	0	0	0	0	0	0	0	5	32	43	49

WB

Average (Mean)	68.3 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 3293 vehicles (70.6%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	69.3
85	74.5
90	74.5

Speeds Exceeded

mph	%	Count
25	99.5%	4643
35	99.5%	4642
45	99.4%	4635
55	98.6%	4600
65	71.9%	3355
75	9.1%	426

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4665	14	7	1	0	1	1	6	9	26	196	1049	1535	1820
%		0.3	0.2	0.0	0.0	0.0	0.0	0.1	0.2	0.6	4.2	22.5	32.9	39.0

WB

TRAFFIC DATA SERVICES
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US 80/J R Allen Pkwy East of I-185

Site: #13
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	108	0	0	0	0	0	0	0	0	2	2	18	39	47
12:15 PM	134	0	0	0	0	0	0	0	0	0	4	24	35	71
12:30 PM	121	0	0	0	0	0	0	0	0	0	4	30	28	59
12:45 PM	132	0	0	0	0	0	1	0	0	0	6	14	45	66
1:00 PM	146	1	0	0	0	0	0	0	1	0	5	35	44	60
1:15 PM	141	0	0	0	0	0	0	0	0	0	4	38	40	59
1:30 PM	146	0	0	0	0	0	0	0	0	0	10	36	36	64
1:45 PM	130	0	0	0	0	0	0	1	0	0	13	28	34	54
2:00 PM	125	0	0	0	0	0	0	0	0	0	4	28	50	43
2:15 PM	157	0	1	0	0	0	0	0	0	0	3	32	48	73
2:30 PM	158	1	0	0	0	0	0	0	0	2	8	28	57	62
2:45 PM	184	1	0	0	0	0	0	0	1	0	3	38	65	76
3:00 PM	145	0	0	0	0	0	0	0	0	0	0	15	62	68
3:15 PM	202	0	0	0	0	0	0	0	0	1	8	34	54	105
3:30 PM	151	1	0	0	0	0	0	1	0	1	9	37	49	53
3:45 PM	207	1	0	0	0	0	0	0	3	4	4	30	44	121
4:00 PM	174	0	0	0	0	0	0	0	0	0	7	22	60	85
4:15 PM	222	1	0	0	0	0	0	0	1	2	3	31	64	120
4:30 PM	188	0	1	0	0	0	0	0	0	0	2	25	54	106
4:45 PM	245	3	0	0	0	0	0	1	2	0	6	37	68	128
5:00 PM	249	1	0	0	0	0	0	0	0	2	2	42	56	146
5:15 PM	272	0	1	0	0	1	0	0	0	1	14	32	80	143
5:30 PM	240	1	0	0	0	0	0	0	0	1	7	30	91	110
5:45 PM	203	0	0	0	0	0	0	0	0	1	9	45	64	84
6:00 PM	173	0	0	0	0	0	0	0	0	0	9	41	47	76
6:15 PM	199	2	1	0	0	0	0	0	0	1	7	40	78	70
6:30 PM	168	0	0	1	0	0	0	0	0	1	3	23	60	80
6:45 PM	138	0	0	0	0	0	0	0	0	0	7	25	56	50
7:00 PM	112	0	0	0	0	0	0	0	0	1	6	24	41	40
7:15 PM	118	0	0	0	0	0	0	0	0	0	1	18	49	50
7:30 PM	103	0	0	0	0	0	0	0	0	0	5	19	37	42
7:45 PM	94	0	0	0	0	0	0	0	1	0	1	23	36	33
8:00 PM	80	0	0	0	0	0	0	0	0	0	3	18	25	34
8:15 PM	99	0	0	0	0	0	0	0	0	0	2	28	32	37
8:30 PM	83	0	0	0	0	0	0	0	0	1	1	17	39	25
8:45 PM	55	0	0	0	0	0	0	0	0	1	3	10	19	22
9:00 PM	52	0	0	0	0	0	0	0	0	0	2	13	22	15
9:15 PM	71	0	0	0	0	0	0	0	0	0	8	14	24	25
9:30 PM	40	0	0	0	0	0	0	0	0	0	1	15	10	14
9:45 PM	37	0	0	0	0	0	0	0	0	0	2	10	12	13
10:00 PM	34	0	0	0	0	0	0	0	0	0	1	10	9	14
10:15 PM	43	0	0	0	0	0	0	0	0	0	4	9	22	8
10:30 PM	42	0	0	0	0	0	0	0	0	0	1	7	16	18
10:45 PM	23	0	0	0	0	0	0	0	0	0	0	5	15	3
11:00 PM	28	0	0	0	0	0	0	0	0	1	2	9	10	6
11:15 PM	37	0	0	0	0	0	0	0	0	0	2	8	14	13
11:30 PM	24	0	0	0	0	0	0	0	0	1	1	8	8	6
11:45 PM	27	0	0	0	0	0	0	0	0	0	3	5	10	9

WB

Average (Mean)	69.2 mph
Minimum	10.3 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4338 vehicles (71.6%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	69.3
85	74.5
90	76.4

Speeds Exceeded

mph	%	Count
25	99.7%	6042
35	99.7%	6041
45	99.6%	6037
55	99.1%	6004
65	77.0%	4664
75	12.2%	739

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of I-185

Site: #13
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6060	13	4	1	0	1	1	3	9	24	212	1128	1958	2706
%		0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.4	3.5	18.6	32.3	44.7

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and
Veterans Pkwy

Site: #14
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	17	0	0	0	0	0	0	0	0	0	0	2	4	11
12:15 AM	14	0	0	0	0	0	0	0	0	1	0	2	3	8
12:30 AM	13	0	0	0	0	0	0	0	0	0	0	1	5	7
12:45 AM	14	0	0	0	0	0	0	0	0	0	1	1	4	8
1:00 AM	11	0	0	0	0	0	0	0	0	0	0	2	4	5
1:15 AM	10	0	0	0	0	0	0	0	0	0	0	0	2	8
1:30 AM	10	0	0	0	0	0	0	0	0	0	0	2	5	3
1:45 AM	9	0	0	0	0	0	0	0	0	0	0	1	3	5
2:00 AM	9	0	0	0	0	0	0	0	0	0	0	3	2	4
2:15 AM	10	0	0	0	0	0	0	0	0	0	0	3	3	4
2:30 AM	12	0	0	0	0	0	0	0	0	0	0	1	4	7
2:45 AM	3	0	0	0	0	0	0	0	0	0	1	1	1	0
3:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	2	2
3:15 AM	12	0	0	0	0	0	0	0	0	0	0	5	3	4
3:30 AM	13	0	0	0	0	0	0	0	0	0	0	1	6	6
3:45 AM	11	0	0	0	0	0	0	0	0	0	0	0	7	4
4:00 AM	25	0	0	0	0	0	0	0	0	0	1	8	2	14
4:15 AM	20	0	0	0	0	0	0	0	0	0	0	4	7	9
4:30 AM	27	0	0	0	0	0	0	0	0	0	1	3	8	15
4:45 AM	45	0	0	0	0	0	0	0	0	0	0	4	12	29
5:00 AM	49	0	0	0	0	0	0	0	0	0	0	4	15	30
5:15 AM	74	0	0	0	0	0	0	0	0	0	2	6	20	46
5:30 AM	85	0	0	0	0	0	0	0	0	1	1	6	17	60
5:45 AM	77	0	0	0	0	0	0	0	0	1	1	9	16	50
6:00 AM	101	1	0	0	0	1	0	0	0	0	1	9	27	62
6:15 AM	126	0	0	0	0	0	0	0	0	0	3	14	29	80
6:30 AM	172	0	0	0	0	0	0	0	0	2	5	12	33	120
6:45 AM	195	0	0	0	0	0	0	0	0	1	1	16	41	136
7:00 AM	191	0	0	0	0	0	0	0	1	0	1	13	41	135
7:15 AM	223	1	0	0	0	0	0	0	0	1	3	16	39	163
7:30 AM	275	1	0	0	0	0	0	0	0	0	0	10	41	223
7:45 AM	260	3	0	0	0	1	1	0	1	0	3	15	35	201
8:00 AM	224	1	0	0	1	0	0	0	1	0	3	20	41	157
8:15 AM	200	0	0	0	1	0	0	1	0	0	4	12	38	144
8:30 AM	193	0	0	0	0	0	0	0	0	0	3	28	35	127
8:45 AM	158	0	0	0	0	0	0	0	0	0	3	10	30	115
9:00 AM	147	0	0	0	0	0	0	0	0	0	7	24	34	82
9:15 AM	114	0	0	0	0	0	0	0	0	0	1	14	34	65
9:30 AM	134	0	0	0	0	0	0	0	0	1	2	11	46	74
9:45 AM	107	0	0	1	0	0	0	0	0	1	1	11	38	55
10:00 AM	109	0	1	0	1	0	1	0	0	2	1	13	35	55
10:15 AM	110	0	0	0	0	0	0	0	0	0	3	22	36	49
10:30 AM	117	0	0	0	0	0	0	0	0	0	3	17	32	65
10:45 AM	108	0	0	0	0	0	0	0	0	1	6	21	27	53
11:00 AM	119	0	0	0	0	0	0	0	0	0	3	8	32	76
11:15 AM	140	0	0	0	0	0	0	0	0	1	2	22	46	69
11:30 AM	118	2	0	0	0	0	0	0	0	0	5	20	29	62
11:45 AM	134	0	0	0	0	0	0	0	0	0	3	22	37	72

EB

Average (Mean)	72.1 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

69.3 - 79.3 mph 2704 vehicles (62.2%)

Percentile Speeds

%	mph
10	64.8
15	66.2
50	72.7
85	78.4
90	80.5

Speeds Exceeded

mph	%	Count
25	99.7%	4338
35	99.6%	4333
45	99.6%	4330
55	99.2%	4314
65	87.1%	3790
75	30.6%	1332

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and
Veterans Pkwy

Site: #14
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4349	9	1	1	3	2	2	1	3	13	75	449	1011	2779
%		0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.3	1.7	10.3	23.2	63.9

EB

TRAFFIC DATA SERVICES
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US 80/J R Allen Pkwy Btwn I-185 and
Veterans Pkwy

Site: #14
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	130	1	0	0	0	0	0	0	0	0	1	11	42	75
12:15 PM	110	0	0	0	0	0	0	0	0	1	2	16	29	62
12:30 PM	134	0	0	0	0	0	0	0	0	0	2	16	47	69
12:45 PM	119	0	0	0	0	0	0	0	0	0	2	16	44	57
1:00 PM	143	0	0	0	0	0	0	0	0	0	4	21	36	82
1:15 PM	147	1	0	0	0	0	0	0	0	1	3	27	37	78
1:30 PM	144	0	0	0	0	0	0	0	0	0	2	19	46	77
1:45 PM	144	0	0	0	0	0	0	0	0	1	8	28	37	70
2:00 PM	130	0	0	0	0	0	0	0	0	0	1	25	25	79
2:15 PM	167	0	1	0	0	0	0	0	0	5	8	33	46	74
2:30 PM	152	0	0	0	0	0	0	0	1	6	10	35	54	46
2:45 PM	145	0	0	1	0	1	0	0	0	4	16	43	32	48
3:00 PM	147	0	0	0	0	0	0	3	1	2	16	36	38	51
3:15 PM	183	0	0	0	0	0	0	0	1	0	8	24	53	97
3:30 PM	180	1	0	0	0	0	0	0	0	0	4	11	43	121
3:45 PM	154	0	0	0	0	0	0	0	0	0	3	20	46	85
4:00 PM	181	0	1	0	0	0	0	0	0	3	4	13	36	124
4:15 PM	220	0	0	1	0	0	0	0	0	0	0	12	44	163
4:30 PM	198	1	0	0	0	0	0	0	1	0	3	18	48	127
4:45 PM	246	1	0	0	0	0	0	0	0	0	1	12	53	179
5:00 PM	284	1	0	0	0	0	0	1	0	0	2	21	47	212
5:15 PM	313	3	0	2	1	0	0	0	1	2	1	15	48	240
5:30 PM	308	2	1	0	0	0	0	1	2	0	1	18	65	218
5:45 PM	239	0	0	0	0	0	0	0	1	1	2	20	45	170
6:00 PM	223	0	0	0	0	0	0	0	0	1	2	16	44	160
6:15 PM	204	0	0	0	0	0	0	0	0	0	3	13	58	130
6:30 PM	172	0	0	0	0	0	0	0	0	1	3	21	55	92
6:45 PM	178	0	0	0	0	0	0	0	0	1	0	21	39	117
7:00 PM	103	0	0	0	0	0	0	1	0	2	3	10	31	56
7:15 PM	143	1	0	0	0	1	0	0	0	0	2	14	32	93
7:30 PM	149	0	0	0	0	0	0	0	0	1	5	20	47	76
7:45 PM	110	0	0	0	0	0	0	0	0	0	1	18	20	71
8:00 PM	112	0	0	0	0	0	0	0	0	0	2	6	24	80
8:15 PM	102	0	0	0	0	0	0	0	0	1	2	12	36	51
8:30 PM	95	0	0	0	0	0	0	0	0	1	6	7	34	47
8:45 PM	116	0	0	0	0	0	0	0	0	0	1	15	29	71
9:00 PM	86	0	0	0	0	0	0	0	0	0	0	10	22	54
9:15 PM	82	0	0	0	0	0	0	0	0	0	3	15	19	45
9:30 PM	87	0	0	0	0	0	0	0	1	0	1	8	24	53
9:45 PM	42	0	0	0	0	0	0	0	0	0	1	2	10	29
10:00 PM	46	0	0	0	0	0	0	0	2	0	1	7	9	27
10:15 PM	46	0	0	0	0	0	0	0	0	0	1	6	10	29
10:30 PM	31	0	0	0	0	0	0	0	0	0	3	6	6	16
10:45 PM	44	0	0	0	0	0	0	0	0	0	1	4	10	29
11:00 PM	34	0	0	0	0	0	0	0	0	0	0	8	7	19
11:15 PM	21	0	0	0	0	0	0	0	0	0	1	4	6	10
11:30 PM	24	0	0	0	0	0	0	0	0	0	0	2	6	16
11:45 PM	18	0	0	0	0	0	0	0	0	0	1	3	7	7

EB

Average (Mean)	71.1 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4387 vehicles (66.6%)

Percentile Speeds

%	mph
10	63.4
15	66.2
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.7%	6567
35	99.7%	6564
45	99.6%	6558
55	98.9%	6513
65	85.2%	5608
75	23.3%	1536

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and
Veterans Pkwy

Site: #14
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6586	12	3	4	1	2	0	6	11	34	147	758	1626	3982
%		0.2	0.0	0.1	0.0	0.0	0.0	0.1	0.2	0.5	2.2	11.5	24.7	60.5

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
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US 80/J R Allen Pkwy Btwn I-185 and
Veterans Pkwy

Site: #14
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	17	0	0	0	0	0	0	0	0	0	3	3	3	8
12:15 AM	19	0	0	0	0	0	0	0	0	0	2	1	7	9
12:30 AM	17	0	0	0	0	0	0	0	0	0	2	2	7	6
12:45 AM	15	0	0	0	0	0	0	0	0	0	2	3	3	7
1:00 AM	5	0	0	0	0	0	0	0	0	0	0	1	2	2
1:15 AM	12	0	0	0	0	0	0	0	0	0	0	2	5	5
1:30 AM	5	0	0	0	0	0	0	0	0	0	0	1	3	1
1:45 AM	8	0	0	0	0	0	0	0	0	0	1	1	6	0
2:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	2	1
2:15 AM	7	0	0	0	0	0	0	0	0	0	0	1	3	3
2:30 AM	15	0	0	0	0	0	0	0	1	0	0	2	4	8
2:45 AM	9	0	0	0	0	0	0	0	0	1	0	2	1	5
3:00 AM	6	0	0	0	0	0	0	0	0	0	0	1	1	4
3:15 AM	6	0	0	0	0	0	0	0	0	0	0	2	2	2
3:30 AM	13	0	0	0	0	0	0	0	0	0	0	2	6	5
3:45 AM	10	0	0	0	0	0	0	0	0	0	1	2	5	2
4:00 AM	18	0	0	0	0	0	0	0	0	0	1	4	4	9
4:15 AM	26	0	0	0	0	0	0	0	0	1	2	2	8	13
4:30 AM	38	0	0	0	0	0	0	0	0	0	2	2	18	16
4:45 AM	40	0	0	0	0	0	0	0	0	0	0	5	16	19
5:00 AM	59	0	0	0	0	0	0	0	0	0	1	10	18	30
5:15 AM	54	0	0	0	0	0	0	0	0	0	0	9	21	24
5:30 AM	100	0	0	0	0	0	0	0	0	0	2	12	27	59
5:45 AM	73	0	0	0	0	0	0	0	0	1	2	7	12	51
6:00 AM	120	0	0	0	0	0	0	0	1	0	0	8	41	70
6:15 AM	139	1	0	0	0	0	0	0	0	1	1	8	35	93
6:30 AM	169	0	1	0	0	0	0	0	0	1	3	12	33	119
6:45 AM	175	0	0	0	0	0	0	0	0	0	3	10	36	126
7:00 AM	185	0	0	0	0	0	0	0	0	0	1	10	33	141
7:15 AM	220	1	0	0	0	0	0	1	1	0	1	16	36	164
7:30 AM	300	1	0	0	0	0	0	0	0	2	4	10	34	249
7:45 AM	240	1	2	0	0	0	0	0	1	0	1	11	23	201
8:00 AM	219	0	0	0	0	0	0	1	0	0	1	6	31	180
8:15 AM	214	1	1	0	0	0	0	0	0	0	5	18	30	159
8:30 AM	176	0	0	0	0	0	0	0	0	0	1	15	36	124
8:45 AM	171	1	1	0	0	0	1	0	0	0	1	11	32	124
9:00 AM	143	0	0	0	0	0	0	0	0	0	2	11	33	97
9:15 AM	139	0	0	0	0	0	0	0	0	0	2	12	31	94
9:30 AM	152	2	0	0	0	0	0	0	0	2	0	14	34	100
9:45 AM	109	0	0	0	0	0	0	0	0	0	2	3	27	77
10:00 AM	100	1	0	0	0	0	0	0	0	1	2	12	16	68
10:15 AM	106	0	0	0	0	0	0	0	0	1	4	10	27	64
10:30 AM	100	0	1	0	0	0	0	1	0	1	3	11	26	57
10:45 AM	117	0	0	0	0	0	0	0	0	1	2	13	36	65
11:00 AM	112	0	0	0	0	0	0	0	0	0	8	13	31	60
11:15 AM	128	0	0	0	0	0	0	0	0	1	2	13	32	80
11:30 AM	105	0	0	0	0	0	0	0	0	0	1	15	28	61
11:45 AM	127	0	0	0	0	0	0	0	0	0	1	17	42	67

EB

Average (Mean)	72.4 mph
Minimum	11.2 mph
Maximum	87.6 mph

Pace Range

69.3 - 79.3 mph 2813 vehicles (64.8%)

Percentile Speeds

%	mph
10	64.8
15	66.2
50	72.7
85	78.4
90	80.5

Speeds Exceeded

mph	%	Count
25	99.7%	4326
35	99.7%	4326
45	99.6%	4322
55	99.1%	4304
65	89.3%	3876
75	31.8%	1381

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and
Veterans Pkwy

Site: #14
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4341	9	6	0	0	0	1	3	4	14	72	356	947	2929
%		0.2	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.3	1.7	8.2	21.8	67.5

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and Veterans Pkwy

Site: #14
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	134	0	0	0	0	0	0	0	0	1	3	19	37	74
12:15 PM	133	0	0	0	0	0	0	0	0	0	1	6	36	90
12:30 PM	155	0	1	0	0	0	1	0	0	2	2	16	47	86
12:45 PM	128	0	0	0	0	0	0	0	3	1	1	15	24	84
1:00 PM	164	0	0	0	0	0	0	0	0	0	3	7	41	113
1:15 PM	141	0	0	0	0	0	0	0	0	1	2	8	30	100
1:30 PM	144	0	0	1	0	0	0	0	0	0	1	19	31	92
1:45 PM	150	0	0	0	0	0	0	0	0	0	2	13	28	107
2:00 PM	128	0	0	0	1	0	0	0	0	0	0	9	31	87
2:15 PM	145	0	1	0	0	0	0	0	0	1	1	12	35	95
2:30 PM	156	0	0	0	0	0	0	1	0	0	1	15	32	107
2:45 PM	152	0	0	0	0	0	0	0	0	0	3	11	24	114
3:00 PM	165	0	0	0	0	0	0	0	1	1	1	14	31	117
3:15 PM	194	0	0	0	0	0	0	0	0	0	2	18	41	133
3:30 PM	228	0	0	0	0	0	0	0	0	0	3	16	44	165
3:45 PM	169	1	1	0	0	0	0	0	0	0	1	10	35	121
4:00 PM	211	0	0	0	0	0	0	0	0	0	3	8	30	170
4:15 PM	221	0	0	1	0	0	0	0	0	1	1	7	38	173
4:30 PM	227	0	1	1	0	0	0	1	1	0	3	7	27	186
4:45 PM	272	1	0	1	0	0	0	0	0	0	0	10	44	216
5:00 PM	289	1	0	0	0	0	0	1	0	0	1	9	45	232
5:15 PM	298	1	0	0	0	1	0	0	0	0	1	4	39	252
5:30 PM	288	2	0	1	0	0	0	0	0	1	1	10	35	238
5:45 PM	271	0	1	0	0	0	0	0	1	1	5	8	53	202
6:00 PM	224	0	0	0	0	0	1	0	0	0	0	8	33	182
6:15 PM	207	0	0	0	0	0	0	0	0	0	2	12	51	142
6:30 PM	189	0	0	0	0	0	0	0	0	0	2	21	40	126
6:45 PM	173	0	0	0	0	0	0	0	0	0	3	18	36	116
7:00 PM	161	1	0	0	0	0	0	1	0	0	4	18	33	104
7:15 PM	133	0	0	0	0	0	0	0	0	0	1	14	35	83
7:30 PM	121	0	0	0	0	0	0	0	0	2	0	12	31	76
7:45 PM	129	0	0	0	0	0	0	0	0	0	5	8	30	86
8:00 PM	98	0	0	0	0	0	0	1	0	0	0	6	32	59
8:15 PM	91	0	0	0	0	0	0	0	0	0	1	10	16	64
8:30 PM	75	0	0	0	0	0	0	0	0	1	2	3	21	48
8:45 PM	81	0	0	0	0	0	0	0	0	0	2	14	16	49
9:00 PM	89	0	0	0	0	0	0	0	0	1	4	10	32	42
9:15 PM	86	0	0	0	0	0	0	0	0	1	4	10	23	48
9:30 PM	67	0	0	0	0	0	0	0	0	0	1	8	15	43
9:45 PM	66	0	0	0	0	0	0	0	0	0	2	8	13	43
10:00 PM	59	0	0	0	0	0	0	0	0	0	5	13	15	26
10:15 PM	51	0	0	0	0	0	0	0	0	0	2	5	12	32
10:30 PM	42	0	0	0	0	0	0	0	0	0	1	6	17	18
10:45 PM	37	0	0	0	0	0	0	0	0	0	0	6	11	20
11:00 PM	36	0	0	0	0	0	0	0	0	0	1	4	8	23
11:15 PM	23	0	0	0	0	0	0	0	0	0	0	6	4	13
11:30 PM	16	0	0	0	0	0	0	0	0	0	0	1	3	12
11:45 PM	17	0	0	0	0	0	0	0	0	0	0	1	5	11

EB

Average (Mean)	72.8 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

69.3 - 79.3 mph 4647 vehicles (68.0%)

Percentile Speeds

%	mph
10	66.2
15	67.7
50	72.7
85	78.4
90	80.5

Speeds Exceeded

mph	%	Count
25	99.8%	6817
35	99.7%	6815
45	99.6%	6808
55	99.3%	6787
65	90.9%	6210
75	32.6%	2228

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy Btwn I-185 and
Veterans Pkwy

Site: #14
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6834	7	5	5	1	1	2	5	6	15	84	493	1390	4820
%		0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.2	1.2	7.2	20.3	70.5

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	16	0	0	0	0	3	5	5	3	0	0	0	0	0
12:15 AM	20	0	1	0	1	6	5	3	3	1	0	0	0	0
12:30 AM	9	0	0	0	0	1	5	2	1	0	0	0	0	0
12:45 AM	6	0	0	0	1	3	1	1	0	0	0	0	0	0
1:00 AM	14	0	0	0	0	5	2	4	3	0	0	0	0	0
1:15 AM	7	0	0	1	0	0	3	1	1	1	0	0	0	0
1:30 AM	7	0	0	0	1	0	1	5	0	0	0	0	0	0
1:45 AM	4	0	0	0	1	1	1	0	0	1	0	0	0	0
2:00 AM	3	0	0	0	1	0	1	0	1	0	0	0	0	0
2:15 AM	5	0	0	0	0	1	1	2	1	0	0	0	0	0
2:30 AM	5	0	0	0	0	0	4	0	1	0	0	0	0	0
2:45 AM	8	0	0	0	0	3	3	2	0	0	0	0	0	0
3:00 AM	5	0	0	0	0	2	3	0	0	0	0	0	0	0
3:15 AM	11	0	0	1	0	1	6	2	1	0	0	0	0	0
3:30 AM	10	0	0	0	0	2	6	1	0	1	0	0	0	0
3:45 AM	16	0	0	0	0	1	6	5	2	2	0	0	0	0
4:00 AM	10	0	0	0	1	0	4	4	1	0	0	0	0	0
4:15 AM	11	0	0	0	1	3	2	4	0	1	0	0	0	0
4:30 AM	15	0	0	0	0	3	7	1	3	1	0	0	0	0
4:45 AM	21	0	1	0	1	3	9	4	3	0	0	0	0	0
5:00 AM	18	0	0	0	2	2	2	7	2	2	1	0	0	0
5:15 AM	22	0	0	0	3	8	6	2	1	0	1	1	0	0
5:30 AM	28	0	0	1	0	13	7	4	3	0	0	0	0	0
5:45 AM	33	0	0	0	2	6	14	5	5	1	0	0	0	0
6:00 AM	49	0	2	2	4	18	11	10	1	1	0	0	0	0
6:15 AM	69	0	0	2	9	17	27	11	2	0	1	0	0	0
6:30 AM	75	1	0	3	16	16	20	6	7	5	1	0	0	0
6:45 AM	114	0	0	2	12	29	55	7	7	2	0	0	0	0
7:00 AM	142	0	1	2	12	34	50	20	18	5	0	0	0	0
7:15 AM	173	2	4	8	16	32	67	30	10	4	0	0	0	0
7:30 AM	222	1	4	16	21	51	72	42	6	6	2	1	0	0
7:45 AM	270	1	3	10	29	60	122	31	13	1	0	0	0	0
8:00 AM	249	1	2	15	20	73	92	39	7	0	0	0	0	0
8:15 AM	185	1	1	4	39	49	57	18	12	4	0	0	0	0
8:30 AM	209	1	5	8	27	72	67	21	5	3	0	0	0	0
8:45 AM	197	0	1	4	17	64	68	24	14	5	0	0	0	0
9:00 AM	175	0	2	3	17	60	63	22	7	1	0	0	0	0
9:15 AM	161	1	3	5	19	42	53	25	8	5	0	0	0	0
9:30 AM	164	4	0	5	19	45	55	24	10	2	0	0	0	0
9:45 AM	170	0	1	5	35	56	47	16	9	1	0	0	0	0
10:00 AM	150	2	1	4	8	48	55	25	6	1	0	0	0	0
10:15 AM	160	1	0	8	16	49	54	23	7	2	0	0	0	0
10:30 AM	174	4	6	6	17	49	63	19	7	2	1	0	0	0
10:45 AM	180	0	1	4	17	71	55	21	9	2	0	0	0	0
11:00 AM	198	2	3	7	19	62	63	28	10	4	0	0	0	0
11:15 AM	198	0	1	4	23	71	77	18	4	0	0	0	0	0
11:30 AM	184	2	4	8	24	49	68	20	5	4	0	0	0	0
11:45 AM	218	2	3	5	30	42	77	39	14	5	0	1	0	0

NB

Average (Mean)	35.6 mph
Minimum	10.0 mph
Maximum	64.2 mph

Pace Range

30.5 - 40.5 mph 2833 vehicles (64.5%)

Percentile Speeds

%	mph
10	27.8
15	29.6
50	35.8
85	41.4
90	43.3

Speeds Exceeded

mph	%	Count
25	95.0%	4171
35	56.1%	2464
45	7.3%	319
55	0.2%	10
65	0.0%	0
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4390	26	50	143	481	1226	1542	603	233	76	7	3	0	0
%		0.6	1.1	3.3	11.0	27.9	35.1	13.7	5.3	1.7	0.2	0.1	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	189	2	3	8	23	44	63	33	10	3	0	0	0	0
12:15 PM	237	0	8	7	40	68	80	22	11	0	1	0	0	0
12:30 PM	205	6	4	10	31	58	59	29	7	1	0	0	0	0
12:45 PM	200	4	0	5	20	55	72	35	8	1	0	0	0	0
1:00 PM	210	1	4	5	20	58	79	30	11	2	0	0	0	0
1:15 PM	200	1	1	2	18	59	78	37	3	1	0	0	0	0
1:30 PM	232	2	2	5	28	67	80	41	6	1	0	0	0	0
1:45 PM	208	1	2	13	30	40	60	46	12	4	0	0	0	0
2:00 PM	223	3	1	7	23	55	76	46	9	3	0	0	0	0
2:15 PM	207	0	1	5	19	64	74	36	8	0	0	0	0	0
2:30 PM	202	1	0	8	23	41	87	34	8	0	0	0	0	0
2:45 PM	285	1	0	7	32	98	96	36	13	2	0	0	0	0
3:00 PM	212	0	2	6	23	61	80	28	10	2	0	0	0	0
3:15 PM	257	1	0	7	20	69	99	48	10	3	0	0	0	0
3:30 PM	227	2	3	14	22	57	85	25	14	5	0	0	0	0
3:45 PM	224	3	12	19	26	52	68	32	11	0	1	0	0	0
4:00 PM	250	15	23	19	50	78	44	20	1	0	0	0	0	0
4:15 PM	251	3	6	15	57	110	48	9	3	0	0	0	0	0
4:30 PM	273	3	9	21	55	77	89	15	4	0	0	0	0	0
4:45 PM	278	6	6	9	37	98	97	23	2	0	0	0	0	0
5:00 PM	285	3	4	18	36	88	92	31	9	3	1	0	0	0
5:15 PM	284	6	17	20	38	104	80	17	2	0	0	0	0	0
5:30 PM	276	9	12	22	41	70	106	12	4	0	0	0	0	0
5:45 PM	298	12	25	20	50	86	82	21	1	0	0	1	0	0
6:00 PM	247	6	6	16	38	82	76	19	3	0	0	0	1	0
6:15 PM	280	3	0	10	56	92	92	24	2	1	0	0	0	0
6:30 PM	234	2	3	11	30	60	92	28	7	1	0	0	0	0
6:45 PM	242	0	1	7	28	63	82	46	14	1	0	0	0	0
7:00 PM	189	0	1	6	31	78	43	20	10	0	0	0	0	0
7:15 PM	169	1	3	19	25	44	44	23	7	3	0	0	0	0
7:30 PM	182	5	4	5	27	65	51	18	6	1	0	0	0	0
7:45 PM	134	2	2	8	15	53	44	7	3	0	0	0	0	0
8:00 PM	159	0	2	7	19	49	51	25	5	0	1	0	0	0
8:15 PM	135	1	0	3	11	45	48	18	7	2	0	0	0	0
8:30 PM	123	0	0	0	16	51	41	12	3	0	0	0	0	0
8:45 PM	122	1	1	5	13	39	38	16	6	3	0	0	0	0
9:00 PM	90	0	0	2	22	27	21	16	2	0	0	0	0	0
9:15 PM	75	3	2	4	10	28	17	5	3	3	0	0	0	0
9:30 PM	65	0	1	2	13	14	21	11	2	1	0	0	0	0
9:45 PM	54	0	0	1	4	19	19	6	4	1	0	0	0	0
10:00 PM	52	0	0	3	7	17	9	7	8	1	0	0	0	0
10:15 PM	51	0	0	0	13	14	16	5	3	0	0	0	0	0
10:30 PM	39	0	0	2	7	10	12	4	4	0	0	0	0	0
10:45 PM	31	0	0	0	3	2	14	5	6	1	0	0	0	0
11:00 PM	28	0	0	0	3	8	11	5	0	1	0	0	0	0
11:15 PM	31	0	0	0	1	9	11	5	5	0	0	0	0	0
11:30 PM	29	0	0	1	1	5	12	7	2	1	0	0	0	0
11:45 PM	26	0	1	2	2	5	7	5	3	1	0	0	0	0

NB

Average (Mean)	34.2 mph
Minimum	10.0 mph
Maximum	69.0 mph

Pace Range

30.5 - 40.5 mph 5381 vehicles (63.3%)

Percentile Speeds

%	mph
10	26.2
15	28.2
50	34.5
85	40.5
90	41.4

Speeds Exceeded

mph	%	Count
25	92.2%	7833
35	48.7%	4140
45	4.1%	351
55	0.1%	6
65	0.0%	1
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	8500	109	172	386	1157	2536	2746	1043	292	53	4	1	1	0
%		1.3	2.0	4.5	13.6	29.8	32.3	12.3	3.4	0.6	0.0	0.0	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	13	0	0	0	0	6	5	1	1	0	0	0	0	0
12:15 AM	11	0	0	0	2	2	4	2	1	0	0	0	0	0
12:30 AM	13	0	0	0	1	5	5	1	0	1	0	0	0	0
12:45 AM	12	0	0	0	0	1	5	4	2	0	0	0	0	0
1:00 AM	12	0	0	0	0	3	7	1	0	1	0	0	0	0
1:15 AM	12	0	0	0	1	4	6	0	0	0	0	0	1	0
1:30 AM	5	0	0	0	0	0	2	1	1	0	1	0	0	0
1:45 AM	6	0	0	0	0	1	0	3	1	0	1	0	0	0
2:00 AM	9	0	0	0	0	4	1	2	1	1	0	0	0	0
2:15 AM	4	0	0	0	0	1	1	0	1	1	0	0	0	0
2:30 AM	4	0	0	0	0	3	1	0	0	0	0	0	0	0
2:45 AM	8	0	0	0	0	1	5	1	1	0	0	0	0	0
3:00 AM	9	0	0	1	0	5	3	0	0	0	0	0	0	0
3:15 AM	8	0	0	0	0	1	0	4	3	0	0	0	0	0
3:30 AM	13	0	0	0	0	1	4	5	1	2	0	0	0	0
3:45 AM	16	0	0	0	0	2	7	2	2	1	1	0	0	1
4:00 AM	8	0	0	0	0	3	2	2	1	0	0	0	0	0
4:15 AM	10	0	0	0	0	5	2	0	1	1	1	0	0	0
4:30 AM	10	0	0	0	0	1	5	2	1	1	0	0	0	0
4:45 AM	19	0	0	0	0	7	10	1	1	0	0	0	0	0
5:00 AM	22	0	0	1	2	3	10	4	2	0	0	0	0	0
5:15 AM	18	0	0	0	1	3	7	4	1	2	0	0	0	0
5:30 AM	26	0	0	0	0	4	11	5	3	2	1	0	0	0
5:45 AM	44	0	0	0	5	17	14	4	4	0	0	0	0	0
6:00 AM	66	0	1	2	12	15	19	13	2	1	1	0	0	0
6:15 AM	52	0	0	0	5	12	19	10	4	2	0	0	0	0
6:30 AM	78	0	0	2	9	17	26	13	10	1	0	0	0	0
6:45 AM	100	0	1	4	8	31	36	15	5	0	0	0	0	0
7:00 AM	131	3	2	3	15	36	50	9	7	4	2	0	0	0
7:15 AM	187	5	4	18	21	45	63	24	4	3	0	0	0	0
7:30 AM	216	3	11	15	32	68	58	20	8	1	0	0	0	0
7:45 AM	256	8	8	20	49	71	68	26	5	1	0	0	0	0
8:00 AM	241	4	10	19	30	81	75	20	2	0	0	0	0	0
8:15 AM	179	4	5	9	30	69	42	12	8	0	0	0	0	0
8:30 AM	189	2	4	10	27	69	59	11	7	0	0	0	0	0
8:45 AM	197	4	7	6	23	69	56	20	9	3	0	0	0	0
9:00 AM	161	1	0	4	24	48	53	17	9	5	0	0	0	0
9:15 AM	151	5	9	6	19	50	44	13	5	0	0	0	0	0
9:30 AM	169	0	1	4	31	49	56	23	2	2	1	0	0	0
9:45 AM	184	0	3	10	28	61	44	26	9	3	0	0	0	0
10:00 AM	166	2	2	7	18	51	58	23	3	1	1	0	0	0
10:15 AM	153	1	2	6	18	30	56	27	10	3	0	0	0	0
10:30 AM	198	2	1	15	24	69	56	20	8	3	0	0	0	0
10:45 AM	163	0	1	1	21	51	59	27	3	0	0	0	0	0
11:00 AM	215	3	8	14	37	64	60	23	6	0	0	0	0	0
11:15 AM	163	2	1	7	28	50	52	17	4	2	0	0	0	0
11:30 AM	179	3	12	12	26	58	38	20	7	3	0	0	0	0
11:45 AM	206	0	3	9	24	41	78	40	8	3	0	0	0	0

NB

Average (Mean)	34.4 mph
Minimum	10.2 mph
Maximum	71.7 mph

Pace Range

30.5 - 40.5 mph 2659 vehicles (61.7%)

Percentile Speeds

%	mph
10	25.9
15	28.2
50	34.5
85	40.5
90	42.3

Speeds Exceeded

mph	%	Count
25	91.8%	3959
35	48.7%	2100
45	5.6%	240
55	0.3%	12
65	0.0%	2
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4312	52	96	205	571	1288	1342	518	174	54	10	0	1	1
%		1.2	2.2	4.8	13.2	29.9	31.1	12.0	4.0	1.3	0.2	0.0	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	216	2	3	9	33	48	66	36	15	4	0	0	0	0
12:15 PM	210	0	2	7	27	65	65	30	11	3	0	0	0	0
12:30 PM	236	2	3	25	28	65	76	29	5	2	1	0	0	0
12:45 PM	195	0	4	7	21	50	80	20	10	2	0	0	1	0
1:00 PM	223	3	1	5	37	81	58	24	10	4	0	0	0	0
1:15 PM	229	1	5	11	34	79	68	26	5	0	0	0	0	0
1:30 PM	230	2	0	12	19	64	89	36	6	2	0	0	0	0
1:45 PM	206	1	4	17	30	55	77	19	3	0	0	0	0	0
2:00 PM	213	8	6	2	31	65	72	26	1	2	0	0	0	0
2:15 PM	227	2	7	7	28	57	75	38	8	4	1	0	0	0
2:30 PM	213	1	3	7	31	67	64	30	8	2	0	0	0	0
2:45 PM	259	1	8	14	32	73	79	42	7	2	1	0	0	0
3:00 PM	224	3	2	11	21	66	92	24	4	1	0	0	0	0
3:15 PM	258	1	2	13	34	82	79	40	7	0	0	0	0	0
3:30 PM	263	10	10	22	39	76	68	29	7	2	0	0	0	0
3:45 PM	244	2	4	18	30	70	101	15	4	0	0	0	0	0
4:00 PM	255	3	5	17	35	87	81	22	4	1	0	0	0	0
4:15 PM	258	1	1	10	42	88	86	25	5	0	0	0	0	0
4:30 PM	275	4	3	22	32	88	90	28	6	2	0	0	0	0
4:45 PM	250	5	12	14	32	67	85	30	5	0	0	0	0	0
5:00 PM	288	6	12	20	38	78	99	31	4	0	0	0	0	0
5:15 PM	306	4	14	23	50	81	105	24	4	0	0	0	0	1
5:30 PM	265	6	9	18	40	91	90	11	0	0	0	0	0	0
5:45 PM	301	9	18	39	50	102	69	13	1	0	0	0	0	0
6:00 PM	271	3	9	28	56	69	77	26	3	0	0	0	0	0
6:15 PM	268	0	5	19	35	105	84	19	0	1	0	0	0	0
6:30 PM	209	0	3	20	35	79	63	7	1	1	0	0	0	0
6:45 PM	198	0	4	4	61	71	42	14	1	1	0	0	0	0
7:00 PM	183	1	3	10	24	65	58	13	7	1	0	0	1	0
7:15 PM	172	3	1	8	35	57	49	13	6	0	0	0	0	0
7:30 PM	133	0	2	4	26	46	45	8	2	0	0	0	0	0
7:45 PM	129	1	4	2	14	49	43	15	1	0	0	0	0	0
8:00 PM	126	0	4	4	19	48	42	8	0	1	0	0	0	0
8:15 PM	114	0	0	1	13	37	47	14	1	1	0	0	0	0
8:30 PM	98	0	4	4	12	37	29	11	1	0	0	0	0	0
8:45 PM	99	0	0	0	7	42	40	6	2	2	0	0	0	0
9:00 PM	89	0	4	4	9	31	27	11	3	0	0	0	0	0
9:15 PM	84	2	0	4	15	24	26	10	3	0	0	0	0	0
9:30 PM	79	0	0	1	8	22	32	12	3	1	0	0	0	0
9:45 PM	73	0	2	4	8	20	21	16	2	0	0	0	0	0
10:00 PM	57	0	0	0	10	16	19	6	5	1	0	0	0	0
10:15 PM	48	0	0	0	2	21	14	8	3	0	0	0	0	0
10:30 PM	48	1	1	4	7	12	15	4	4	0	0	0	0	0
10:45 PM	35	0	0	0	3	16	5	5	5	1	0	0	0	0
11:00 PM	41	0	0	1	5	14	13	6	1	1	0	0	0	0
11:15 PM	34	0	0	0	2	8	13	7	2	2	0	0	0	0
11:30 PM	25	0	0	0	0	9	9	6	1	0	0	0	0	0
11:45 PM	30	0	0	0	7	9	8	5	0	1	0	0	0	0

NB

Average (Mean)	33.8 mph
Minimum	10.1 mph
Maximum	77.6 mph

Pace Range

30.5 - 40.5 mph 5489 vehicles (64.7%)

Percentile Speeds

%	mph
10	25.9
15	27.8
50	34.5
85	39.6
90	41.4

Speeds Exceeded

mph	%	Count
25	91.2%	7743
35	45.8%	3884
45	3.0%	251
55	0.1%	6
65	0.0%	3
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

Veterans Parkway Just North Of
Double Chueches Rd/J.R. Allen Parkway/US 80 WB Ramps

Site: #14
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	8487	88	184	472	1207	2652	2735	898	197	48	3	0	2	1
%		1.0	2.2	5.6	14.2	31.2	32.2	10.6	2.3	0.6	0.0	0.0	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	8	0	0	0	0	0	4	2	1	1	0	0	0	0
12:15 AM	3	0	0	0	0	0	1	1	1	0	0	0	0	0
12:30 AM	3	0	0	0	0	0	1	1	1	0	0	0	0	0
12:45 AM	3	0	0	0	0	1	1	0	1	0	0	0	0	0
1:00 AM	2	0	0	0	0	0	0	2	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0
1:45 AM	2	0	0	0	0	1	0	0	1	0	0	0	0	0
2:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2:15 AM	2	0	0	0	0	0	1	0	1	0	0	0	0	0
2:30 AM	2	0	0	0	0	0	0	2	0	0	0	0	0	0
2:45 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
3:15 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
3:30 AM	4	0	0	0	0	0	0	3	1	0	0	0	0	0
3:45 AM	5	0	0	0	1	1	0	1	2	0	0	0	0	0
4:00 AM	5	0	0	0	0	0	4	1	0	0	0	0	0	0
4:15 AM	4	0	0	0	0	0	1	2	1	0	0	0	0	0
4:30 AM	11	0	0	0	1	0	0	4	4	1	1	0	0	0
4:45 AM	11	0	0	0	0	0	1	3	3	2	0	2	0	0
5:00 AM	21	0	0	0	0	0	1	9	4	5	0	2	0	0
5:15 AM	33	0	0	0	0	0	8	7	10	5	2	0	1	0
5:30 AM	37	0	0	0	0	1	3	7	10	12	1	3	0	0
5:45 AM	41	0	0	1	3	3	2	12	10	9	0	0	1	0
6:00 AM	49	0	0	0	1	2	1	11	18	14	2	0	0	0
6:15 AM	61	1	0	0	1	2	4	18	19	13	1	2	0	0
6:30 AM	71	0	0	0	0	1	11	13	27	14	4	1	0	0
6:45 AM	106	0	0	1	0	1	14	33	31	18	7	1	0	0
7:00 AM	138	2	0	0	0	0	13	42	46	28	5	2	0	0
7:15 AM	183	1	0	1	0	1	14	55	63	41	6	1	0	0
7:30 AM	252	9	1	2	4	4	31	69	84	39	7	2	0	0
7:45 AM	242	1	2	5	2	3	16	59	95	47	10	2	0	0
8:00 AM	196	1	2	2	2	0	11	43	71	56	7	0	1	0
8:15 AM	193	1	3	2	1	1	23	54	62	38	4	2	2	0
8:30 AM	170	3	1	3	0	6	15	28	69	37	7	1	0	0
8:45 AM	165	2	0	3	1	4	21	42	55	28	7	2	0	0
9:00 AM	154	0	3	3	3	23	38	36	35	11	1	1	0	0
9:15 AM	138	0	0	1	2	1	21	41	39	25	5	3	0	0
9:30 AM	116	0	0	1	0	2	15	29	37	29	2	1	0	0
9:45 AM	132	0	0	1	0	2	14	37	41	33	3	1	0	0
10:00 AM	107	0	0	0	0	1	9	19	43	27	5	3	0	0
10:15 AM	91	0	0	0	0	1	7	23	31	24	5	0	0	0
10:30 AM	94	0	0	0	0	1	8	26	30	26	2	1	0	0
10:45 AM	108	0	1	1	1	1	18	21	43	18	4	0	0	0
11:00 AM	114	2	1	1	1	5	12	30	41	15	4	1	0	1
11:15 AM	107	0	3	1	4	5	20	24	30	17	3	0	0	0
11:30 AM	119	2	1	1	6	22	53	29	4	1	0	0	0	0
11:45 AM	109	0	2	2	4	12	52	24	6	7	0	0	0	0

SB

Average (Mean)	44.8 mph
Minimum	10.3 mph
Maximum	71.6 mph

Pace Range

40.5 - 50.5 mph 2167 vehicles (63.4%)

Percentile Speeds

%	mph
10	36.5
15	38.8
50	45.4
85	51.7
90	53.2

Speeds Exceeded

mph	%	Count
25	97.7%	3341
35	93.4%	3194
45	54.4%	1860
55	4.2%	145
65	0.2%	6
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3418	25	20	32	39	108	470	864	1073	642	105	34	5	1
%		0.7	0.6	0.9	1.1	3.2	13.8	25.3	31.4	18.8	3.1	1.0	0.1	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	117	0	2	0	0	2	14	37	27	27	7	1	0	0
12:15 PM	119	1	1	0	0	5	12	39	30	26	3	1	0	1
12:30 PM	122	0	0	1	0	3	16	39	38	20	2	3	0	0
12:45 PM	103	2	1	0	1	4	22	38	24	11	0	0	0	0
1:00 PM	138	0	0	0	1	1	19	41	42	29	4	1	0	0
1:15 PM	94	0	0	2	1	1	11	22	24	28	4	1	0	0
1:30 PM	101	0	1	1	0	1	10	31	38	16	2	0	0	1
1:45 PM	118	0	0	0	2	3	15	33	35	28	2	0	0	0
2:00 PM	121	0	2	1	0	0	11	29	50	25	2	1	0	0
2:15 PM	110	0	0	1	0	1	12	28	46	18	3	1	0	0
2:30 PM	108	2	1	2	2	4	10	29	33	20	3	2	0	0
2:45 PM	105	0	1	2	0	2	15	32	32	17	3	1	0	0
3:00 PM	148	2	1	1	1	5	19	35	43	35	3	3	0	0
3:15 PM	119	1	0	1	2	1	14	38	34	23	2	3	0	0
3:30 PM	138	3	3	1	1	5	18	45	43	14	2	2	0	1
3:45 PM	119	2	2	1	1	2	19	37	38	15	2	0	0	0
4:00 PM	136	0	1	3	0	10	30	41	33	15	2	1	0	0
4:15 PM	118	0	1	1	0	4	19	50	34	9	0	0	0	0
4:30 PM	119	0	1	1	2	7	23	46	26	13	0	0	0	0
4:45 PM	122	0	1	2	1	7	36	44	22	8	1	0	0	0
5:00 PM	125	2	3	1	2	8	30	45	29	5	0	0	0	0
5:15 PM	146	3	4	4	2	4	31	40	47	10	0	1	0	0
5:30 PM	125	3	1	1	2	1	24	45	36	10	1	1	0	0
5:45 PM	112	0	0	1	2	2	12	44	40	9	1	1	0	0
6:00 PM	85	1	2	0	1	3	18	27	23	10	0	0	0	0
6:15 PM	83	0	0	1	0	3	11	32	28	7	0	1	0	0
6:30 PM	70	0	0	0	2	6	12	27	17	5	0	1	0	0
6:45 PM	56	0	0	0	1	4	7	25	16	2	0	0	1	0
7:00 PM	60	0	1	0	0	3	22	21	11	2	0	0	0	0
7:15 PM	48	0	0	1	1	8	13	13	9	3	0	0	0	0
7:30 PM	35	0	0	0	0	4	12	8	8	2	1	0	0	0
7:45 PM	39	1	0	2	1	6	10	7	8	2	2	0	0	0
8:00 PM	41	0	0	0	0	1	10	19	8	1	1	1	0	0
8:15 PM	35	0	0	1	1	5	15	10	2	1	0	0	0	0
8:30 PM	35	0	0	0	0	1	7	17	5	4	1	0	0	0
8:45 PM	28	0	0	0	0	5	8	6	8	1	0	0	0	0
9:00 PM	23	0	0	1	1	4	1	7	6	3	0	0	0	0
9:15 PM	31	0	0	0	0	0	10	12	8	1	0	0	0	0
9:30 PM	16	0	0	0	1	0	2	6	4	3	0	0	0	0
9:45 PM	12	0	0	0	1	1	1	3	2	3	1	0	0	0
10:00 PM	16	0	0	0	0	0	5	5	6	0	0	0	0	0
10:15 PM	15	0	0	0	0	0	4	5	3	3	0	0	0	0
10:30 PM	18	0	0	0	1	0	5	6	1	4	1	0	0	0
10:45 PM	6	0	0	0	0	1	1	3	1	0	0	0	0	0
11:00 PM	12	0	0	0	0	1	4	2	5	0	0	0	0	0
11:15 PM	15	0	0	0	0	2	8	3	0	2	0	0	0	0
11:30 PM	8	0	0	0	0	0	3	3	0	2	0	0	0	0
11:45 PM	4	0	0	0	0	1	0	2	1	0	0	0	0	0

SB

Average (Mean)	43.5 mph
Minimum	10.3 mph
Maximum	74.5 mph

Pace Range

40.5 - 50.5 mph 2385 vehicles (64.9%)

Percentile Speeds

%	mph
10	36.5
15	38.0
50	44.3
85	50.3
90	51.7

Speeds Exceeded

mph	%	Count
25	97.6%	3587
35	92.8%	3411
45	43.6%	1603
55	2.4%	87
65	0.1%	4
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3674	23	30	34	34	142	631	1177	1024	492	56	27	1	3
%		0.6	0.8	0.9	0.9	3.9	17.2	32.0	27.9	13.4	1.5	0.7	0.0	0.1

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	6	0	0	0	0	0	3	1	1	1	0	0	0	0
12:15 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
12:30 AM	4	0	0	0	0	0	0	0	2	2	0	0	0	0
12:45 AM	4	0	0	0	0	0	1	1	1	0	1	0	0	0
1:00 AM	2	0	0	0	0	0	0	0	1	1	0	0	0	0
1:15 AM	2	0	0	0	0	0	0	1	0	0	1	0	0	0
1:30 AM	2	0	0	0	0	0	1	0	1	0	0	0	0	0
1:45 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0
2:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2:15 AM	4	0	0	0	0	0	0	2	0	1	1	0	0	0
2:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2:45 AM	3	0	0	0	0	0	1	0	2	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
3:30 AM	1	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	4	0	0	0	0	1	0	2	0	0	1	0	0	0
4:00 AM	4	0	0	0	0	0	3	0	0	1	0	0	0	0
4:15 AM	5	0	0	0	0	1	0	0	2	2	0	0	0	0
4:30 AM	8	0	0	0	1	0	0	3	3	1	0	0	0	0
4:45 AM	19	0	0	0	0	0	3	2	8	4	0	2	0	0
5:00 AM	17	0	0	0	0	2	3	2	3	6	1	0	0	0
5:15 AM	23	0	0	0	1	0	2	10	6	4	0	0	0	0
5:30 AM	22	0	0	0	0	1	2	7	6	6	0	0	0	0
5:45 AM	34	0	0	1	0	1	2	15	7	6	2	0	0	0
6:00 AM	44	0	0	0	0	0	4	16	15	8	1	0	0	0
6:15 AM	57	0	0	0	1	4	7	15	15	14	0	1	0	0
6:30 AM	82	0	1	1	3	1	15	20	20	20	1	0	0	0
6:45 AM	91	0	0	1	0	2	10	27	26	19	5	1	0	0
7:00 AM	141	2	0	2	0	3	21	36	43	30	4	0	0	0
7:15 AM	168	0	0	0	1	6	22	52	58	23	3	3	0	0
7:30 AM	229	3	1	6	1	5	21	82	68	36	3	3	0	0
7:45 AM	230	2	8	6	2	1	23	57	93	34	2	2	0	0
8:00 AM	208	1	2	3	1	2	17	61	64	51	5	0	1	0
8:15 AM	165	1	0	2	0	2	9	40	60	43	7	1	0	0
8:30 AM	122	0	0	4	0	0	16	30	38	28	6	0	0	0
8:45 AM	141	2	0	4	0	0	10	33	52	33	3	4	0	0
9:00 AM	142	0	0	2	1	1	11	41	53	29	3	1	0	0
9:15 AM	104	1	1	0	0	0	11	33	28	19	7	4	0	0
9:30 AM	123	2	0	2	0	1	13	36	47	18	3	1	0	0
9:45 AM	118	0	2	0	0	8	44	39	17	7	1	0	0	0
10:00 AM	92	0	0	0	1	5	26	19	25	12	2	2	0	0
10:15 AM	91	0	1	2	2	1	8	23	25	24	5	0	0	0
10:30 AM	97	0	0	1	0	1	10	27	23	28	5	2	0	0
10:45 AM	106	0	0	0	0	1	17	18	35	28	3	4	0	0
11:00 AM	94	0	0	1	1	3	15	27	26	16	4	1	0	0
11:15 AM	83	1	1	0	0	4	10	23	18	22	3	1	0	0
11:30 AM	87	1	1	0	1	0	10	23	29	20	2	0	0	0
11:45 AM	129	1	0	1	1	2	16	39	32	33	2	2	0	0

SB

Average (Mean)	45.2 mph
Minimum	10.0 mph
Maximum	66.5 mph

Pace Range

40.5 - 50.5 mph 2023 vehicles (65.0%)

Percentile Speeds

%	mph
10	38.0
15	39.6
50	45.4
85	51.7
90	53.2

Speeds Exceeded

mph	%	Count
25	97.6%	3039
35	95.1%	2960
45	54.9%	1708
55	4.0%	124
65	0.0%	1
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3113	17	18	39	18	61	388	864	953	631	87	36	1	0
%		0.5	0.6	1.3	0.6	2.0	12.5	27.8	30.6	20.3	2.8	1.2	0.0	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #15
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	94	0	0	0	6	26	25	26	8	2	1	0	0	0
12:15 PM	98	0	0	3	0	7	25	29	23	9	2	0	0	0
12:30 PM	64	0	0	0	1	6	9	24	19	5	0	0	0	0
12:45 PM	83	0	0	0	3	5	16	36	15	8	0	0	0	0
1:00 PM	130	0	0	0	3	15	42	41	24	5	0	0	0	0
1:15 PM	87	1	0	1	0	6	20	25	27	6	1	0	0	0
1:30 PM	81	0	1	0	1	7	19	21	19	13	0	0	0	0
1:45 PM	74	1	0	2	2	3	18	28	11	9	0	0	0	0
2:00 PM	97	0	0	0	0	5	33	28	22	8	1	0	0	0
2:15 PM	93	0	1	2	0	2	12	43	26	5	0	2	0	0
2:30 PM	98	0	1	1	0	4	20	37	27	7	1	0	0	0
2:45 PM	105	3	0	2	2	2	21	37	24	13	1	0	0	0
3:00 PM	102	1	1	0	1	5	20	43	22	8	0	0	0	1
3:15 PM	116	0	2	1	1	9	16	37	36	11	3	0	0	0
3:30 PM	90	1	1	1	1	6	17	33	20	10	0	0	0	0
3:45 PM	70	0	0	2	0	3	16	25	17	6	1	0	0	0
4:00 PM	115	4	0	2	1	3	26	23	40	14	1	1	0	0
4:15 PM	104	1	2	0	0	4	18	36	28	13	1	1	0	0
4:30 PM	103	2	0	3	0	2	13	27	35	19	1	1	0	0
4:45 PM	85	1	1	1	0	3	15	19	30	13	0	2	0	0
5:00 PM	134	0	1	2	2	7	32	47	34	8	1	0	0	0
5:15 PM	109	3	0	0	2	2	17	40	29	15	1	0	0	0
5:30 PM	108	0	1	0	0	4	12	40	29	20	2	0	0	0
5:45 PM	79	0	0	0	0	3	5	17	39	11	3	0	0	1
6:00 PM	89	0	0	0	1	1	15	26	28	15	2	1	0	0
6:15 PM	85	0	1	0	0	8	7	28	21	19	1	0	0	0
6:30 PM	58	0	0	0	0	4	9	19	20	3	2	1	0	0
6:45 PM	68	0	0	0	0	4	19	17	14	10	2	2	0	0
7:00 PM	55	0	1	0	0	2	5	19	18	9	1	0	0	0
7:15 PM	53	0	0	0	0	3	10	16	12	9	2	1	0	0
7:30 PM	48	0	0	0	0	4	7	14	18	5	0	0	0	0
7:45 PM	49	0	0	0	0	3	7	15	14	9	1	0	0	0
8:00 PM	38	1	0	0	0	0	5	14	9	9	0	0	0	0
8:15 PM	30	0	0	0	0	4	3	9	4	8	1	1	0	0
8:30 PM	38	0	0	0	1	0	10	13	10	4	0	0	0	0
8:45 PM	24	0	0	0	1	2	4	7	5	4	1	0	0	0
9:00 PM	33	0	0	0	0	1	6	13	9	4	0	0	0	0
9:15 PM	27	0	0	0	0	2	2	9	9	4	1	0	0	0
9:30 PM	23	0	0	0	0	1	3	9	9	1	0	0	0	0
9:45 PM	20	0	0	0	0	0	4	4	4	7	0	1	0	0
10:00 PM	23	0	0	0	1	2	5	8	7	0	0	0	0	0
10:15 PM	14	0	0	0	0	1	2	5	3	2	1	0	0	0
10:30 PM	18	0	0	0	0	1	4	4	3	4	1	1	0	0
10:45 PM	17	0	0	0	0	1	4	5	6	1	0	0	0	0
11:00 PM	18	0	0	0	0	0	3	0	9	6	0	0	0	0
11:15 PM	10	0	0	0	0	0	2	1	4	0	2	1	0	0
11:30 PM	9	0	0	0	0	0	0	6	0	1	1	1	0	0
11:45 PM	10	0	0	0	0	0	0	4	5	1	0	0	0	0

SB

Average (Mean)	43.1 mph
Minimum	10.2 mph
Maximum	84.6 mph

Pace Range

38.0 - 48.0 mph 2048 vehicles (64.5%)

Percentile Speeds

%	mph
10	35.1
15	37.2
50	43.3
85	49.0
90	50.3

Speeds Exceeded

mph	%	Count
25	98.2%	3120
35	91.5%	2907
45	40.2%	1277
55	1.9%	59
65	0.1%	2
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
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River Rd Just North of
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Site: #15
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3176	19	14	23	30	183	603	1027	845	373	40	17	0	2
%		0.6	0.4	0.7	0.9	5.8	19.0	32.3	26.6	11.7	1.3	0.5	0.0	0.1

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	47	0	1	0	0	0	0	1	0	3	11	15	9	7
12:15 AM	54	0	0	0	0	0	0	0	0	3	9	25	12	5
12:30 AM	47	0	0	0	0	0	0	0	0	3	7	17	9	11
12:45 AM	35	0	0	0	0	0	0	0	0	1	8	7	12	7
1:00 AM	37	0	0	0	0	0	0	0	1	2	6	14	12	2
1:15 AM	30	0	0	0	0	0	0	0	0	2	7	11	6	4
1:30 AM	20	0	0	0	0	0	0	1	0	1	5	5	6	2
1:45 AM	25	0	0	0	0	0	0	0	1	2	6	6	6	4
2:00 AM	40	0	0	0	0	0	1	0	1	5	7	11	8	7
2:15 AM	36	0	0	0	0	0	0	0	0	1	6	13	11	5
2:30 AM	32	0	0	0	0	0	0	0	0	2	5	16	6	3
2:45 AM	33	0	0	0	0	0	0	1	0	3	7	11	10	1
3:00 AM	21	0	0	0	0	0	0	0	0	1	6	9	4	1
3:15 AM	24	0	0	0	0	0	0	0	0	2	6	8	6	2
3:30 AM	26	0	0	0	0	0	0	0	1	0	6	10	6	3
3:45 AM	43	0	0	0	0	0	0	0	2	2	9	15	9	6
4:00 AM	31	0	0	0	0	0	0	0	0	1	8	14	4	4
4:15 AM	46	0	0	0	0	0	0	0	1	2	8	15	15	5
4:30 AM	44	0	0	0	0	0	0	0	1	2	5	18	13	5
4:45 AM	53	0	0	0	0	0	0	0	2	2	8	18	13	10
5:00 AM	63	0	0	0	0	0	0	0	0	2	7	27	23	4
5:15 AM	94	0	0	0	0	0	0	0	0	3	9	40	17	25
5:30 AM	100	0	0	0	0	0	0	0	0	2	15	39	26	18
5:45 AM	127	0	0	0	0	0	0	1	1	1	19	41	30	34
6:00 AM	141	0	0	0	0	0	0	0	0	6	12	54	39	30
6:15 AM	225	0	0	0	0	0	0	0	1	4	23	69	84	44
6:30 AM	274	0	1	0	0	0	0	1	0	9	31	98	82	52
6:45 AM	399	1	0	0	0	1	0	0	1	9	39	134	148	66
7:00 AM	434	2	0	0	0	0	0	0	2	6	68	146	140	70
7:15 AM	624	10	4	0	2	1	2	2	2	24	94	218	170	95
7:30 AM	734	10	8	4	1	5	4	4	3	19	140	243	199	94
7:45 AM	775	30	9	3	2	10	10	3	8	48	161	260	166	65
8:00 AM	737	17	4	4	1	2	4	3	4	20	156	257	196	69
8:15 AM	639	15	4	4	1	2	2	1	5	36	102	201	174	92
8:30 AM	620	14	7	3	1	3	3	2	5	19	97	215	165	86
8:45 AM	605	3	1	0	0	0	0	1	3	6	97	218	175	101
9:00 AM	434	4	0	0	0	1	2	0	4	10	67	149	123	74
9:15 AM	407	2	1	0	0	1	0	0	0	10	53	155	105	80
9:30 AM	377	3	1	0	1	0	0	0	6	7	66	121	109	63
9:45 AM	353	0	0	0	0	1	0	1	0	17	45	128	108	53
10:00 AM	340	2	0	0	0	0	2	0	1	6	38	127	105	59
10:15 AM	344	1	1	0	0	0	0	1	1	18	46	124	98	54
10:30 AM	362	1	0	1	0	0	0	0	5	10	67	124	89	65
10:45 AM	402	2	1	0	0	0	1	1	3	9	86	145	102	52
11:00 AM	361	3	0	0	0	0	0	1	1	6	57	124	103	66
11:15 AM	372	1	0	0	0	0	0	2	2	15	50	126	124	52
11:30 AM	402	3	1	0	0	0	0	0	1	6	47	155	116	73
11:45 AM	398	2	0	0	0	0	1	0	0	7	75	128	117	68

WB

Average (Mean)	63.6 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

59.6 - 69.6 mph 8057 vehicles (67.9%)

Percentile Speeds

%	mph
10	57.3
15	58.4
50	64.8
85	70.9
90	70.9

Speeds Exceeded

mph	%	Count
25	98.4%	11678
35	98.1%	11642
45	97.6%	11583
55	93.9%	11139
65	43.0%	5108
75	2.2%	263

TRAFFIC DATA SERVICES
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US 80/J R Allen Pkwy West of I-185

Site: #15
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	11867	126	44	19	9	27	32	27	69	375	1907	4124	3310	1798
%		1.1	0.4	0.2	0.1	0.2	0.3	0.2	0.6	3.2	16.1	34.8	27.9	15.2

WB

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Site: #15
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	385	1	0	0	0	0	0	0	1	5	48	149	118	63
12:15 PM	361	1	0	0	0	0	0	0	1	7	62	137	93	60
12:30 PM	409	4	1	0	0	0	2	2	6	9	98	149	88	50
12:45 PM	418	4	2	0	1	0	1	1	4	8	67	144	105	81
1:00 PM	419	7	3	0	0	0	0	1	4	8	47	143	129	77
1:15 PM	432	1	2	0	0	0	0	2	1	10	72	159	110	75
1:30 PM	443	4	0	0	0	1	0	0	2	14	85	149	125	63
1:45 PM	419	3	0	0	0	0	0	1	0	8	58	146	126	77
2:00 PM	391	2	0	0	0	0	1	0	1	13	75	152	99	48
2:15 PM	446	2	2	1	0	0	0	1	2	7	55	174	116	86
2:30 PM	494	6	0	0	0	0	1	0	7	18	91	192	116	63
2:45 PM	482	7	1	0	0	0	3	2	0	4	67	169	146	83
3:00 PM	529	10	2	0	0	0	5	3	1	15	82	191	143	77
3:15 PM	527	6	1	1	1	0	0	0	3	23	112	187	122	71
3:30 PM	531	4	1	1	1	0	1	0	1	34	111	185	138	54
3:45 PM	587	9	1	1	0	1	2	3	23	67	190	176	79	35
4:00 PM	589	5	4	1	2	2	2	7	56	132	217	111	42	8
4:15 PM	607	6	4	1	2	0	2	7	72	175	207	91	37	3
4:30 PM	529	5	0	0	4	3	5	16	100	166	151	62	15	2
4:45 PM	607	12	1	0	3	8	18	40	155	146	158	61	5	0
5:00 PM	609	5	4	1	3	7	6	42	135	193	130	72	9	2
5:15 PM	576	10	4	1	7	10	11	24	80	135	182	95	16	1
5:30 PM	540	2	1	1	1	3	3	19	42	147	208	94	17	2
5:45 PM	440	5	1	1	2	2	1	22	52	96	156	83	14	5
6:00 PM	418	4	2	1	3	2	2	2	18	80	154	119	26	5
6:15 PM	430	5	1	0	0	2	3	12	50	90	146	96	18	7
6:30 PM	371	3	0	1	2	1	0	5	31	97	134	70	22	5
6:45 PM	323	3	0	0	0	0	1	9	22	71	110	62	35	10
7:00 PM	302	1	1	0	1	0	1	1	36	63	109	67	17	5
7:15 PM	292	1	0	0	0	0	1	1	29	80	102	60	14	4
7:30 PM	229	0	0	0	0	0	0	3	5	45	84	68	17	7
7:45 PM	224	0	0	0	0	0	1	4	20	52	88	42	16	1
8:00 PM	255	1	0	0	0	0	0	4	11	58	96	55	22	8
8:15 PM	250	1	0	0	0	1	1	2	26	57	84	62	16	0
8:30 PM	224	0	0	0	0	0	0	3	17	58	65	55	23	3
8:45 PM	180	1	0	0	0	0	0	0	6	26	73	35	29	10
9:00 PM	157	0	0	0	0	0	0	3	9	26	41	57	16	5
9:15 PM	157	0	0	0	1	0	0	2	5	15	33	67	22	12
9:30 PM	134	0	0	0	0	0	0	0	9	18	31	46	21	9
9:45 PM	104	0	0	0	0	0	0	0	3	1	23	43	26	8
10:00 PM	101	0	0	0	0	0	0	0	1	8	23	40	17	12
10:15 PM	111	0	0	0	0	0	0	0	1	3	25	38	22	22
10:30 PM	99	0	0	0	0	0	0	0	2	7	18	46	18	8
10:45 PM	73	0	0	0	0	0	0	0	2	2	20	24	16	9
11:00 PM	76	0	0	0	0	0	0	1	2	8	25	19	17	4
11:15 PM	92	0	0	0	0	0	0	1	3	8	34	30	10	6
11:30 PM	59	0	0	0	0	0	0	0	1	9	26	13	7	3
11:45 PM	60	0	0	0	0	0	0	0	3	8	21	15	8	5

WB

Average (Mean)	59.4 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

56.2 - 66.2 mph 9045 vehicles (54.8%)

Percentile Speeds

%	mph
10	49.6
15	52.3
50	59.6
85	67.7
90	69.3

Speeds Exceeded

mph	%	Count
25	98.8%	16299
35	98.4%	16222
45	96.4%	15902
55	75.9%	12511
65	22.5%	3717
75	1.3%	220

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Site: #15
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	16491	141	39	12	34	43	74	246	1061	2330	4294	4500	2463	1254
%		0.9	0.2	0.1	0.2	0.3	0.4	1.5	6.4	14.1	26.0	27.3	14.9	7.6

WB

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Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	57	0	0	0	0	0	0	0	1	12	13	20	7	4
12:15 AM	44	0	0	0	0	0	0	0	2	6	13	13	6	4
12:30 AM	44	0	0	0	0	0	0	0	6	3	15	14	3	3
12:45 AM	40	0	0	0	0	0	1	1	1	1	12	10	12	2
1:00 AM	37	0	0	0	0	0	0	1	1	5	10	12	7	1
1:15 AM	20	0	0	0	0	0	0	0	0	0	10	5	4	1
1:30 AM	25	0	0	0	0	0	0	0	2	3	9	6	4	1
1:45 AM	13	0	0	0	0	0	0	0	0	3	2	4	3	1
2:00 AM	21	0	0	0	0	0	0	0	0	2	3	7	7	2
2:15 AM	33	0	0	0	0	0	0	0	0	1	4	12	12	4
2:30 AM	28	0	0	0	0	0	0	0	0	1	6	14	3	4
2:45 AM	29	0	0	0	0	0	0	0	1	3	4	12	6	3
3:00 AM	36	0	0	0	0	0	0	0	2	4	9	12	8	1
3:15 AM	20	0	0	0	0	0	0	0	1	3	11	3	2	0
3:30 AM	29	0	0	0	0	0	0	0	1	3	5	13	4	3
3:45 AM	34	0	0	0	0	0	0	0	1	6	10	11	6	0
4:00 AM	31	0	0	0	0	0	0	0	1	1	12	6	9	2
4:15 AM	42	0	0	0	0	0	0	0	1	3	9	19	5	5
4:30 AM	48	0	0	0	0	0	0	0	0	3	14	20	8	3
4:45 AM	54	0	0	0	0	0	0	0	0	1	17	16	13	7
5:00 AM	68	0	0	0	0	0	0	0	0	5	21	21	18	3
5:15 AM	89	0	0	0	0	0	0	1	4	3	25	30	15	11
5:30 AM	103	0	0	0	0	0	0	0	1	9	22	47	17	7
5:45 AM	102	0	0	0	0	0	0	0	2	2	11	45	28	14
6:00 AM	132	0	0	0	0	0	0	0	0	9	20	43	41	19
6:15 AM	199	0	0	0	0	0	0	0	0	4	32	68	63	32
6:30 AM	262	0	0	0	0	0	0	0	0	6	46	90	75	45
6:45 AM	354	1	0	1	0	0	0	0	4	12	49	134	103	50
7:00 AM	386	3	0	0	0	0	0	3	4	20	50	166	102	38
7:15 AM	556	5	1	1	0	4	0	7	14	38	157	193	103	33
7:30 AM	670	15	4	1	2	0	5	3	9	45	211	259	94	22
7:45 AM	873	18	5	3	4	3	7	20	43	155	209	241	125	40
8:00 AM	679	10	2	0	1	1	3	5	18	61	214	235	102	27
8:15 AM	614	11	4	2	0	2	3	8	5	20	123	222	131	83
8:30 AM	525	5	3	1	0	1	0	2	3	20	102	185	131	72
8:45 AM	494	9	3	0	1	3	5	2	6	37	93	175	104	56
9:00 AM	405	1	0	0	0	2	0	0	0	7	50	153	123	69
9:15 AM	358	3	0	0	0	0	1	0	1	3	36	138	116	60
9:30 AM	328	3	0	0	0	1	0	1	2	5	51	120	90	55
9:45 AM	355	1	0	1	0	0	1	0	3	7	45	129	96	72
10:00 AM	325	1	0	0	0	0	0	0	0	11	41	128	91	53
10:15 AM	347	2	0	0	1	0	1	0	2	13	61	129	104	34
10:30 AM	351	1	0	0	0	0	0	0	1	19	86	129	81	34
10:45 AM	291	2	2	0	0	0	0	0	4	13	61	96	77	36
11:00 AM	306	0	0	0	0	0	0	0	3	3	59	114	86	41
11:15 AM	341	2	1	0	0	0	0	1	2	25	63	128	80	39
11:30 AM	374	3	2	0	0	1	1	1	3	13	99	123	80	48
11:45 AM	368	2	1	0	0	1	0	2	10	51	108	125	45	23

WB

Average (Mean)	62.2 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

59.6 - 69.6 mph 7039 vehicles (64.3%)

Percentile Speeds

%	mph
10	54.2
15	56.2
50	63.4
85	69.3
90	70.9

Speeds Exceeded

mph	%	Count
25	98.8%	10804
35	98.5%	10776
45	97.7%	10690
55	90.0%	9845
65	33.1%	3617
75	1.6%	171

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10940	98	28	10	9	19	28	58	165	680	2333	3895	2450	1167
%		0.9	0.3	0.1	0.1	0.2	0.3	0.5	1.5	6.2	21.3	35.6	22.4	10.7

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	304	1	0	0	0	3	26	72	85	59	38	17	2	1
12:15 PM	331	2	0	1	1	1	4	9	41	72	106	73	15	6
12:30 PM	311	0	0	0	0	0	2	6	62	81	85	52	18	5
12:45 PM	376	3	0	1	1	3	2	23	55	116	113	43	12	4
1:00 PM	347	0	2	0	2	3	5	34	109	90	78	16	8	0
1:15 PM	386	1	1	1	2	5	6	9	50	118	110	65	15	3
1:30 PM	332	1	0	0	0	0	1	5	40	94	111	55	22	3
1:45 PM	370	3	0	0	0	2	1	12	34	88	128	79	17	6
2:00 PM	371	3	1	0	1	2	1	9	36	117	121	61	16	3
2:15 PM	363	1	1	0	1	0	2	6	55	97	108	66	24	2
2:30 PM	393	3	1	0	0	1	1	19	65	96	118	63	22	4
2:45 PM	432	4	1	1	1	2	0	4	38	82	145	107	35	12
3:00 PM	373	1	0	0	1	0	2	5	34	84	147	69	22	8
3:15 PM	453	1	1	0	0	1	2	9	35	122	143	84	49	6
3:30 PM	428	5	0	0	3	1	1	1	33	91	150	107	29	7
3:45 PM	507	7	0	1	1	1	1	15	75	127	145	90	33	11
4:00 PM	448	4	2	0	2	1	2	11	38	93	158	89	28	20
4:15 PM	471	2	0	1	0	2	2	2	21	74	158	120	69	20
4:30 PM	525	1	1	0	2	2	2	1	53	120	148	125	55	15
4:45 PM	538	4	4	2	2	3	4	24	61	116	172	105	33	8
5:00 PM	588	6	2	0	4	11	6	14	103	141	172	98	30	1
5:15 PM	584	10	5	2	2	1	4	16	67	114	177	126	46	14
5:30 PM	527	9	3	2	1	3	3	2	12	65	176	156	66	29
5:45 PM	497	6	2	0	0	1	3	13	41	68	159	138	51	15
6:00 PM	453	5	3	0	1	2	2	4	22	82	144	120	52	16
6:15 PM	431	5	3	1	3	1	0	2	31	80	142	99	49	15
6:30 PM	358	0	0	0	1	0	2	5	17	62	132	96	34	9
6:45 PM	363	0	1	0	0	0	1	0	19	58	123	96	50	15
7:00 PM	350	0	2	0	0	1	0	1	12	53	125	97	44	15
7:15 PM	328	0	2	0	0	0	2	1	5	32	89	105	62	30
7:30 PM	261	1	0	0	0	0	0	1	3	21	85	84	45	21
7:45 PM	253	1	0	1	0	0	0	0	2	22	68	79	59	21
8:00 PM	258	0	1	0	0	0	0	2	7	32	63	95	40	18
8:15 PM	237	0	0	0	0	0	0	0	5	12	73	90	36	21
8:30 PM	253	0	0	0	0	0	0	0	3	23	78	89	49	11
8:45 PM	184	1	0	0	0	0	2	0	4	18	53	61	36	9
9:00 PM	204	0	0	0	0	0	0	2	3	21	58	63	46	11
9:15 PM	181	0	0	0	0	0	0	0	4	8	47	74	38	10
9:30 PM	171	0	0	0	0	0	0	0	2	18	38	69	35	9
9:45 PM	110	0	0	0	0	0	0	0	1	5	32	47	17	8
10:00 PM	127	0	0	0	1	0	0	2	3	9	34	38	29	11
10:15 PM	125	0	0	0	0	0	0	0	6	12	28	42	27	10
10:30 PM	118	0	0	0	0	0	0	0	0	7	28	42	27	14
10:45 PM	104	0	0	0	0	0	1	0	1	5	19	35	32	11
11:00 PM	95	0	0	0	0	0	0	0	3	6	26	30	24	6
11:15 PM	124	0	0	0	0	0	0	1	1	3	34	48	29	8
11:30 PM	76	0	0	0	0	0	0	0	2	4	31	22	10	7
11:45 PM	66	0	0	0	0	0	0	1	1	6	15	26	7	10

WB

Average (Mean)	57.4 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

52.3 - 62.3 mph 8736 vehicles (56.4%)

Percentile Speeds

%	mph
10	48.8
15	50.5
50	58.4
85	64.8
90	66.2

Speeds Exceeded

mph	%	Count
25	99.1%	15341
35	98.5%	15255
45	95.7%	14819
55	67.8%	10495
65	13.6%	2113
75	0.5%	77

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #15
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	15485	91	39	14	33	53	93	343	1400	2924	4731	3651	1594	519
%		0.6	0.3	0.1	0.2	0.3	0.6	2.2	9.0	18.9	30.6	23.6	10.3	3.4

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	52	0	0	0	0	0	0	0	0	5	12	7	9	19
12:15 AM	39	0	0	0	0	0	0	0	0	2	5	11	9	12
12:30 AM	34	0	0	0	0	0	0	1	0	3	5	10	9	6
12:45 AM	50	0	0	0	0	0	0	0	0	1	8	11	18	12
1:00 AM	22	0	0	0	0	0	0	0	0	2	3	8	6	3
1:15 AM	23	0	0	0	0	0	0	0	0	2	4	8	6	3
1:30 AM	22	0	0	0	0	0	0	0	0	1	5	5	4	7
1:45 AM	26	0	0	0	0	0	0	0	0	2	6	9	7	2
2:00 AM	24	0	0	0	0	0	0	0	0	2	6	5	9	2
2:15 AM	28	0	0	0	0	0	0	0	0	1	4	13	6	4
2:30 AM	24	0	0	0	0	0	0	0	0	0	7	7	6	4
2:45 AM	14	0	0	0	0	0	0	0	1	1	2	5	3	2
3:00 AM	25	0	0	0	0	0	0	0	2	3	4	6	7	3
3:15 AM	25	0	0	0	0	0	0	0	1	0	4	6	8	6
3:30 AM	31	0	0	0	0	0	0	0	2	1	4	10	8	6
3:45 AM	41	0	0	0	0	0	0	0	0	0	4	12	16	9
4:00 AM	45	0	0	0	0	0	0	0	0	0	2	12	16	15
4:15 AM	70	0	0	0	0	0	0	0	0	4	3	16	23	24
4:30 AM	72	0	0	0	0	0	0	0	0	1	8	18	27	18
4:45 AM	104	0	0	0	0	0	0	0	1	1	5	21	28	48
5:00 AM	158	0	0	0	0	0	0	0	1	2	12	37	48	58
5:15 AM	181	0	0	0	0	0	0	0	0	0	12	38	48	83
5:30 AM	244	1	0	0	0	0	0	1	1	10	13	39	70	109
5:45 AM	219	0	0	0	0	0	1	0	3	6	22	44	54	89
6:00 AM	222	1	0	0	0	0	0	1	0	4	16	52	63	85
6:15 AM	284	2	1	0	0	0	0	0	1	2	13	61	85	119
6:30 AM	380	6	0	0	1	0	1	0	1	7	35	75	101	153
6:45 AM	413	4	1	0	1	1	0	1	0	3	34	73	102	193
7:00 AM	458	4	3	0	0	2	0	2	5	6	49	125	106	156
7:15 AM	603	6	3	1	1	3	2	1	2	10	64	126	165	219
7:30 AM	673	12	5	1	4	2	6	5	8	10	56	146	175	243
7:45 AM	667	7	4	2	1	0	3	1	4	17	83	188	170	187
8:00 AM	544	9	4	2	1	1	3	1	3	11	62	131	141	175
8:15 AM	551	4	2	2	1	0	0	3	3	13	75	165	143	140
8:30 AM	483	10	5	4	0	2	4	3	2	13	53	136	111	140
8:45 AM	481	10	5	1	0	0	1	4	3	13	59	123	135	127
9:00 AM	425	5	0	2	0	0	1	2	4	6	43	131	114	117
9:15 AM	443	5	3	0	1	1	1	3	9	11	59	126	106	118
9:30 AM	391	1	0	1	1	3	0	1	4	14	75	98	84	109
9:45 AM	401	1	0	1	1	0	1	0	2	3	61	118	93	120
10:00 AM	324	3	3	0	0	0	0	2	0	4	45	85	86	96
10:15 AM	368	1	0	0	0	0	0	0	1	10	59	100	94	103
10:30 AM	366	2	1	0	0	0	0	0	0	15	60	119	88	81
10:45 AM	399	2	1	0	0	0	2	0	8	22	63	97	93	111
11:00 AM	374	2	0	0	0	1	1	0	4	5	30	131	119	81
11:15 AM	409	0	0	0	0	0	0	0	0	12	65	131	114	87
11:30 AM	397	2	1	0	0	0	1	2	7	19	86	122	79	78
11:45 AM	436	1	4	0	1	1	0	0	6	14	59	112	121	117

EB

Average (Mean)	65.8 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

63.4 - 73.4 mph 6786 vehicles (56.2%)

Percentile Speeds

%	mph
10	57.3
15	59.6
50	66.2
85	74.5
90	74.5

Speeds Exceeded

mph	%	Count
25	98.6%	11901
35	98.4%	11870
45	97.9%	11808
55	94.7%	11425
65	56.6%	6832
75	8.9%	1069

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	12065	101	46	17	14	17	28	34	89	294	1464	3129	3133	3699
%		0.8	0.4	0.1	0.1	0.1	0.2	0.3	0.7	2.4	12.1	25.9	26.0	30.7

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	423	2	0	1	0	1	0	1	4	12	50	142	101	109
12:15 PM	464	1	2	0	2	1	1	1	4	14	71	134	120	113
12:30 PM	447	4	0	1	0	3	2	1	2	14	76	120	130	94
12:45 PM	416	4	1	1	0	0	4	0	1	7	53	127	100	118
1:00 PM	453	7	1	2	0	1	1	0	1	15	69	146	104	106
1:15 PM	432	8	3	2	1	7	4	0	2	14	58	127	120	86
1:30 PM	405	4	3	0	2	1	0	2	6	12	49	120	110	96
1:45 PM	437	2	1	1	1	0	0	0	2	19	79	130	96	106
2:00 PM	421	1	0	0	1	0	0	1	10	14	78	136	83	97
2:15 PM	449	5	2	0	0	0	1	0	0	18	72	134	116	101
2:30 PM	428	5	2	0	0	0	2	0	3	16	53	105	120	122
2:45 PM	464	4	6	1	1	3	2	4	3	21	73	129	109	108
3:00 PM	476	8	2	1	0	0	1	3	9	28	87	129	111	97
3:15 PM	520	3	2	2	0	2	3	2	2	25	105	152	129	93
3:30 PM	571	8	4	0	1	1	2	1	5	40	129	175	117	88
3:45 PM	554	3	2	1	0	0	2	1	11	44	164	183	95	48
4:00 PM	543	6	1	1	1	3	2	8	48	104	165	131	49	24
4:15 PM	564	4	1	2	2	2	5	16	55	103	171	125	61	17
4:30 PM	494	8	2	2	2	2	3	5	48	117	160	100	37	8
4:45 PM	607	10	3	2	1	5	4	22	80	161	182	107	25	5
5:00 PM	690	9	4	1	3	8	12	29	123	179	191	103	24	4
5:15 PM	704	15	2	0	4	6	2	18	82	154	228	130	54	9
5:30 PM	660	11	2	2	6	2	4	8	81	130	247	117	42	8
5:45 PM	551	4	2	1	3	2	1	17	56	98	161	130	59	17
6:00 PM	523	7	1	3	2	3	2	16	52	92	180	117	37	11
6:15 PM	467	2	2	1	3	1	9	3	49	93	119	131	40	14
6:30 PM	399	1	0	0	1	0	0	9	24	80	139	108	32	5
6:45 PM	350	1	1	0	1	1	1	9	56	86	86	75	23	10
7:00 PM	309	3	0	0	0	0	0	7	17	54	95	70	49	14
7:15 PM	290	1	1	0	0	1	5	10	29	40	94	69	30	10
7:30 PM	288	0	0	0	0	0	1	5	18	46	107	71	29	11
7:45 PM	249	0	0	0	0	0	0	2	17	36	84	72	28	10
8:00 PM	250	0	0	0	0	0	1	2	11	31	97	74	23	11
8:15 PM	223	0	0	0	0	0	0	0	5	43	90	54	24	7
8:30 PM	233	4	0	0	0	0	1	1	4	52	81	62	23	5
8:45 PM	206	0	0	0	0	0	0	0	4	14	68	72	39	9
9:00 PM	162	0	0	0	0	0	0	0	1	11	34	56	35	25
9:15 PM	163	0	0	0	0	0	0	0	3	7	35	58	39	21
9:30 PM	164	0	0	0	0	0	0	1	3	8	38	51	36	27
9:45 PM	124	0	0	0	0	0	0	0	2	6	18	48	31	19
10:00 PM	96	0	0	0	0	0	0	1	1	7	14	40	16	17
10:15 PM	107	0	0	0	0	0	0	0	2	6	24	31	32	12
10:30 PM	99	0	0	0	0	0	0	0	0	10	23	24	32	10
10:45 PM	94	0	0	0	0	0	0	1	0	9	26	25	20	13
11:00 PM	85	0	0	0	0	0	0	0	1	8	24	25	16	11
11:15 PM	72	0	0	0	0	0	0	2	2	5	11	26	12	14
11:30 PM	45	0	0	0	0	0	0	0	0	4	5	16	11	9
11:45 PM	43	0	0	0	0	0	0	0	0	4	13	12	8	6

EB

Average (Mean)	60.3 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

56.2 - 66.2 mph 9194 vehicles (53.4%)

Percentile Speeds

%	mph
10	50.5
15	53.2
50	60.8
85	69.3
90	70.9

Speeds Exceeded

mph	%	Count
25	98.6%	16978
35	98.1%	16884
45	96.4%	16597
55	78.7%	13547
65	27.6%	4752
75	2.5%	436

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	17214	155	53	28	38	56	78	209	939	2111	4276	4519	2777	1975
%		0.9	0.3	0.2	0.2	0.3	0.5	1.2	5.5	12.3	24.8	26.3	16.1	11.5

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	47	0	0	0	0	0	0	0	2	2	14	14	14	1
12:15 AM	36	0	0	0	0	0	0	0	1	2	14	6	5	8
12:30 AM	37	0	0	0	0	0	0	0	0	3	5	15	7	7
12:45 AM	26	0	0	0	0	0	0	0	3	2	4	7	7	3
1:00 AM	25	0	0	0	0	0	0	0	2	3	3	9	7	1
1:15 AM	35	0	0	0	0	0	2	0	3	2	11	11	5	1
1:30 AM	40	0	0	0	0	0	0	0	2	2	10	12	8	6
1:45 AM	31	0	0	0	0	0	0	1	0	1	10	9	9	1
2:00 AM	25	0	0	0	0	0	0	0	2	3	4	10	5	1
2:15 AM	26	0	0	0	0	0	0	0	0	1	10	7	6	2
2:30 AM	19	0	0	0	0	0	0	0	0	2	6	4	4	3
2:45 AM	18	0	0	0	0	0	0	0	0	2	0	7	4	5
3:00 AM	22	0	0	0	0	0	0	0	1	2	9	7	3	0
3:15 AM	21	0	0	0	0	0	0	0	0	0	4	6	7	4
3:30 AM	33	0	0	0	0	0	0	0	0	3	3	9	9	9
3:45 AM	36	0	0	0	0	0	0	0	0	2	3	17	10	4
4:00 AM	40	0	0	0	0	0	0	0	1	1	5	11	13	9
4:15 AM	68	0	0	0	0	0	0	0	2	1	4	23	20	18
4:30 AM	68	0	0	0	0	0	0	0	0	2	12	13	22	19
4:45 AM	113	0	0	0	0	0	0	0	1	8	11	36	30	27
5:00 AM	153	0	0	0	0	0	0	0	0	0	18	45	50	40
5:15 AM	177	0	0	0	1	0	0	0	0	2	18	45	53	58
5:30 AM	204	0	0	0	0	0	0	0	1	4	13	43	48	95
5:45 AM	217	0	0	1	0	0	0	0	7	3	23	51	58	74
6:00 AM	194	1	0	1	0	0	0	0	1	10	21	55	46	59
6:15 AM	248	0	0	0	0	0	0	0	1	11	18	62	71	85
6:30 AM	328	0	0	0	0	0	0	1	1	8	43	72	97	106
6:45 AM	379	2	0	0	0	0	0	0	1	4	26	97	117	132
7:00 AM	464	7	2	1	0	0	1	4	10	19	52	123	126	119
7:15 AM	512	12	5	1	1	3	3	3	6	21	100	148	131	78
7:30 AM	653	15	7	0	1	6	9	3	5	25	129	197	150	106
7:45 AM	630	8	4	0	0	1	1	5	8	12	78	179	152	182
8:00 AM	528	0	1	0	0	0	0	1	5	12	64	162	144	139
8:15 AM	451	4	2	0	1	0	2	0	1	15	58	116	116	136
8:30 AM	441	5	1	1	0	0	0	5	2	13	28	105	152	129
8:45 AM	417	5	1	1	0	0	0	2	2	18	50	99	110	129
9:00 AM	398	3	0	1	0	2	0	0	4	2	26	86	133	141
9:15 AM	333	2	1	0	0	0	1	0	1	11	44	91	94	88
9:30 AM	368	3	1	0	1	1	0	1	5	10	51	101	93	101
9:45 AM	325	0	0	0	0	0	0	0	1	0	43	84	86	111
10:00 AM	357	4	0	0	0	0	1	0	5	12	26	115	95	99
10:15 AM	310	3	0	0	0	0	2	1	4	11	41	110	75	63
10:30 AM	372	3	1	0	0	1	2	1	3	15	36	103	105	102
10:45 AM	353	1	0	0	0	1	0	1	0	2	37	114	114	83
11:00 AM	368	3	2	0	0	0	2	0	1	8	57	110	111	74
11:15 AM	345	2	0	0	0	0	1	1	0	8	54	101	88	90
11:30 AM	345	2	2	0	3	0	1	0	2	10	44	100	92	89
11:45 AM	403	1	1	0	0	0	2	3	3	28	102	126	75	62

EB

Average (Mean)	65.2 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

59.6 - 69.6 mph 6520 vehicles (59.1%)

Percentile Speeds

%	mph
10	57.3
15	59.6
50	66.2
85	72.7
90	74.5

Speeds Exceeded

mph	%	Count
25	98.9%	10915
35	98.7%	10892
45	98.1%	10829
55	94.1%	10391
65	53.2%	5876
75	6.3%	699

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	11039	86	31	7	8	15	30	33	100	338	1442	3073	2977	2899
%		0.8	0.3	0.1	0.1	0.1	0.3	0.3	0.9	3.1	13.1	27.8	27.0	26.3

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	307	1	0	0	0	1	7	24	42	82	90	48	11	1
12:15 PM	387	0	0	0	0	0	0	7	19	52	128	120	46	15
12:30 PM	319	2	0	1	0	0	0	5	31	53	97	92	37	1
12:45 PM	325	0	1	1	0	0	0	5	31	37	116	84	42	8
1:00 PM	327	2	0	0	0	0	0	9	41	82	106	60	18	9
1:15 PM	319	0	2	0	0	0	1	4	23	58	96	94	35	6
1:30 PM	349	0	1	0	0	0	0	5	14	54	121	93	38	23
1:45 PM	341	0	0	0	0	0	0	9	20	53	105	97	42	15
2:00 PM	327	3	1	0	2	0	1	0	7	40	105	96	50	22
2:15 PM	363	1	0	0	0	0	0	3	20	62	121	84	58	14
2:30 PM	413	1	1	0	1	0	0	2	28	74	120	109	53	24
2:45 PM	383	5	0	0	0	1	0	1	1	42	126	122	52	33
3:00 PM	428	0	0	0	0	0	0	0	22	76	150	126	35	19
3:15 PM	461	3	0	0	0	0	0	3	34	69	133	126	75	18
3:30 PM	461	8	1	1	0	1	2	4	26	53	130	143	65	27
3:45 PM	437	1	0	1	0	0	1	2	22	43	150	123	67	27
4:00 PM	461	10	0	1	0	3	5	1	12	40	124	134	84	47
4:15 PM	494	3	4	1	0	0	1	2	8	35	125	170	105	40
4:30 PM	501	3	0	0	0	0	1	0	8	40	152	181	85	31
4:45 PM	538	4	3	1	1	1	3	6	26	81	190	148	57	17
5:00 PM	640	10	1	1	2	3	6	12	62	112	232	152	41	6
5:15 PM	665	10	6	1	3	2	4	3	20	95	216	198	86	21
5:30 PM	631	8	1	1	1	1	2	5	20	48	150	216	132	46
5:45 PM	597	8	5	1	1	1	3	2	23	79	165	163	97	49
6:00 PM	486	4	0	0	0	0	0	11	7	13	137	177	88	49
6:15 PM	456	3	2	0	0	1	3	1	12	28	123	156	77	50
6:30 PM	403	1	1	0	0	1	2	4	19	44	113	134	58	26
6:45 PM	361	1	0	0	0	0	0	1	4	21	72	127	85	50
7:00 PM	321	0	0	0	0	0	0	0	1	17	75	109	87	32
7:15 PM	264	0	0	0	0	0	0	0	4	17	49	94	62	38
7:30 PM	272	1	0	0	0	0	0	1	4	12	46	78	69	61
7:45 PM	252	4	0	0	1	0	0	2	2	8	27	75	72	61
8:00 PM	263	1	2	0	0	0	0	0	0	23	70	81	53	33
8:15 PM	237	0	0	0	0	0	0	2	2	18	56	78	50	31
8:30 PM	191	0	0	0	0	0	0	0	1	10	36	69	49	26
8:45 PM	182	0	0	0	0	0	0	1	2	12	28	66	48	25
9:00 PM	169	0	0	0	0	0	0	1	1	6	29	51	40	41
9:15 PM	244	1	0	0	0	0	0	0	1	8	40	87	63	44
9:30 PM	175	1	0	0	0	0	0	0	3	8	27	63	49	24
9:45 PM	146	0	0	0	0	0	0	1	0	4	9	50	48	34
10:00 PM	132	0	0	0	0	0	0	1	0	4	18	31	36	42
10:15 PM	118	0	0	0	0	0	0	0	2	3	18	33	35	27
10:30 PM	125	1	0	0	0	0	0	0	0	7	18	36	37	26
10:45 PM	110	0	0	0	0	0	0	0	0	4	12	37	26	31
11:00 PM	146	0	0	0	0	0	1	3	4	12	26	41	31	28
11:15 PM	100	0	0	0	0	0	0	0	0	5	19	19	35	22
11:30 PM	69	0	0	0	0	0	0	1	1	3	11	17	19	17
11:45 PM	68	0	0	0	0	0	0	0	0	1	8	23	27	9

EB

Average (Mean)	60.6 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

56.2 - 66.2 mph 9409 vehicles (59.7%)

Percentile Speeds

%	mph
10	52.3
15	54.2
50	60.8
85	67.7
90	69.3

Speeds Exceeded

mph	%	Count
25	99.1%	15620
35	98.9%	15592
45	97.7%	15405
55	82.6%	13027
65	25.4%	4001
75	1.4%	226

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of I-185

Site: #16
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	15764	101	32	11	12	16	43	144	630	1748	4315	4711	2655	1346
%		0.6	0.2	0.1	0.1	0.1	0.3	0.9	4.0	11.1	27.4	29.9	16.8	8.5

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #16
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	6	0	0	0	0	0	0	1	1	2	1	1	0	0
12:15 AM	11	0	0	0	0	0	0	3	3	3	1	1	0	0
12:30 AM	4	0	0	0	0	0	0	0	3	0	1	0	0	0
12:45 AM	2	0	0	0	0	0	0	0	2	0	0	0	0	0
1:00 AM	4	0	0	0	1	0	0	1	1	0	1	0	0	0
1:15 AM	2	0	0	0	0	0	0	0	1	1	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	2	0	0	0	0	0	0	1	1	0	0	0	0	0
2:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
2:15 AM	2	0	0	0	0	0	1	1	0	0	0	0	0	0
2:30 AM	2	0	0	0	0	0	0	0	1	1	0	0	0	0
2:45 AM	2	0	0	0	0	1	0	1	0	0	0	0	0	0
3:00 AM	4	0	0	0	0	0	1	1	1	1	0	0	0	0
3:15 AM	2	0	0	0	0	0	0	1	0	1	0	0	0	0
3:30 AM	3	0	0	0	0	0	1	0	1	0	1	0	0	0
3:45 AM	2	0	0	0	0	0	0	1	1	0	0	0	0	0
4:00 AM	3	0	0	0	0	0	0	0	2	1	0	0	0	0
4:15 AM	2	0	0	0	0	0	0	1	0	1	0	0	0	0
4:30 AM	8	0	0	0	0	0	0	4	0	3	1	0	0	0
4:45 AM	6	0	0	0	0	0	0	2	0	4	0	0	0	0
5:00 AM	5	0	0	0	0	0	1	1	3	0	0	0	0	0
5:15 AM	9	0	0	0	0	0	2	2	3	2	0	0	0	0
5:30 AM	6	0	0	0	0	0	1	2	2	0	0	1	0	0
5:45 AM	6	0	0	0	0	0	0	2	2	2	0	0	0	0
6:00 AM	14	0	0	0	0	0	1	7	4	2	0	0	0	0
6:15 AM	22	0	0	0	0	2	1	5	9	4	1	0	0	0
6:30 AM	37	0	0	0	0	0	0	4	10	23	0	0	0	0
6:45 AM	43	0	0	0	0	0	0	10	14	15	3	1	0	0
7:00 AM	51	1	0	0	1	2	8	7	20	10	2	0	0	0
7:15 AM	77	1	1	1	1	2	9	18	17	24	1	1	1	0
7:30 AM	93	3	1	0	1	3	10	17	32	19	5	1	1	0
7:45 AM	115	3	1	3	2	2	10	25	38	24	6	1	0	0
8:00 AM	96	0	1	1	0	1	10	24	27	28	3	1	0	0
8:15 AM	114	3	1	0	1	2	7	29	47	18	4	2	0	0
8:30 AM	132	3	2	2	3	5	21	26	45	19	4	1	0	1
8:45 AM	154	2	2	2	1	4	27	44	35	34	3	0	0	0
9:00 AM	95	0	3	0	1	10	30	23	17	10	0	1	0	0
9:15 AM	75	0	0	1	1	1	10	25	20	13	4	0	0	0
9:30 AM	77	1	0	0	1	1	3	26	30	14	1	0	0	0
9:45 AM	84	0	0	1	0	5	8	17	36	13	3	1	0	0
10:00 AM	84	1	0	0	1	3	3	12	28	31	4	1	0	0
10:15 AM	85	0	0	0	1	2	4	14	32	25	5	1	1	0
10:30 AM	79	2	1	1	1	0	10	8	27	26	2	1	0	0
10:45 AM	80	1	0	0	1	0	3	20	33	19	2	1	0	0
11:00 AM	62	1	3	0	2	0	2	13	23	14	3	1	0	0
11:15 AM	73	1	1	0	0	3	7	18	26	17	0	0	0	0
11:30 AM	82	1	0	0	2	7	17	43	7	4	1	0	0	0
11:45 AM	80	2	1	1	0	4	18	33	17	3	1	0	0	0

NB

Average (Mean)	45.0 mph
Minimum	10.4 mph
Maximum	74.5 mph

Pace Range

40.5 - 50.5 mph 1276 vehicles (63.9%)

Percentile Speeds

%	mph
10	37.2
15	38.8
50	45.4
85	51.7
90	53.2

Speeds Exceeded

mph	%	Count
25	97.1%	1941
35	93.0%	1859
45	57.1%	1140
55	4.3%	86
65	0.2%	4
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #16
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1998	26	18	13	22	60	226	493	623	431	64	18	3	1
%		1.3	0.9	0.7	1.1	3.0	11.3	24.7	31.2	21.6	3.2	0.9	0.2	0.1

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #16
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	89	0	1	0	0	3	12	20	24	27	2	0	0	0
12:15 PM	91	0	1	0	0	0	6	12	33	34	3	2	0	0
12:30 PM	103	0	1	2	1	2	11	22	41	21	1	0	1	0
12:45 PM	109	2	0	0	2	3	14	41	37	9	1	0	0	0
1:00 PM	99	0	0	0	0	1	3	18	39	31	5	2	0	0
1:15 PM	99	0	0	0	0	1	7	17	32	36	5	1	0	0
1:30 PM	102	3	0	0	1	5	6	17	35	31	4	0	0	0
1:45 PM	111	0	0	0	0	3	9	23	45	25	5	1	0	0
2:00 PM	106	1	0	3	0	1	6	12	37	41	4	1	0	0
2:15 PM	103	0	0	1	1	0	11	16	43	22	8	0	0	1
2:30 PM	121	1	2	0	0	2	15	24	33	35	4	3	1	1
2:45 PM	134	1	2	0	0	6	12	32	44	33	2	1	0	1
3:00 PM	104	1	2	0	1	1	15	28	33	19	3	1	0	0
3:15 PM	141	2	0	2	0	1	10	40	51	28	5	2	0	0
3:30 PM	142	1	3	1	1	1	11	36	46	41	1	0	0	0
3:45 PM	146	2	2	1	2	1	13	36	57	31	1	0	0	0
4:00 PM	131	2	0	0	0	2	10	36	53	26	1	1	0	0
4:15 PM	142	0	0	4	3	0	15	46	43	24	5	1	0	1
4:30 PM	156	0	1	0	1	2	19	48	53	29	2	1	0	0
4:45 PM	152	2	1	2	0	1	7	67	53	19	0	0	0	0
5:00 PM	151	3	1	4	0	6	15	52	49	19	1	0	0	1
5:15 PM	220	6	5	5	1	4	29	68	79	22	1	0	0	0
5:30 PM	191	4	3	3	1	3	23	61	71	20	0	2	0	0
5:45 PM	143	0	1	0	1	1	11	44	62	22	0	0	0	1
6:00 PM	113	1	0	0	0	1	5	23	56	24	3	0	0	0
6:15 PM	128	0	0	1	0	0	12	38	60	14	3	0	0	0
6:30 PM	92	0	0	0	0	2	8	25	38	17	2	0	0	0
6:45 PM	78	0	0	0	0	1	4	17	37	15	4	0	0	0
7:00 PM	87	0	0	0	0	3	7	27	30	16	3	1	0	0
7:15 PM	77	0	0	0	0	0	10	23	31	13	0	0	0	0
7:30 PM	62	0	0	0	0	0	6	19	26	9	2	0	0	0
7:45 PM	68	1	0	0	0	2	6	16	32	8	3	0	0	0
8:00 PM	57	0	0	0	1	0	2	16	22	15	1	0	0	0
8:15 PM	51	0	0	0	0	2	6	9	16	17	1	0	0	0
8:30 PM	71	0	0	0	0	0	7	15	23	24	1	1	0	0
8:45 PM	43	0	0	0	0	2	6	10	20	4	1	0	0	0
9:00 PM	28	0	0	0	0	0	0	6	12	10	0	0	0	0
9:15 PM	23	0	0	0	0	0	5	11	6	1	0	0	0	0
9:30 PM	20	0	0	0	0	0	3	5	8	2	2	0	0	0
9:45 PM	31	0	0	0	0	0	2	6	13	9	0	1	0	0
10:00 PM	18	0	0	0	0	0	4	2	7	3	1	0	1	0
10:15 PM	18	0	0	0	0	0	2	7	6	3	0	0	0	0
10:30 PM	13	0	0	0	0	1	2	3	5	1	1	0	0	0
10:45 PM	19	0	0	0	0	0	0	3	6	7	3	0	0	0
11:00 PM	17	0	0	0	0	0	1	2	5	6	1	2	0	0
11:15 PM	10	0	0	0	0	1	0	3	3	3	0	0	0	0
11:30 PM	14	0	0	0	0	0	2	3	2	7	0	0	0	0
11:45 PM	11	0	0	0	0	0	1	0	6	3	1	0	0	0

NB

Average (Mean)	45.6 mph
Minimum	10.2 mph
Maximum	84.6 mph

Pace Range

40.5 - 50.5 mph 3018 vehicles (71.3%)

Percentile Speeds

%	mph
10	38.8
15	40.5
50	46.5
85	51.7
90	51.7

Speeds Exceeded

mph	%	Count
25	97.9%	4147
35	96.0%	4065
45	60.7%	2569
55	3.1%	130
65	0.2%	9
75	0.1%	4

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #16
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	4235	33	26	29	17	65	391	1105	1563	876	97	24	3	6
%		0.8	0.6	0.7	0.4	1.5	9.2	26.1	36.9	20.7	2.3	0.6	0.1	0.1

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #16
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	10	0	0	0	0	1	1	3	4	1	0	0	0	0
12:15 AM	7	0	0	0	0	0	2	2	2	0	0	1	0	0
12:30 AM	3	0	0	0	0	0	1	0	2	0	0	0	0	0
12:45 AM	4	0	0	0	0	0	1	0	2	1	0	0	0	0
1:00 AM	4	0	0	0	0	0	1	1	1	0	1	0	0	0
1:15 AM	5	0	0	0	0	0	1	2	2	0	0	0	0	0
1:30 AM	5	0	0	0	0	1	1	1	1	0	0	1	0	0
1:45 AM	3	0	0	0	0	0	0	1	0	1	0	1	0	0
2:00 AM	2	0	0	0	0	0	1	0	0	1	0	0	0	0
2:15 AM	3	0	0	0	0	0	2	1	0	0	0	0	0	0
2:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2:45 AM	2	0	0	0	0	0	0	2	0	0	0	0	0	0
3:00 AM	2	0	0	0	0	0	0	0	1	0	0	1	0	0
3:15 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0
3:30 AM	4	0	0	0	0	0	1	1	1	1	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	5	0	0	0	0	0	0	2	2	1	0	0	0	0
4:15 AM	2	0	0	0	0	0	0	1	1	0	0	0	0	0
4:30 AM	2	0	0	0	0	0	0	2	0	0	0	0	0	0
4:45 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 AM	4	0	0	0	0	0	2	0	1	1	0	0	0	0
5:15 AM	6	0	0	0	0	0	2	0	1	0	3	0	0	0
5:30 AM	8	0	0	0	0	0	0	3	2	2	1	0	0	0
5:45 AM	7	0	0	0	0	0	1	2	3	1	0	0	0	0
6:00 AM	12	0	0	0	0	0	1	6	2	3	0	0	0	0
6:15 AM	29	0	0	0	0	0	3	6	8	12	0	0	0	0
6:30 AM	28	0	0	0	0	0	1	6	9	12	0	0	0	0
6:45 AM	45	0	0	0	0	1	4	11	20	6	2	1	0	0
7:00 AM	40	0	0	0	0	2	2	7	12	10	5	1	1	0
7:15 AM	74	2	1	1	2	1	6	18	25	15	3	0	0	0
7:30 AM	120	0	1	3	0	9	17	36	28	22	4	0	0	0
7:45 AM	167	4	2	5	1	5	34	36	53	21	3	2	0	1
8:00 AM	95	0	0	0	0	1	11	27	32	21	2	1	0	0
8:15 AM	101	2	1	1	1	0	9	17	33	34	2	1	0	0
8:30 AM	104	1	0	0	1	1	12	22	40	23	3	0	1	0
8:45 AM	110	1	0	1	1	1	7	24	41	27	7	0	0	0
9:00 AM	82	0	0	0	0	0	3	14	33	29	3	0	0	0
9:15 AM	84	2	0	0	1	2	3	15	33	25	2	1	0	0
9:30 AM	70	0	2	1	0	1	3	15	21	26	0	1	0	0
9:45 AM	70	1	1	0	0	1	21	20	16	9	0	1	0	0
10:00 AM	78	0	0	0	0	2	14	18	20	18	5	1	0	0
10:15 AM	83	0	0	2	1	1	8	13	27	23	4	4	0	0
10:30 AM	75	0	0	0	0	0	3	9	28	31	3	1	0	0
10:45 AM	60	0	1	1	0	0	1	12	16	24	3	2	0	0
11:00 AM	67	0	0	0	0	1	5	16	22	19	3	1	0	0
11:15 AM	60	0	0	1	0	0	2	21	19	16	1	0	0	0
11:30 AM	78	0	1	0	0	2	4	19	26	21	4	1	0	0
11:45 AM	96	1	1	0	0	0	6	21	35	28	3	1	0	0

NB

Average (Mean)	46.1 mph
Minimum	10.0 mph
Maximum	84.6 mph

Pace Range

43.3 - 53.3 mph 1259 vehicles (65.6%)

Percentile Speeds

%	mph
10	38.8
15	40.5
50	46.5
85	51.7
90	53.2

Speeds Exceeded

mph	%	Count
25	97.9%	1879
35	95.7%	1837
45	62.7%	1204
55	4.9%	94
65	0.2%	3
75	0.1%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #16
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1920	14	11	16	8	34	199	434	625	485	67	24	2	1
%		0.7	0.6	0.8	0.4	1.8	10.4	22.6	32.6	25.3	3.5	1.3	0.1	0.1

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #16
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	80	0	0	1	1	5	15	20	28	9	0	1	0	0
12:15 PM	73	0	1	0	2	1	6	24	24	15	0	0	0	0
12:30 PM	75	1	1	0	0	3	5	17	26	19	1	2	0	0
12:45 PM	92	0	1	0	0	1	14	34	27	14	1	0	0	0
1:00 PM	69	0	0	0	0	2	9	25	25	8	0	0	0	0
1:15 PM	90	2	1	0	1	3	3	30	31	17	2	0	0	0
1:30 PM	73	0	0	0	1	0	4	19	31	16	1	1	0	0
1:45 PM	87	3	0	0	0	4	14	21	29	16	0	0	0	0
2:00 PM	72	1	0	0	0	1	5	12	36	16	0	1	0	0
2:15 PM	94	0	0	2	0	1	13	13	42	20	3	0	0	0
2:30 PM	91	1	0	0	0	2	14	22	34	16	2	0	0	0
2:45 PM	116	0	0	0	0	3	17	30	45	19	1	1	0	0
3:00 PM	86	0	0	1	0	1	15	22	28	19	0	0	0	0
3:15 PM	110	1	0	2	1	3	9	40	40	10	4	0	0	0
3:30 PM	113	1	0	3	0	2	11	27	38	29	2	0	0	0
3:45 PM	129	0	0	1	0	4	9	43	48	22	2	0	0	0
4:00 PM	121	2	1	1	0	4	15	32	48	16	2	0	0	0
4:15 PM	113	0	1	0	1	1	11	28	38	28	3	2	0	0
4:30 PM	140	1	0	1	1	2	10	26	63	31	4	0	1	0
4:45 PM	158	1	1	2	0	2	9	44	66	28	4	1	0	0
5:00 PM	147	1	1	0	2	1	11	48	71	10	2	0	0	0
5:15 PM	166	3	1	2	2	3	12	42	72	28	1	0	0	0
5:30 PM	152	1	0	0	2	2	6	36	60	41	3	1	0	0
5:45 PM	140	0	0	0	1	1	5	23	65	36	8	1	0	0
6:00 PM	113	0	0	0	1	2	3	18	51	35	3	0	0	0
6:15 PM	112	0	0	0	1	1	9	16	48	35	2	0	0	0
6:30 PM	97	0	0	0	0	2	5	15	46	21	5	2	1	0
6:45 PM	91	0	1	0	0	1	8	27	31	19	2	1	0	1
7:00 PM	80	0	0	0	1	2	1	7	39	24	6	0	0	0
7:15 PM	63	0	2	1	1	4	10	12	15	17	1	0	0	0
7:30 PM	59	0	0	0	0	2	5	16	18	17	0	1	0	0
7:45 PM	54	0	0	0	0	0	2	9	20	20	2	1	0	0
8:00 PM	49	0	1	0	0	0	2	12	22	10	2	0	0	0
8:15 PM	45	0	0	0	0	2	0	11	18	13	1	0	0	0
8:30 PM	41	0	0	0	0	0	1	7	18	14	1	0	0	0
8:45 PM	40	0	0	0	0	0	3	10	14	9	3	1	0	0
9:00 PM	40	0	0	0	0	0	2	11	15	12	0	0	0	0
9:15 PM	59	0	0	0	0	0	3	12	27	13	3	1	0	0
9:30 PM	36	0	0	0	0	0	0	7	13	14	2	0	0	0
9:45 PM	36	0	0	0	0	1	3	9	10	10	2	1	0	0
10:00 PM	26	0	0	0	0	0	3	7	13	3	0	0	0	0
10:15 PM	19	0	0	0	0	0	0	4	9	6	0	0	0	0
10:30 PM	23	0	0	0	0	0	4	3	5	7	2	1	1	0
10:45 PM	23	0	0	0	0	0	3	3	8	8	1	0	0	0
11:00 PM	20	0	0	0	0	0	1	1	7	10	1	0	0	0
11:15 PM	20	0	0	0	0	2	2	2	7	7	0	0	0	0
11:30 PM	15	0	0	0	0	0	0	0	10	3	2	0	0	0
11:45 PM	7	0	0	0	0	1	0	2	3	1	0	0	0	0

NB

Average (Mean)	46.0 mph
Minimum	10.2 mph
Maximum	74.5 mph

Pace Range

40.5 - 50.5 mph 2705 vehicles (72.0%)

Percentile Speeds

%	mph
10	38.8
15	41.4
50	46.5
85	51.7
90	53.2

Speeds Exceeded

mph	%	Count
25	98.7%	3706
35	96.3%	3615
45	64.0%	2404
55	3.0%	111
65	0.1%	4
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

River Rd Just North of
US 80/J R Allen Pkwy WB Ramps

Site: #16
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	3755	19	13	17	19	72	312	899	1482	811	87	20	3	1
%		0.5	0.3	0.5	0.5	1.9	8.3	23.9	39.5	21.6	2.3	0.5	0.1	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	51	0	0	0	0	0	0	0	0	0	3	8	11	29
12:15 AM	37	0	0	0	0	0	0	0	0	0	1	1	9	26
12:30 AM	33	0	0	0	0	0	0	0	0	0	3	3	11	16
12:45 AM	49	0	0	0	0	0	0	0	0	0	2	5	12	30
1:00 AM	30	0	0	0	0	0	0	0	0	0	3	5	5	17
1:15 AM	36	0	0	0	0	0	0	0	0	0	1	6	7	22
1:30 AM	21	0	0	0	0	0	0	0	0	1	0	3	4	13
1:45 AM	17	0	0	0	0	0	0	0	0	0	0	3	3	11
2:00 AM	20	0	0	0	0	0	0	0	0	0	0	3	9	8
2:15 AM	15	0	0	0	0	0	0	0	0	0	0	3	3	9
2:30 AM	31	0	0	0	0	0	0	0	0	0	0	3	2	26
2:45 AM	46	0	0	0	0	0	0	0	0	0	3	9	17	17
3:00 AM	29	0	0	0	0	0	0	0	0	0	1	4	8	16
3:15 AM	34	0	0	0	0	0	0	0	0	0	0	4	9	21
3:30 AM	31	0	0	0	0	0	0	0	0	0	1	8	6	16
3:45 AM	34	0	0	0	0	0	0	0	0	0	1	8	8	17
4:00 AM	35	0	0	0	0	0	0	0	0	0	4	4	6	21
4:15 AM	49	0	0	0	0	0	0	0	0	0	2	6	15	26
4:30 AM	58	0	0	0	0	0	0	0	0	1	7	5	12	33
4:45 AM	86	0	0	0	0	0	0	0	0	2	3	10	20	51
5:00 AM	100	0	0	0	0	0	0	0	0	1	2	10	9	78
5:15 AM	123	0	0	0	0	0	0	0	0	0	5	12	22	84
5:30 AM	172	0	0	0	0	0	0	0	0	0	3	20	26	123
5:45 AM	204	0	0	0	0	0	0	0	1	0	8	17	36	142
6:00 AM	170	0	0	0	0	0	0	0	0	0	4	15	37	114
6:15 AM	261	2	0	0	0	0	0	0	1	1	4	29	43	181
6:30 AM	312	2	0	0	0	0	0	0	0	0	8	27	49	226
6:45 AM	410	0	2	1	0	0	0	1	2	0	7	44	79	274
7:00 AM	468	3	1	0	0	0	1	1	0	7	17	45	101	292
7:15 AM	619	19	2	0	1	1	1	1	4	4	15	104	115	352
7:30 AM	721	10	4	2	0	4	2	5	1	3	32	99	137	422
7:45 AM	711	18	8	4	2	6	2	7	7	6	24	127	183	317
8:00 AM	589	19	5	1	1	0	0	1	4	4	12	90	108	344
8:15 AM	587	5	2	2	0	0	0	1	3	6	15	89	140	324
8:30 AM	494	5	2	2	0	0	0	1	1	6	14	52	77	334
8:45 AM	473	4	1	0	1	1	0	0	0	1	13	67	94	291
9:00 AM	326	2	1	0	0	0	1	1	0	0	14	53	73	181
9:15 AM	341	1	0	0	0	1	0	0	1	4	12	35	85	202
9:30 AM	341	1	0	1	0	0	0	2	1	0	6	32	83	215
9:45 AM	279	2	0	0	0	0	0	0	0	1	5	30	50	191
10:00 AM	254	0	1	0	1	0	0	0	2	1	8	34	54	153
10:15 AM	271	0	0	0	0	0	0	0	0	0	9	31	53	178
10:30 AM	280	0	3	0	0	0	0	1	0	1	4	42	68	161
10:45 AM	281	1	0	0	0	0	0	0	0	0	3	36	57	184
11:00 AM	286	0	0	1	1	0	0	1	0	0	4	50	63	166
11:15 AM	284	1	0	1	0	0	0	0	1	1	1	38	54	187
11:30 AM	279	2	1	0	0	0	0	0	0	3	5	46	53	169
11:45 AM	259	0	1	0	1	0	0	0	1	0	2	33	53	168

SB

Average (Mean)	70.9 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

69.3 - 79.3 mph 6223 vehicles (58.5%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	72.7
85	78.4
90	80.5

Speeds Exceeded

mph	%	Count
25	98.6%	10491
35	98.4%	10470
45	98.1%	10440
55	97.4%	10356
65	81.4%	8657
75	30.3%	3228

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10637	97	34	15	8	13	7	23	30	54	291	1408	2179	6478
%		0.9	0.3	0.1	0.1	0.1	0.1	0.2	0.3	0.5	2.7	13.2	20.5	60.9

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	242	1	0	0	0	0	0	0	0	0	7	32	67	135
12:15 PM	241	2	0	0	0	0	0	0	0	1	6	39	49	144
12:30 PM	294	3	0	0	0	0	0	0	0	0	3	24	59	205
12:45 PM	290	1	0	3	0	0	0	1	0	0	4	30	72	179
1:00 PM	248	2	0	0	1	0	0	0	0	3	10	31	50	151
1:15 PM	265	2	1	2	0	0	0	0	2	0	4	38	55	161
1:30 PM	282	0	1	0	0	0	0	0	4	0	3	36	58	180
1:45 PM	284	0	2	0	0	0	0	0	0	2	11	44	76	149
2:00 PM	256	1	0	0	0	0	0	0	1	0	11	47	58	138
2:15 PM	254	0	0	0	0	0	0	0	3	2	9	34	66	140
2:30 PM	292	1	0	0	0	0	1	0	0	3	15	57	66	149
2:45 PM	290	1	2	1	0	1	1	0	2	4	16	42	68	152
3:00 PM	317	2	0	0	0	0	0	1	0	2	9	43	83	177
3:15 PM	344	2	1	1	0	0	0	0	2	1	11	42	85	199
3:30 PM	378	0	3	1	0	0	0	0	1	1	17	73	68	214
3:45 PM	330	0	0	0	0	0	0	0	0	4	8	36	68	214
4:00 PM	342	0	1	0	0	1	0	1	0	4	6	56	79	194
4:15 PM	322	2	0	0	0	0	1	0	1	0	9	49	51	209
4:30 PM	348	1	0	0	0	0	0	0	2	0	9	52	88	196
4:45 PM	305	0	1	0	0	0	0	2	0	4	7	33	60	198
5:00 PM	332	0	0	0	0	0	0	0	1	0	6	30	68	227
5:15 PM	336	0	0	0	0	0	0	0	2	1	8	46	84	195
5:30 PM	371	1	0	0	0	0	0	0	0	6	9	37	92	226
5:45 PM	348	0	1	0	0	0	0	0	1	0	11	47	98	190
6:00 PM	281	0	1	0	0	0	0	0	0	1	13	42	77	147
6:15 PM	299	0	0	0	0	0	0	0	0	2	12	50	81	154
6:30 PM	212	0	0	0	0	0	0	0	1	1	8	33	67	102
6:45 PM	228	0	0	0	0	0	0	0	3	2	12	28	55	128
7:00 PM	182	0	1	0	0	0	0	0	0	1	13	26	47	94
7:15 PM	187	1	1	0	0	0	0	0	1	2	3	39	49	91
7:30 PM	162	0	0	0	0	0	0	0	0	0	12	22	30	98
7:45 PM	143	0	0	0	0	0	0	1	0	0	6	20	40	76
8:00 PM	128	0	0	0	0	0	0	0	0	1	1	20	31	75
8:15 PM	139	0	0	0	0	0	0	0	0	0	3	15	31	90
8:30 PM	121	0	0	0	0	0	0	1	0	0	5	9	26	80
8:45 PM	115	0	0	0	0	0	0	0	0	0	2	16	29	68
9:00 PM	114	0	0	0	0	0	0	0	0	0	3	14	26	71
9:15 PM	93	0	0	0	0	0	0	0	0	0	2	15	25	51
9:30 PM	76	0	0	0	0	0	0	0	0	0	3	6	17	50
9:45 PM	71	0	0	0	0	0	0	0	1	2	3	6	16	43
10:00 PM	72	0	0	0	0	0	0	0	0	0	10	2	16	44
10:15 PM	75	0	0	0	0	0	0	0	1	1	2	13	21	37
10:30 PM	45	0	0	0	0	0	0	0	0	0	1	7	7	30
10:45 PM	56	0	0	0	0	0	0	0	1	0	3	7	11	34
11:00 PM	59	0	0	0	0	0	0	0	0	0	2	9	12	36
11:15 PM	108	0	0	0	0	0	0	0	0	1	3	8	20	76
11:30 PM	88	0	0	0	0	0	0	0	0	1	3	12	21	51
11:45 PM	56	0	0	0	0	0	0	0	0	0	2	15	10	29

SB

Average (Mean)	71.0 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 6361 vehicles (61.0%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	78.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.5%	10374
35	99.5%	10371
45	99.4%	10361
55	98.6%	10278
65	81.7%	8510
75	26.0%	2708

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10421	23	16	8	1	2	3	7	30	53	336	1432	2433	6077
%		0.2	0.2	0.1	0.0	0.0	0.0	0.1	0.3	0.5	3.2	13.7	23.3	58.3

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	51	0	0	0	0	0	0	0	1	1	1	8	11	29
12:15 AM	43	0	0	0	0	0	0	0	0	1	1	3	13	25
12:30 AM	34	1	0	0	0	0	0	0	0	0	1	7	9	16
12:45 AM	23	0	0	0	0	0	0	0	0	0	0	6	5	12
1:00 AM	33	0	0	0	0	0	0	0	0	0	6	6	5	16
1:15 AM	29	0	0	0	0	0	1	1	1	0	1	6	8	11
1:30 AM	25	0	0	0	0	2	2	1	1	3	4	5	4	3
1:45 AM	26	0	0	0	0	0	1	0	1	1	8	7	5	3
2:00 AM	20	0	0	0	0	0	0	0	0	2	3	2	8	5
2:15 AM	18	0	0	0	0	0	0	0	3	1	3	7	1	3
2:30 AM	21	0	0	0	0	0	0	0	0	5	4	8	3	1
2:45 AM	47	1	0	0	0	0	0	1	4	4	5	13	9	10
3:00 AM	55	0	0	0	0	0	0	0	0	0	0	10	11	34
3:15 AM	42	0	0	0	0	0	0	0	0	0	0	7	7	28
3:30 AM	38	0	0	0	0	0	0	0	0	0	2	11	9	16
3:45 AM	45	0	0	0	0	0	0	0	0	0	1	8	14	22
4:00 AM	48	0	0	0	0	0	0	0	1	3	4	7	10	23
4:15 AM	27	0	0	0	0	0	0	0	0	0	0	3	7	17
4:30 AM	79	0	0	0	0	0	0	0	2	0	6	8	21	42
4:45 AM	84	0	0	0	0	0	0	0	0	0	6	12	14	52
5:00 AM	99	0	0	0	0	0	0	0	0	0	2	9	17	71
5:15 AM	121	0	0	0	0	0	0	1	0	0	6	10	21	83
5:30 AM	168	1	0	0	0	0	0	0	0	2	5	23	29	108
5:45 AM	161	0	0	0	0	0	0	0	0	1	8	16	23	113
6:00 AM	192	0	1	0	0	0	0	0	0	0	6	27	35	123
6:15 AM	279	0	1	0	0	0	0	0	0	4	9	26	41	198
6:30 AM	350	1	0	2	0	0	0	0	0	1	4	24	72	246
6:45 AM	418	3	2	0	0	0	0	1	0	5	8	47	85	267
7:00 AM	459	6	1	0	0	0	1	1	4	1	16	44	123	262
7:15 AM	620	7	5	2	0	0	0	0	2	3	24	91	113	373
7:30 AM	764	13	9	5	3	1	2	4	4	26	83	107	131	376
7:45 AM	734	14	1	3	2	0	8	5	4	9	56	119	139	374
8:00 AM	621	9	4	2	0	2	2	1	1	4	31	100	146	319
8:15 AM	637	7	8	1	1	4	3	6	12	22	48	106	122	297
8:30 AM	458	5	0	0	0	0	0	1	3	7	22	46	76	298
8:45 AM	454	4	3	0	1	0	2	0	5	9	18	58	85	269
9:00 AM	371	2	1	1	0	0	0	0	2	2	22	50	65	226
9:15 AM	365	1	0	1	0	0	0	0	1	1	7	45	77	232
9:30 AM	316	2	0	0	0	0	0	0	2	1	13	47	58	193
9:45 AM	314	0	1	0	0	0	0	0	0	1	13	40	72	187
10:00 AM	277	0	0	0	1	0	0	0	2	7	11	44	60	152
10:15 AM	268	1	0	0	0	0	0	0	1	2	8	38	74	144
10:30 AM	275	1	0	0	0	0	0	0	0	2	5	28	56	183
10:45 AM	271	2	0	0	0	0	1	0	0	1	8	32	48	179
11:00 AM	240	0	0	0	0	0	0	0	0	1	1	33	40	165
11:15 AM	262	0	1	0	0	0	0	0	0	0	3	34	56	168
11:30 AM	271	1	1	0	0	0	0	0	0	1	7	42	65	154
11:45 AM	293	2	2	0	0	0	0	0	3	1	5	47	63	170

SB

Average (Mean)	70.3 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

69.3 - 79.3 mph 5965 vehicles (55.0%)

Percentile Speeds

%	mph
10	60.8
15	63.4
50	70.9
85	78.4
90	80.5

Speeds Exceeded

mph	%	Count
25	98.7%	10704
35	98.5%	10687
45	98.1%	10641
55	96.3%	10446
65	78.0%	8464
75	29.2%	3164

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10846	84	41	17	8	9	23	23	60	135	505	1477	2166	6298
%		0.8	0.4	0.2	0.1	0.1	0.2	0.2	0.6	1.2	4.7	13.6	20.0	58.1

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	248	0	1	0	0	0	0	0	1	1	4	30	71	140
12:15 PM	270	1	0	1	0	0	0	0	0	1	15	32	70	150
12:30 PM	268	1	1	0	0	0	0	1	1	1	6	33	86	138
12:45 PM	253	0	0	1	0	0	0	0	0	2	3	35	60	152
1:00 PM	256	0	2	0	0	0	0	0	2	2	8	35	54	153
1:15 PM	281	1	0	0	0	1	0	1	1	1	3	32	60	181
1:30 PM	278	1	0	0	0	0	0	0	0	1	13	40	64	159
1:45 PM	250	0	0	0	0	0	0	0	0	0	7	47	54	142
2:00 PM	282	1	1	0	0	0	0	0	0	0	7	40	58	175
2:15 PM	278	0	0	0	0	0	0	0	0	0	10	45	72	151
2:30 PM	298	2	1	1	0	0	0	0	2	2	11	46	55	178
2:45 PM	311	1	1	0	0	0	0	0	1	3	3	37	56	209
3:00 PM	303	1	4	0	0	0	0	2	0	2	8	50	67	169
3:15 PM	361	1	1	2	1	2	0	0	1	5	11	30	64	243
3:30 PM	347	2	3	1	0	0	0	0	1	0	4	41	68	227
3:45 PM	339	0	1	0	0	1	1	0	0	1	2	28	79	226
4:00 PM	344	1	0	1	0	0	0	1	2	3	8	28	72	228
4:15 PM	356	2	2	0	1	0	0	2	4	5	13	37	82	208
4:30 PM	352	0	1	0	0	0	0	0	0	0	2	36	76	237
4:45 PM	371	1	0	0	0	0	1	0	1	1	7	73	99	188
5:00 PM	358	5	1	0	0	0	0	0	3	6	8	43	81	211
5:15 PM	348	2	1	0	2	0	0	2	4	1	13	35	68	220
5:30 PM	357	0	0	0	0	0	1	0	0	1	7	39	87	222
5:45 PM	340	1	0	0	0	0	0	0	1	1	11	51	57	218
6:00 PM	305	1	1	2	0	1	1	1	0	0	10	55	65	168
6:15 PM	280	0	1	0	0	0	0	0	0	2	8	45	66	158
6:30 PM	254	0	0	0	1	0	0	0	1	0	6	49	55	142
6:45 PM	250	1	0	0	0	0	0	0	3	5	15	46	61	119
7:00 PM	246	0	1	0	0	0	0	0	0	1	10	44	60	130
7:15 PM	187	1	0	0	0	0	1	0	0	4	8	30	41	102
7:30 PM	201	0	0	0	1	0	0	0	1	1	6	30	47	115
7:45 PM	160	0	0	0	0	0	0	0	0	1	5	21	35	98
8:00 PM	176	0	0	0	0	0	0	0	0	1	11	33	29	102
8:15 PM	156	0	0	0	0	0	0	0	0	0	4	22	41	89
8:30 PM	169	1	0	0	0	0	0	0	1	0	8	15	34	110
8:45 PM	155	0	0	0	0	0	0	0	0	0	12	33	29	81
9:00 PM	147	0	1	0	0	0	1	0	1	1	12	19	25	87
9:15 PM	134	0	0	0	0	0	0	0	0	0	6	14	37	77
9:30 PM	115	0	0	0	0	0	0	0	0	1	3	9	28	74
9:45 PM	105	0	0	0	0	0	0	0	0	0	7	10	30	58
10:00 PM	103	0	0	0	0	0	0	0	0	0	2	14	23	64
10:15 PM	83	0	0	0	0	0	0	0	0	0	7	13	23	40
10:30 PM	76	0	0	0	0	0	0	0	1	1	4	12	15	43
10:45 PM	67	0	0	0	0	0	0	0	1	2	0	10	21	33
11:00 PM	69	0	0	0	0	0	0	0	1	0	4	10	10	44
11:15 PM	116	0	0	0	0	0	0	0	0	2	1	11	25	77
11:30 PM	95	0	0	0	0	0	0	0	2	0	3	12	29	49
11:45 PM	72	0	0	0	0	0	0	0	0	0	3	11	15	43

SB

Average (Mean)	71.1 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 6607 vehicles (59.1%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	78.4
90	80.5

Speeds Exceeded

mph	%	Count
25	99.4%	11108
35	99.3%	11097
45	99.2%	11081
55	98.3%	10982
65	81.8%	9132
75	27.7%	3096

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #17
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	11170	28	25	9	6	5	6	10	37	62	339	1511	2504	6628
%		0.3	0.2	0.1	0.1	0.0	0.1	0.1	0.3	0.6	3.0	13.5	22.4	59.3

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	13	0	0	1	0	3	6	1	2	0	0	0	0	0
12:15 AM	7	0	0	0	0	1	2	3	1	0	0	0	0	0
12:30 AM	10	0	0	2	0	3	3	1	1	0	0	0	0	0
12:45 AM	8	0	0	0	2	1	2	2	1	0	0	0	0	0
1:00 AM	2	0	0	0	0	0	2	0	0	0	0	0	0	0
1:15 AM	6	0	0	0	1	1	4	0	0	0	0	0	0	0
1:30 AM	7	0	0	0	0	1	4	1	1	0	0	0	0	0
1:45 AM	6	0	0	1	1	0	1	2	1	0	0	0	0	0
2:00 AM	8	0	0	1	1	1	2	0	1	2	0	0	0	0
2:15 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2:30 AM	9	0	0	0	1	1	5	2	0	0	0	0	0	0
2:45 AM	3	0	0	0	0	1	0	1	1	0	0	0	0	0
3:00 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0
3:15 AM	3	0	0	0	0	0	1	1	1	0	0	0	0	0
3:30 AM	5	0	0	0	0	2	2	1	0	0	0	0	0	0
3:45 AM	10	0	0	1	0	3	1	2	1	0	2	0	0	0
4:00 AM	6	0	0	0	2	1	1	1	1	0	0	0	0	0
4:15 AM	8	0	1	0	2	3	0	1	1	0	0	0	0	0
4:30 AM	11	0	0	0	1	1	6	1	1	1	0	0	0	0
4:45 AM	14	0	0	0	1	0	6	6	1	0	0	0	0	0
5:00 AM	12	0	0	0	2	3	2	4	0	1	0	0	0	0
5:15 AM	24	0	0	0	2	3	7	7	5	0	0	0	0	0
5:30 AM	31	0	0	0	0	0	8	19	3	1	0	0	0	0
5:45 AM	45	0	0	0	4	4	13	19	4	1	0	0	0	0
6:00 AM	61	0	0	1	0	3	18	29	8	2	0	0	0	0
6:15 AM	104	0	1	0	2	9	26	43	20	2	1	0	0	0
6:30 AM	115	1	0	0	7	14	39	34	16	4	0	0	0	0
6:45 AM	177	0	0	1	4	4	62	64	34	6	1	0	0	1
7:00 AM	212	0	4	0	5	9	80	73	37	4	0	0	0	0
7:15 AM	301	1	2	1	7	21	70	117	64	16	2	0	0	0
7:30 AM	353	0	3	2	12	37	147	96	44	11	1	0	0	0
7:45 AM	443	4	2	9	3	71	173	119	51	10	1	0	0	0
8:00 AM	484	4	7	5	6	90	209	124	33	5	0	0	1	0
8:15 AM	429	1	3	2	5	45	176	135	47	14	0	0	0	1
8:30 AM	356	2	0	10	15	37	133	99	46	13	1	0	0	0
8:45 AM	351	0	1	0	15	61	95	95	75	9	0	0	0	0
9:00 AM	244	2	1	3	2	26	64	80	41	23	1	1	0	0
9:15 AM	195	0	2	1	6	20	59	50	47	9	0	1	0	0
9:30 AM	165	0	0	0	3	19	44	57	27	14	1	0	0	0
9:45 AM	169	0	0	1	3	18	56	45	37	7	0	2	0	0
10:00 AM	148	1	1	1	3	20	44	37	25	16	0	0	0	0
10:15 AM	149	1	1	2	7	22	42	46	19	8	0	1	0	0
10:30 AM	175	0	1	1	4	18	55	46	41	8	1	0	0	0
10:45 AM	159	1	0	0	3	19	59	46	21	8	1	1	0	0
11:00 AM	156	0	0	1	3	31	44	41	28	8	0	0	0	0
11:15 AM	165	0	1	0	4	21	62	45	24	7	0	1	0	0
11:30 AM	153	0	0	0	3	16	45	36	37	14	0	0	1	1
11:45 AM	159	1	0	1	2	18	39	42	41	12	2	0	0	1

SB

Average (Mean)	40.0 mph
Minimum	10.2 mph
Maximum	84.6 mph

Pace Range

34.5 - 44.5 mph 3748 vehicles (66.1%)

Percentile Speeds

%	mph
10	33.2
15	34.5
50	39.6
85	46.5
90	47.7

Speeds Exceeded

mph	%	Count
25	98.3%	5576
35	83.7%	4749
45	20.3%	1154
55	0.5%	28
65	0.1%	6
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	5674	19	31	48	144	683	1920	1675	890	236	15	7	2	4
%		0.3	0.5	0.8	2.5	12.0	33.8	29.5	15.7	4.2	0.3	0.1	0.0	0.1

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	157	0	2	3	7	24	45	36	22	13	4	1	0	0
12:15 PM	153	0	0	0	7	21	49	41	30	5	0	0	0	0
12:30 PM	157	2	2	0	7	28	51	39	26	2	0	0	0	0
12:45 PM	217	1	1	1	6	27	79	51	41	8	2	0	0	0
1:00 PM	203	1	1	2	7	19	69	56	36	10	2	0	0	0
1:15 PM	191	0	0	3	5	18	55	69	25	15	1	0	0	0
1:30 PM	179	0	0	2	2	17	60	58	33	7	0	0	0	0
1:45 PM	162	0	1	0	2	20	46	38	39	14	2	0	0	0
2:00 PM	170	0	0	0	7	28	47	38	35	14	1	0	0	0
2:15 PM	139	0	0	2	7	18	38	44	25	4	0	1	0	0
2:30 PM	153	0	0	2	6	23	47	44	23	7	1	0	0	0
2:45 PM	167	0	0	2	3	22	62	37	32	9	0	0	0	0
3:00 PM	178	0	0	0	3	17	56	46	36	13	5	1	1	0
3:15 PM	160	0	0	0	7	20	51	50	21	10	1	0	0	0
3:30 PM	149	0	0	2	4	18	27	49	31	17	1	0	0	0
3:45 PM	132	0	0	1	3	8	43	40	24	12	1	0	0	0
4:00 PM	144	0	0	1	12	10	38	35	32	16	0	0	0	0
4:15 PM	151	0	0	1	5	17	45	48	28	5	0	1	0	1
4:30 PM	142	1	1	1	8	14	39	36	29	12	1	0	0	0
4:45 PM	181	0	0	4	8	16	64	55	31	2	0	0	0	1
5:00 PM	135	0	1	0	4	21	41	33	26	5	3	0	1	0
5:15 PM	187	1	3	7	8	37	55	41	25	10	0	0	0	0
5:30 PM	177	1	1	2	14	14	61	48	29	5	0	2	0	0
5:45 PM	181	0	0	2	5	20	64	46	32	9	2	1	0	0
6:00 PM	146	0	0	2	4	19	55	30	27	5	3	1	0	0
6:15 PM	144	2	0	3	1	16	38	51	26	6	1	0	0	0
6:30 PM	133	0	0	2	4	20	45	33	21	8	0	0	0	0
6:45 PM	134	0	0	3	6	17	44	42	17	5	0	0	0	0
7:00 PM	137	0	0	7	11	24	50	27	10	7	1	0	0	0
7:15 PM	104	0	0	2	1	17	34	34	14	2	0	0	0	0
7:30 PM	76	0	1	5	2	10	28	17	11	2	0	0	0	0
7:45 PM	58	0	0	3	7	9	13	18	5	3	0	0	0	0
8:00 PM	61	0	1	4	3	11	20	13	8	1	0	0	0	0
8:15 PM	58	0	0	2	8	7	21	15	3	2	0	0	0	0
8:30 PM	57	0	0	1	5	10	20	11	7	3	0	0	0	0
8:45 PM	65	0	0	1	2	14	27	13	7	1	0	0	0	0
9:00 PM	42	0	0	3	1	8	19	9	1	1	0	0	0	0
9:15 PM	40	0	0	2	0	11	14	10	2	0	1	0	0	0
9:30 PM	39	0	0	1	2	12	14	8	2	0	0	0	0	0
9:45 PM	39	1	1	0	3	5	9	11	6	3	0	0	0	0
10:00 PM	32	0	0	0	1	5	14	9	3	0	0	0	0	0
10:15 PM	38	0	0	1	1	3	18	10	3	2	0	0	0	0
10:30 PM	25	1	1	1	1	5	7	7	0	2	0	0	0	0
10:45 PM	19	0	0	2	1	4	5	4	2	0	1	0	0	0
11:00 PM	17	0	0	0	2	2	7	5	0	0	1	0	0	0
11:15 PM	22	0	1	0	0	7	4	5	4	1	0	0	0	0
11:30 PM	28	0	1	0	2	1	6	13	4	1	0	0	0	0
11:45 PM	25	0	0	0	4	7	8	5	0	1	0	0	0	0

SB

Average (Mean)	39.9 mph
Minimum	11.0 mph
Maximum	84.6 mph

Pace Range

34.5 - 44.5 mph 3395 vehicles (61.7%)

Percentile Speeds

%	mph
10	32.1
15	33.9
50	39.6
85	46.5
90	47.7

Speeds Exceeded

mph	%	Count
25	97.9%	5391
35	80.9%	4451
45	22.2%	1221
55	0.9%	47
65	0.1%	4
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	5504	11	19	83	219	721	1752	1478	894	280	35	8	2	2
%		0.2	0.3	1.5	4.0	13.1	31.8	26.9	16.2	5.1	0.6	0.1	0.0	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	12	0	0	3	2	4	0	2	0	1	0	0	0	0
12:15 AM	17	0	0	1	1	7	4	3	1	0	0	0	0	0
12:30 AM	17	0	1	2	3	4	2	4	1	0	0	0	0	0
12:45 AM	11	0	0	2	0	3	1	1	3	1	0	0	0	0
1:00 AM	8	0	0	0	1	1	2	3	1	0	0	0	0	0
1:15 AM	13	0	0	1	1	3	6	2	0	0	0	0	0	0
1:30 AM	5	0	1	0	2	0	0	2	0	0	0	0	0	0
1:45 AM	4	0	0	0	1	2	1	0	0	0	0	0	0	0
2:00 AM	9	0	0	0	1	1	1	5	1	0	0	0	0	0
2:15 AM	6	0	1	0	0	1	3	0	0	1	0	0	0	0
2:30 AM	9	0	0	0	0	4	3	2	0	0	0	0	0	0
2:45 AM	5	0	1	0	2	0	0	1	1	0	0	0	0	0
3:00 AM	4	0	1	0	0	0	2	1	0	0	0	0	0	0
3:15 AM	3	0	0	0	0	2	0	1	0	0	0	0	0	0
3:30 AM	4	0	0	0	0	1	2	1	0	0	0	0	0	0
3:45 AM	7	0	0	0	0	1	4	1	1	0	0	0	0	0
4:00 AM	5	0	0	0	0	2	3	0	0	0	0	0	0	0
4:15 AM	6	0	0	0	0	3	0	1	2	0	0	0	0	0
4:30 AM	10	0	0	0	1	1	3	1	3	0	0	1	0	0
4:45 AM	15	0	0	0	1	3	4	4	2	1	0	0	0	0
5:00 AM	23	0	0	1	1	3	10	7	1	0	0	0	0	0
5:15 AM	26	0	0	0	1	3	11	8	2	0	0	1	0	0
5:30 AM	41	0	1	0	1	3	19	12	5	0	0	0	0	0
5:45 AM	43	0	0	2	1	3	15	17	5	0	0	0	0	0
6:00 AM	64	1	0	1	1	11	21	16	12	1	0	0	0	0
6:15 AM	112	0	0	0	1	6	40	43	15	7	0	0	0	0
6:30 AM	135	0	2	0	2	4	54	42	23	8	0	0	0	0
6:45 AM	171	0	0	1	1	9	78	53	18	11	0	0	0	0
7:00 AM	193	1	0	1	0	26	45	72	38	9	1	0	0	0
7:15 AM	292	1	1	2	8	23	78	98	63	18	0	0	0	0
7:30 AM	335	0	3	1	1	29	121	116	53	10	1	0	0	0
7:45 AM	397	1	4	7	28	108	147	79	22	1	0	0	0	0
8:00 AM	454	1	5	8	26	108	188	94	21	3	0	0	0	0
8:15 AM	417	2	3	7	30	98	137	107	30	2	0	0	1	0
8:30 AM	355	0	3	4	6	55	122	112	48	4	0	1	0	0
8:45 AM	339	4	3	7	12	74	129	77	30	3	0	0	0	0
9:00 AM	252	1	2	1	17	41	79	73	33	5	0	0	0	0
9:15 AM	210	1	1	4	1	34	71	56	31	10	1	0	0	0
9:30 AM	172	0	1	1	5	20	51	48	34	10	1	0	0	1
9:45 AM	160	0	0	3	12	19	43	43	32	5	0	3	0	0
10:00 AM	158	0	0	1	2	18	42	46	40	7	1	1	0	0
10:15 AM	154	0	1	2	5	22	37	41	36	8	2	0	0	0
10:30 AM	142	0	1	7	3	12	37	37	34	10	1	0	0	0
10:45 AM	153	0	4	2	6	18	47	46	22	7	1	0	0	0
11:00 AM	164	0	3	1	4	24	71	37	17	7	0	0	0	0
11:15 AM	149	0	1	5	6	19	46	37	26	9	0	0	0	0
11:30 AM	193	1	2	0	6	27	72	56	22	7	0	0	0	0
11:45 AM	184	1	1	3	8	32	73	34	26	5	1	0	0	0

SB

Average (Mean)	39.0 mph
Minimum	11.8 mph
Maximum	77.6 mph

Pace Range

34.5 - 44.5 mph 3637 vehicles (64.3%)

Percentile Speeds

%	mph
10	31.6
15	33.2
50	38.8
85	45.4
90	46.5

Speeds Exceeded

mph	%	Count
25	97.5%	5515
35	78.0%	4412
45	16.7%	945
55	0.3%	19
65	0.0%	2
75	0.0%	1

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	5658	15	47	81	211	892	1925	1542	755	171	10	7	1	1
%		0.3	0.8	1.4	3.7	15.8	34.0	27.3	13.3	3.0	0.2	0.1	0.0	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	139	0	2	4	5	16	40	37	24	10	1	0	0	0
12:15 PM	153	0	0	1	2	22	51	55	18	4	0	0	0	0
12:30 PM	177	0	1	1	4	25	45	55	34	10	2	0	0	0
12:45 PM	197	0	4	3	3	27	43	63	43	11	0	0	0	0
1:00 PM	199	1	1	2	6	33	60	54	36	5	1	0	0	0
1:15 PM	190	1	1	3	4	36	48	49	31	15	2	0	0	0
1:30 PM	175	0	2	3	7	26	59	43	27	8	0	0	0	0
1:45 PM	180	0	1	0	2	23	79	42	22	10	0	0	0	1
2:00 PM	137	0	0	1	1	16	48	35	25	11	0	0	0	0
2:15 PM	160	2	0	1	4	29	45	41	32	6	0	0	0	0
2:30 PM	143	0	0	0	7	16	38	45	27	9	1	0	0	0
2:45 PM	168	0	1	2	7	30	59	37	17	13	2	0	0	0
3:00 PM	160	0	1	4	7	20	42	40	27	18	1	0	0	0
3:15 PM	144	0	0	1	4	13	45	39	31	9	2	0	0	0
3:30 PM	153	0	0	3	4	13	42	38	29	20	3	1	0	0
3:45 PM	166	0	0	2	1	18	57	39	37	9	3	0	0	0
4:00 PM	170	0	2	0	5	23	56	45	31	7	1	0	0	0
4:15 PM	156	0	0	0	3	16	36	45	28	24	1	2	0	1
4:30 PM	142	0	1	0	3	16	30	40	34	16	2	0	0	0
4:45 PM	156	0	2	3	8	21	50	31	26	13	2	0	0	0
5:00 PM	151	0	1	4	5	21	46	42	21	11	0	0	0	0
5:15 PM	146	0	0	4	7	21	41	39	23	11	0	0	0	0
5:30 PM	143	0	2	1	5	24	42	32	28	7	1	0	1	0
5:45 PM	162	0	0	4	2	37	38	51	26	4	0	0	0	0
6:00 PM	135	0	0	3	6	38	54	23	8	2	1	0	0	0
6:15 PM	138	0	1	1	7	33	37	35	18	5	1	0	0	0
6:30 PM	157	0	2	5	14	17	51	38	16	12	2	0	0	0
6:45 PM	100	0	1	2	1	19	39	20	12	4	1	1	0	0
7:00 PM	91	0	0	2	4	12	31	23	15	3	1	0	0	0
7:15 PM	103	1	0	1	6	17	25	32	19	2	0	0	0	0
7:30 PM	75	0	0	1	0	16	28	15	11	3	0	1	0	0
7:45 PM	82	0	0	1	6	10	24	17	18	5	1	0	0	0
8:00 PM	47	0	0	1	3	6	16	12	7	2	0	0	0	0
8:15 PM	65	0	0	0	4	15	19	13	9	3	1	1	0	0
8:30 PM	57	1	1	3	4	5	20	17	4	2	0	0	0	0
8:45 PM	41	0	1	1	1	6	15	10	5	2	0	0	0	0
9:00 PM	33	0	0	1	2	4	17	5	3	0	0	1	0	0
9:15 PM	62	0	0	0	2	15	23	15	5	2	0	0	0	0
9:30 PM	57	0	0	0	0	11	22	16	6	2	0	0	0	0
9:45 PM	32	0	0	0	2	6	11	10	2	1	0	0	0	0
10:00 PM	44	0	0	2	3	13	12	11	2	1	0	0	0	0
10:15 PM	27	0	0	3	3	5	6	4	4	2	0	0	0	0
10:30 PM	22	0	0	0	2	2	6	4	5	3	0	0	0	0
10:45 PM	21	0	0	0	5	2	3	9	2	0	0	0	0	0
11:00 PM	22	0	0	0	2	2	7	8	3	0	0	0	0	0
11:15 PM	20	0	0	4	0	4	5	5	1	1	0	0	0	0
11:30 PM	20	0	0	0	5	2	6	5	1	1	0	0	0	0
11:45 PM	29	0	0	2	4	7	6	5	3	2	0	0	0	0

SB

Average (Mean)	39.9 mph
Minimum	11.6 mph
Maximum	80.9 mph

Pace Range

34.5 - 44.5 mph 3174 vehicles (59.4%)

Percentile Speeds

%	mph
10	32.1
15	33.2
50	39.6
85	46.5
90	47.7

Speeds Exceeded

mph	%	Count
25	97.9%	5233
35	79.1%	4232
45	22.8%	1220
55	0.8%	43
65	0.1%	3
75	0.0%	2

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Mancester Expy

Site: #17
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	5347	6	28	80	192	809	1623	1389	856	321	33	7	1	2
%		0.1	0.5	1.5	3.6	15.1	30.4	26.0	16.0	6.0	0.6	0.1	0.0	0.0

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	37	0	0	0	0	0	0	1	0	5	4	9	7	11
12:15 AM	23	0	0	0	0	0	0	0	0	0	4	5	5	9
12:30 AM	26	0	0	0	0	0	0	0	0	1	2	4	7	12
12:45 AM	26	0	0	0	0	0	0	0	1	0	0	10	4	11
1:00 AM	13	0	0	0	0	0	0	0	0	0	1	7	2	3
1:15 AM	20	0	0	0	0	0	0	0	1	2	0	5	8	4
1:30 AM	16	0	0	0	0	0	0	0	1	0	1	2	4	8
1:45 AM	17	0	0	0	0	0	0	0	0	1	0	8	4	4
2:00 AM	24	0	0	0	0	0	0	0	1	3	1	5	4	10
2:15 AM	39	0	0	0	0	0	0	0	0	0	6	4	13	16
2:30 AM	18	0	0	0	0	0	0	0	0	0	0	4	4	10
2:45 AM	21	1	0	0	0	1	0	0	0	2	0	3	6	8
3:00 AM	15	0	0	0	0	0	0	0	0	0	2	3	5	5
3:15 AM	26	0	0	0	0	0	0	0	0	2	1	7	5	11
3:30 AM	24	0	0	0	0	0	0	0	1	1	5	7	5	5
3:45 AM	29	0	0	0	0	0	0	0	0	0	4	2	8	15
4:00 AM	41	0	0	0	0	0	0	0	0	2	4	7	16	12
4:15 AM	45	0	0	0	0	0	0	0	0	0	4	8	10	23
4:30 AM	47	0	0	0	0	0	0	0	0	2	1	5	12	27
4:45 AM	75	0	0	0	0	0	0	0	0	3	4	9	10	49
5:00 AM	104	0	0	0	0	0	0	0	0	2	7	10	22	63
5:15 AM	145	0	0	0	0	0	0	0	0	0	6	14	24	101
5:30 AM	131	0	0	0	0	0	0	0	1	1	4	14	29	82
5:45 AM	196	1	1	0	0	0	0	1	1	0	7	22	34	129
6:00 AM	141	0	0	0	0	0	0	0	0	3	7	28	25	78
6:15 AM	167	1	0	1	0	0	0	1	0	3	5	20	36	100
6:30 AM	180	0	0	0	0	0	0	0	3	3	6	18	47	103
6:45 AM	235	0	1	1	0	0	0	1	0	4	11	30	70	117
7:00 AM	241	3	1	0	1	0	0	1	2	5	12	38	47	131
7:15 AM	282	1	0	1	0	0	0	0	1	0	10	47	65	157
7:30 AM	281	3	1	0	0	0	0	0	2	2	17	50	73	133
7:45 AM	270	1	1	1	0	0	0	0	1	3	17	39	59	148
8:00 AM	267	1	0	0	0	0	0	1	0	0	8	38	81	138
8:15 AM	257	0	0	0	0	0	0	0	2	5	9	49	73	119
8:30 AM	228	1	0	0	0	0	0	0	0	1	11	43	59	113
8:45 AM	245	0	0	0	0	0	0	0	0	4	17	45	57	122
9:00 AM	202	3	1	1	1	0	1	0	2	1	13	32	54	93
9:15 AM	205	1	1	1	0	0	0	2	0	1	15	30	51	103
9:30 AM	231	0	0	0	0	0	0	0	0	2	11	41	69	108
9:45 AM	215	0	0	1	0	0	0	1	2	3	10	29	56	113
10:00 AM	221	0	0	0	0	0	0	0	0	1	8	35	59	118
10:15 AM	218	1	0	0	0	0	0	0	1	3	9	27	55	122
10:30 AM	224	0	1	0	0	0	0	0	1	2	17	33	58	112
10:45 AM	202	1	1	0	0	0	0	2	0	2	12	34	44	106
11:00 AM	216	1	0	0	1	0	0	0	0	2	14	34	50	114
11:15 AM	236	0	0	0	0	0	0	0	1	2	20	30	63	120
11:30 AM	240	0	0	0	0	0	0	1	2	2	7	39	63	126
11:45 AM	227	1	0	1	0	2	0	0	0	2	10	25	70	116

NB

Average (Mean)	69.8 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4029 vehicles (61.1%)

Percentile Speeds

%	mph
10	60.8
15	63.4
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.4%	6551
35	99.3%	6545
45	99.1%	6532
55	97.5%	6422
65	76.9%	5070
75	21.6%	1420

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6589	21	9	8	3	3	1	12	27	83	344	1008	1632	3438
%		0.3	0.1	0.1	0.0	0.0	0.0	0.2	0.4	1.3	5.2	15.3	24.8	52.2

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	288	0	2	0	0	0	0	1	0	3	17	41	65	159
12:15 PM	287	0	0	0	0	0	0	0	0	3	11	44	69	160
12:30 PM	278	1	2	0	0	0	0	0	0	0	12	34	75	154
12:45 PM	267	0	1	0	0	0	0	1	1	2	15	34	69	144
1:00 PM	291	0	1	0	1	0	0	0	3	3	15	47	82	139
1:15 PM	316	2	0	0	1	0	0	0	5	4	10	48	79	167
1:30 PM	342	5	1	1	0	0	0	0	1	5	13	32	84	200
1:45 PM	359	2	0	1	0	0	0	0	0	2	19	52	107	176
2:00 PM	318	2	0	0	0	0	1	1	5	4	13	59	73	160
2:15 PM	313	1	1	0	0	0	0	0	1	5	16	49	81	159
2:30 PM	354	0	1	0	0	1	0	1	2	1	30	72	93	153
2:45 PM	356	1	1	1	0	0	0	1	2	5	27	67	91	160
3:00 PM	378	2	0	0	0	0	0	0	3	3	19	84	106	161
3:15 PM	429	4	2	0	1	0	1	1	1	2	29	77	119	192
3:30 PM	374	2	0	0	1	0	0	0	1	7	18	67	85	193
3:45 PM	454	6	0	0	0	0	0	0	0	2	19	75	127	225
4:00 PM	426	5	4	0	1	0	0	1	0	3	23	50	83	256
4:15 PM	470	5	1	0	0	0	0	3	1	2	19	41	132	266
4:30 PM	431	1	4	0	0	0	1	1	6	1	15	75	100	227
4:45 PM	553	5	2	1	2	0	0	3	1	10	31	78	132	288
5:00 PM	505	5	5	0	1	0	0	1	2	0	11	47	121	312
5:15 PM	601	14	5	1	1	3	6	10	11	37	53	112	127	221
5:30 PM	519	6	2	1	0	1	5	1	4	11	32	96	137	223
5:45 PM	475	0	0	0	0	0	0	1	0	1	11	72	123	267
6:00 PM	395	2	1	0	0	0	0	1	0	2	3	62	120	204
6:15 PM	353	2	1	0	0	0	0	0	0	2	26	93	105	124
6:30 PM	346	2	2	0	0	0	0	3	3	3	41	73	75	144
6:45 PM	293	0	0	0	0	0	0	0	0	1	14	66	82	130
7:00 PM	256	0	0	0	0	0	0	0	1	3	25	53	78	96
7:15 PM	262	1	2	0	0	0	0	1	3	10	9	50	72	114
7:30 PM	224	0	1	0	0	0	0	0	1	4	10	42	63	103
7:45 PM	233	1	0	0	0	0	0	0	1	4	14	37	77	99
8:00 PM	227	0	0	0	0	0	0	0	2	4	14	46	66	95
8:15 PM	219	0	0	0	0	0	0	0	1	2	14	39	46	117
8:30 PM	194	0	1	0	0	0	0	0	2	4	16	28	47	96
8:45 PM	188	0	0	0	0	0	1	0	0	1	7	26	52	101
9:00 PM	178	1	0	0	0	0	0	0	0	1	5	26	48	97
9:15 PM	177	0	0	0	0	0	0	0	1	3	11	32	47	83
9:30 PM	134	0	0	0	0	0	0	0	1	3	8	13	26	83
9:45 PM	139	0	0	1	0	0	0	1	0	1	9	26	26	75
10:00 PM	94	0	0	0	0	0	0	0	0	2	5	20	29	38
10:15 PM	75	0	0	0	0	0	0	0	0	1	5	23	17	29
10:30 PM	67	0	0	0	0	0	0	0	0	1	5	17	18	26
10:45 PM	83	0	0	0	0	0	0	0	1	3	7	10	22	40
11:00 PM	61	0	0	0	0	0	0	0	0	2	2	12	16	29
11:15 PM	47	0	0	0	0	0	0	0	0	1	7	8	11	20
11:30 PM	34	0	0	0	0	0	0	0	1	0	4	7	9	13
11:45 PM	36	0	0	0	0	0	0	0	0	0	4	11	8	13

NB

Average (Mean)	69.1 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 8382 vehicles (61.2%)

Percentile Speeds

%	mph
10	60.8
15	63.4
50	69.3
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.1%	13571
35	99.0%	13557
45	98.6%	13509
55	96.8%	13267
65	74.8%	10251
75	19.7%	2699

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	13699	78	43	7	9	5	15	33	68	174	743	2273	3520	6731
%		0.6	0.3	0.1	0.1	0.0	0.1	0.2	0.5	1.3	5.4	16.6	25.7	49.1

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	28	0	0	0	0	0	0	0	0	0	1	6	8	13
12:15 AM	27	0	0	0	0	0	0	0	1	0	2	6	6	12
12:30 AM	29	0	0	0	0	0	0	0	0	1	4	4	6	14
12:45 AM	18	0	0	0	0	0	0	0	0	0	1	4	6	7
1:00 AM	20	0	0	0	0	0	0	0	0	1	3	2	6	8
1:15 AM	21	0	0	0	0	0	0	0	0	0	2	4	8	7
1:30 AM	18	0	0	0	0	0	1	0	0	0	4	2	3	8
1:45 AM	25	0	0	0	0	0	0	0	3	4	2	7	3	6
2:00 AM	20	0	0	0	0	0	0	0	0	1	4	6	3	6
2:15 AM	30	0	0	0	0	0	0	0	0	2	5	9	3	11
2:30 AM	20	0	0	0	0	0	0	0	0	0	5	5	6	4
2:45 AM	16	0	0	0	0	0	0	0	0	0	3	4	7	2
3:00 AM	23	0	0	0	0	0	0	0	0	0	6	3	7	7
3:15 AM	27	0	0	0	0	0	0	0	1	4	4	1	4	13
3:30 AM	21	1	0	0	0	0	0	0	1	0	2	7	6	4
3:45 AM	34	0	0	0	0	0	0	0	0	2	1	11	6	14
4:00 AM	43	1	0	0	0	0	0	0	1	1	4	7	7	22
4:15 AM	45	0	0	0	0	0	0	0	0	0	1	8	9	27
4:30 AM	55	0	0	0	0	0	0	0	0	0	1	4	15	35
4:45 AM	77	0	0	0	0	0	0	1	0	1	5	13	18	39
5:00 AM	89	0	0	0	0	0	0	0	0	3	1	11	16	58
5:15 AM	145	0	0	0	0	0	0	0	0	1	8	9	26	101
5:30 AM	160	0	0	0	0	0	0	0	2	0	4	11	24	119
5:45 AM	181	0	0	0	1	0	0	0	1	1	4	11	30	133
6:00 AM	129	1	0	0	0	0	0	0	1	2	3	17	31	74
6:15 AM	175	0	0	0	0	0	0	0	0	1	8	18	35	113
6:30 AM	167	0	0	0	0	1	0	0	0	0	17	31	31	87
6:45 AM	210	0	0	0	0	0	0	0	1	4	12	39	62	92
7:00 AM	225	1	0	0	0	0	0	1	2	2	20	31	63	105
7:15 AM	243	0	0	0	0	0	0	0	0	2	8	32	64	137
7:30 AM	291	0	0	0	1	0	1	0	1	4	20	46	66	152
7:45 AM	293	0	0	0	0	0	0	0	1	1	26	56	72	137
8:00 AM	271	0	0	0	0	0	0	0	0	3	10	51	81	126
8:15 AM	256	0	0	0	0	0	0	0	1	2	21	45	66	121
8:30 AM	238	0	0	0	0	0	1	0	0	0	8	43	71	115
8:45 AM	267	1	0	0	0	0	0	0	0	2	11	41	86	126
9:00 AM	226	1	0	0	0	0	0	2	1	2	12	30	52	126
9:15 AM	229	0	0	0	0	0	0	0	0	1	13	37	54	124
9:30 AM	239	0	0	1	1	0	1	0	1	1	10	38	59	127
9:45 AM	206	2	0	0	0	0	0	0	1	6	12	27	55	103
10:00 AM	225	0	0	0	0	0	0	0	0	1	11	33	62	118
10:15 AM	225	1	1	0	0	1	0	0	2	3	7	51	53	106
10:30 AM	245	0	0	0	0	0	0	1	1	1	10	40	48	144
10:45 AM	278	2	0	1	0	0	1	1	5	3	20	46	63	136
11:00 AM	237	2	1	0	0	0	0	0	0	1	6	29	60	138
11:15 AM	244	0	0	0	0	0	0	0	0	0	15	42	41	146
11:30 AM	242	1	1	0	0	0	1	0	1	3	7	32	50	146
11:45 AM	287	2	3	0	0	0	0	1	5	1	13	40	67	155

NB

Average (Mean)	70.0 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 4160 vehicles (61.0%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	70.9
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.6%	6796
35	99.6%	6791
45	99.4%	6778
55	97.9%	6676
65	77.0%	5249
75	22.1%	1505

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	6820	16	6	2	3	2	6	7	34	68	377	1050	1625	3624
%		0.2	0.1	0.0	0.0	0.0	0.1	0.1	0.5	1.0	5.5	15.4	23.8	53.1

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	277	1	2	0	0	0	0	0	1	5	5	40	67	156
12:15 PM	278	0	0	0	2	0	0	1	0	1	4	31	65	174
12:30 PM	297	2	1	0	0	0	0	1	1	5	19	41	70	157
12:45 PM	328	2	1	0	0	0	0	0	0	5	16	45	90	169
1:00 PM	333	0	2	0	1	0	1	1	0	1	15	36	71	205
1:15 PM	351	0	0	0	0	0	1	1	2	6	17	59	81	184
1:30 PM	318	0	0	0	1	0	0	0	1	0	13	34	87	182
1:45 PM	338	1	1	2	0	0	0	1	0	0	7	49	93	184
2:00 PM	343	4	0	0	0	0	0	1	1	3	24	52	71	187
2:15 PM	349	2	1	0	0	1	0	0	1	2	15	55	71	201
2:30 PM	371	4	0	1	1	1	2	1	0	3	21	53	75	209
2:45 PM	345	3	0	0	0	2	0	2	1	7	15	63	63	189
3:00 PM	362	2	0	0	0	0	0	2	1	2	19	62	83	191
3:15 PM	398	2	0	0	0	0	0	0	0	1	16	46	90	243
3:30 PM	401	3	0	0	0	1	0	0	2	1	18	40	77	259
3:45 PM	461	7	0	0	0	1	0	2	1	5	24	46	107	268
4:00 PM	433	1	1	0	0	1	1	0	4	3	8	46	99	269
4:15 PM	478	5	3	0	1	1	1	1	2	3	10	38	102	311
4:30 PM	504	5	3	0	0	0	1	1	1	7	16	57	101	312
4:45 PM	531	5	1	1	0	0	2	2	0	4	12	67	113	324
5:00 PM	541	6	1	1	1	0	2	2	2	3	12	61	98	352
5:15 PM	592	8	5	4	4	1	1	2	4	12	29	79	122	321
5:30 PM	589	12	2	2	1	1	1	3	0	6	35	72	123	331
5:45 PM	488	9	2	2	2	1	1	4	2	5	12	60	101	287
6:00 PM	478	3	0	1	0	0	0	1	0	3	18	71	105	276
6:15 PM	411	3	2	1	1	2	2	2	4	8	17	51	113	205
6:30 PM	349	0	0	2	0	1	2	0	5	3	16	54	92	174
6:45 PM	322	1	0	0	0	0	0	1	2	3	27	71	86	131
7:00 PM	310	1	0	0	0	0	0	0	1	2	6	64	68	168
7:15 PM	307	0	0	0	0	0	0	0	0	6	18	50	104	129
7:30 PM	272	1	0	0	0	0	0	1	1	3	11	39	66	150
7:45 PM	272	0	0	0	0	0	0	0	0	4	19	46	69	134
8:00 PM	233	0	0	0	0	0	0	0	3	2	10	45	61	112
8:15 PM	233	0	0	0	0	0	1	0	0	1	13	39	50	129
8:30 PM	201	0	0	1	0	0	1	0	0	5	9	27	53	105
8:45 PM	202	0	0	0	0	0	0	0	1	2	10	40	45	104
9:00 PM	215	0	0	0	0	0	0	0	1	2	10	31	56	115
9:15 PM	180	0	0	0	0	0	0	0	0	0	5	28	39	108
9:30 PM	194	2	0	0	0	0	0	0	0	0	5	34	57	96
9:45 PM	138	0	0	0	0	0	0	0	0	1	6	32	38	61
10:00 PM	100	0	0	0	0	0	0	0	0	1	6	20	31	42
10:15 PM	100	0	0	0	0	0	0	1	0	3	7	17	26	46
10:30 PM	86	0	0	0	0	0	0	0	0	1	7	12	35	31
10:45 PM	73	0	0	0	0	0	0	1	0	3	1	8	23	37
11:00 PM	78	0	0	0	0	0	0	0	1	0	9	18	23	27
11:15 PM	65	0	0	0	0	0	0	0	0	1	7	13	19	25
11:30 PM	58	0	0	0	0	0	0	0	0	1	5	13	15	24
11:45 PM	53	0	0	0	0	0	0	0	0	1	5	9	16	22

NB

Average (Mean)	70.2 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 8586 vehicles (58.7%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	70.9
85	78.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.0%	14495
35	98.8%	14466
45	98.5%	14411
55	97.2%	14219
65	78.8%	11526
75	25.4%	3719

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 North of US 80/J R Allen Pkwy

Site: #18
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	14636	95	28	18	15	14	20	35	46	146	629	2064	3410	8116
%		0.6	0.2	0.1	0.1	0.1	0.1	0.2	0.3	1.0	4.3	14.1	23.3	55.5

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	14	0	0	0	0	5	4	5	0	0	0	0	0	0
12:15 AM	13	0	0	0	0	3	5	3	2	0	0	0	0	0
12:30 AM	9	0	1	0	1	3	4	0	0	0	0	0	0	0
12:45 AM	13	0	0	1	2	1	8	0	1	0	0	0	0	0
1:00 AM	13	0	0	0	0	3	6	3	1	0	0	0	0	0
1:15 AM	8	0	0	0	0	4	1	1	2	0	0	0	0	0
1:30 AM	8	0	0	0	0	4	3	1	0	0	0	0	0	0
1:45 AM	5	0	0	0	2	1	2	0	0	0	0	0	0	0
2:00 AM	9	0	0	1	1	2	4	1	0	0	0	0	0	0
2:15 AM	3	0	0	0	0	1	0	1	1	0	0	0	0	0
2:30 AM	3	0	0	0	0	1	2	0	0	0	0	0	0	0
2:45 AM	8	0	1	0	1	1	2	3	0	0	0	0	0	0
3:00 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0
3:15 AM	9	0	0	0	0	1	5	2	1	0	0	0	0	0
3:30 AM	3	0	0	0	0	1	2	0	0	0	0	0	0	0
3:45 AM	6	0	0	0	1	1	3	1	0	0	0	0	0	0
4:00 AM	9	0	0	0	1	4	3	1	0	0	0	0	0	0
4:15 AM	8	0	0	0	0	1	2	4	1	0	0	0	0	0
4:30 AM	14	0	0	0	0	2	5	4	2	1	0	0	0	0
4:45 AM	3	0	0	0	0	1	2	0	0	0	0	0	0	0
5:00 AM	8	0	0	0	0	2	4	2	0	0	0	0	0	0
5:15 AM	20	0	0	0	1	6	8	4	1	0	0	0	0	0
5:30 AM	22	0	0	0	1	9	7	2	3	0	0	0	0	0
5:45 AM	25	0	1	0	2	8	12	1	1	0	0	0	0	0
6:00 AM	24	0	0	1	4	7	7	2	2	1	0	0	0	0
6:15 AM	34	0	1	1	0	10	16	5	1	0	0	0	0	0
6:30 AM	50	0	0	1	4	10	26	7	2	0	0	0	0	0
6:45 AM	62	0	0	1	2	14	25	15	3	2	0	0	0	0
7:00 AM	61	1	1	0	1	13	20	18	6	0	1	0	0	0
7:15 AM	95	0	0	0	3	23	36	27	4	2	0	0	0	0
7:30 AM	103	0	0	0	4	21	46	24	8	0	0	0	0	0
7:45 AM	132	2	0	1	7	36	40	33	11	2	0	0	0	0
8:00 AM	121	1	1	1	9	20	54	25	8	2	0	0	0	0
8:15 AM	138	0	0	1	11	46	41	26	13	0	0	0	0	0
8:30 AM	135	1	2	9	15	24	53	24	7	0	0	0	0	0
8:45 AM	126	0	0	4	19	35	39	20	5	3	1	0	0	0
9:00 AM	120	0	0	4	6	34	42	22	12	0	0	0	0	0
9:15 AM	119	0	0	1	5	26	53	31	2	1	0	0	0	0
9:30 AM	107	0	2	2	11	25	37	19	8	1	0	1	1	0
9:45 AM	109	0	0	0	2	27	47	23	7	3	0	0	0	0
10:00 AM	113	0	2	8	12	26	53	10	1	1	0	0	0	0
10:15 AM	109	0	3	6	6	29	44	19	2	0	0	0	0	0
10:30 AM	108	0	1	0	6	29	47	22	2	1	0	0	0	0
10:45 AM	120	0	3	2	16	33	47	19	0	0	0	0	0	0
11:00 AM	148	0	1	5	14	38	58	24	5	2	1	0	0	0
11:15 AM	137	0	2	2	7	37	57	25	6	1	0	0	0	0
11:30 AM	181	2	1	8	20	57	51	30	12	0	0	0	0	0
11:45 AM	179	1	0	9	10	57	57	35	8	2	0	0	0	0

NB

Average (Mean)	36.4 mph
Minimum	11.7 mph
Maximum	66.5 mph

Pace Range

31.6 - 41.6 mph 1937 vehicles (67.6%)

Percentile Speeds

%	mph
10	29.6
15	31.0
50	36.5
85	42.3
90	43.3

Speeds Exceeded

mph	%	Count
25	96.5%	2766
35	63.4%	1816
45	6.3%	181
55	0.2%	5
65	0.0%	1
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2866	8	23	69	207	743	1091	544	151	25	3	1	1	0
%		0.3	0.8	2.4	7.2	25.9	38.1	19.0	5.3	0.9	0.1	0.0	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	208	2	1	5	22	66	78	26	6	1	1	0	0	0
12:15 PM	190	2	6	4	19	43	72	30	11	3	0	0	0	0
12:30 PM	160	0	0	1	14	41	61	33	8	1	1	0	0	0
12:45 PM	185	1	2	9	14	46	80	28	5	0	0	0	0	0
1:00 PM	187	1	0	2	12	47	66	45	12	1	0	1	0	0
1:15 PM	190	0	2	4	22	50	64	39	8	1	0	0	0	0
1:30 PM	150	0	1	4	8	40	53	34	6	4	0	0	0	0
1:45 PM	144	1	4	10	9	42	47	25	5	1	0	0	0	0
2:00 PM	142	0	1	0	2	37	51	39	12	0	0	0	0	0
2:15 PM	172	11	7	8	16	45	45	30	7	3	0	0	0	0
2:30 PM	154	0	2	10	16	42	46	27	8	0	3	0	0	0
2:45 PM	176	0	2	10	24	51	56	28	3	1	1	0	0	0
3:00 PM	182	3	7	11	24	42	51	28	12	3	1	0	0	0
3:15 PM	196	2	5	5	31	54	69	25	3	1	1	0	0	0
3:30 PM	217	1	4	11	18	47	71	49	15	1	0	0	0	0
3:45 PM	228	3	5	5	19	48	69	57	16	6	0	0	0	0
4:00 PM	232	4	1	19	25	52	77	47	1	6	0	0	0	0
4:15 PM	242	6	11	24	48	57	74	20	2	0	0	0	0	0
4:30 PM	251	5	12	28	29	63	65	38	9	1	0	0	1	0
4:45 PM	286	8	14	27	61	74	66	27	7	1	1	0	0	0
5:00 PM	295	25	31	49	115	29	16	19	9	2	0	0	0	0
5:15 PM	272	28	32	96	106	9	0	1	0	0	0	0	0	0
5:30 PM	323	14	40	62	93	52	50	11	1	0	0	0	0	0
5:45 PM	270	15	20	39	42	61	47	39	7	0	0	0	0	0
6:00 PM	236	3	12	28	45	59	66	20	3	0	0	0	0	0
6:15 PM	198	0	2	13	24	64	69	22	3	1	0	0	0	0
6:30 PM	156	2	1	9	20	60	39	23	1	0	1	0	0	0
6:45 PM	141	1	3	6	8	46	52	19	5	1	0	0	0	0
7:00 PM	154	0	3	7	22	44	49	23	6	0	0	0	0	0
7:15 PM	141	0	0	1	10	45	56	21	8	0	0	0	0	0
7:30 PM	109	0	0	3	7	30	47	15	7	0	0	0	0	0
7:45 PM	122	0	0	2	15	28	54	17	4	2	0	0	0	0
8:00 PM	105	0	1	1	8	23	48	20	4	0	0	0	0	0
8:15 PM	81	0	0	1	7	24	32	13	4	0	0	0	0	0
8:30 PM	82	0	0	0	1	22	44	13	1	1	0	0	0	0
8:45 PM	67	0	0	0	5	25	25	11	1	0	0	0	0	0
9:00 PM	79	0	1	2	9	18	24	21	4	0	0	0	0	0
9:15 PM	72	0	1	0	6	13	36	13	3	0	0	0	0	0
9:30 PM	75	0	0	0	5	17	35	17	1	0	0	0	0	0
9:45 PM	59	0	0	1	0	19	25	13	1	0	0	0	0	0
10:00 PM	112	0	2	3	12	37	36	15	4	3	0	0	0	0
10:15 PM	110	0	1	4	18	28	41	17	1	0	0	0	0	0
10:30 PM	32	0	0	0	3	10	7	11	0	1	0	0	0	0
10:45 PM	22	0	0	0	1	4	14	2	0	1	0	0	0	0
11:00 PM	18	0	0	0	0	4	6	6	1	0	0	1	0	0
11:15 PM	20	0	0	1	1	6	7	4	0	1	0	0	0	0
11:30 PM	29	0	0	0	0	6	15	8	0	0	0	0	0	0
11:45 PM	25	0	0	1	2	5	13	4	0	0	0	0	0	0

NB

Average (Mean)	33.8 mph
Minimum	10.1 mph
Maximum	69.0 mph

Pace Range

30.5 - 40.5 mph 4145 vehicles (56.8%)

Percentile Speeds

%	mph
10	23.6
15	26.2
50	34.5
85	41.4
90	42.3

Speeds Exceeded

mph	%	Count
25	87.7%	6396
35	49.4%	3603
45	4.1%	296
55	0.2%	13
65	0.0%	1
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	7297	138	237	526	1018	1775	2214	1093	235	48	10	2	1	0
%		1.9	3.2	7.2	14.0	24.3	30.3	15.0	3.2	0.7	0.1	0.0	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	10	0	0	0	1	3	4	2	0	0	0	0	0	0
12:15 AM	15	0	0	0	1	4	4	5	0	1	0	0	0	0
12:30 AM	23	0	0	0	0	3	9	7	0	3	1	0	0	0
12:45 AM	12	0	0	0	1	3	3	2	3	0	0	0	0	0
1:00 AM	14	0	0	0	1	2	8	2	1	0	0	0	0	0
1:15 AM	9	0	0	0	0	2	4	3	0	0	0	0	0	0
1:30 AM	15	0	1	0	0	3	5	3	2	1	0	0	0	0
1:45 AM	11	0	0	0	1	2	4	3	1	0	0	0	0	0
2:00 AM	14	0	0	1	0	7	3	2	1	0	0	0	0	0
2:15 AM	8	1	0	1	1	2	0	2	1	0	0	0	0	0
2:30 AM	15	0	0	0	0	5	9	1	0	0	0	0	0	0
2:45 AM	9	1	1	0	3	1	0	3	0	0	0	0	0	0
3:00 AM	10	0	0	0	0	0	6	3	1	0	0	0	0	0
3:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
3:30 AM	5	0	0	1	0	1	2	0	1	0	0	0	0	0
3:45 AM	6	0	0	0	0	4	2	0	0	0	0	0	0	0
4:00 AM	3	0	0	0	0	1	2	0	0	0	0	0	0	0
4:15 AM	5	0	0	1	0	1	1	1	0	1	0	0	0	0
4:30 AM	13	0	0	2	0	1	5	4	0	1	0	0	0	0
4:45 AM	9	0	0	0	2	1	1	3	1	1	0	0	0	0
5:00 AM	15	0	1	0	0	2	9	2	1	0	0	0	0	0
5:15 AM	18	0	0	0	0	6	8	4	0	0	0	0	0	0
5:30 AM	15	0	0	0	2	2	6	4	1	0	0	0	0	0
5:45 AM	20	0	0	1	0	4	7	4	2	2	0	0	0	0
6:00 AM	31	0	0	0	0	9	14	5	3	0	0	0	0	0
6:15 AM	19	0	0	0	2	5	5	6	1	0	0	0	0	0
6:30 AM	34	0	1	0	1	5	13	12	1	1	0	0	0	0
6:45 AM	60	0	0	0	3	6	27	17	6	1	0	0	0	0
7:00 AM	67	0	2	0	1	13	29	13	7	2	0	0	0	0
7:15 AM	99	0	0	1	2	27	38	18	10	3	0	0	0	0
7:30 AM	104	0	1	1	8	21	46	22	4	1	0	0	0	0
7:45 AM	94	0	1	0	13	38	36	5	1	0	0	0	0	0
8:00 AM	110	0	0	1	12	41	43	7	6	0	0	0	0	0
8:15 AM	138	0	0	6	16	56	37	20	3	0	0	0	0	0
8:30 AM	112	0	4	5	15	32	31	16	9	0	0	0	0	0
8:45 AM	116	1	0	7	13	38	40	11	5	1	0	0	0	0
9:00 AM	123	0	3	3	17	43	37	12	7	1	0	0	0	0
9:15 AM	98	3	1	2	10	17	41	18	5	1	0	0	0	0
9:30 AM	90	0	2	0	9	24	32	17	6	0	0	0	0	0
9:45 AM	102	2	4	6	9	23	30	19	8	1	0	0	0	0
10:00 AM	116	0	1	2	16	31	35	24	6	1	0	0	0	0
10:15 AM	121	3	3	1	2	30	42	28	10	2	0	0	0	0
10:30 AM	130	3	6	3	9	35	52	17	4	1	0	0	0	0
10:45 AM	143	6	5	10	11	36	44	21	9	0	1	0	0	0
11:00 AM	137	2	4	3	19	34	52	16	7	0	0	0	0	0
11:15 AM	159	0	1	7	23	45	47	28	7	0	0	1	0	0
11:30 AM	177	3	4	12	38	49	47	20	4	0	0	0	0	0
11:45 AM	183	3	14	13	27	42	60	18	5	1	0	0	0	0

NB

Average (Mean)	35.3 mph
Minimum	10.2 mph
Maximum	60.1 mph

Pace Range

31.6 - 41.6 mph 1831 vehicles (64.5%)

Percentile Speeds

%	mph
10	27.4
15	29.1
50	35.8
85	41.4
90	43.3

Speeds Exceeded

mph	%	Count
25	93.7%	2660
35	56.7%	1610
45	6.3%	180
55	0.1%	3
65	0.0%	0
75	0.0%	0

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2838	28	60	90	289	761	980	450	150	27	2	1	0	0
%		1.0	2.1	3.2	10.2	26.8	34.5	15.9	5.3	1.0	0.1	0.0	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	188	1	4	5	18	42	64	45	7	2	0	0	0	0
12:15 PM	195	1	2	2	27	60	66	32	5	0	0	0	0	0
12:30 PM	153	3	2	8	21	43	39	29	5	2	1	0	0	0
12:45 PM	159	0	6	12	27	42	47	21	3	1	0	0	0	0
1:00 PM	185	4	2	10	24	60	62	18	4	1	0	0	0	0
1:15 PM	204	4	6	11	36	45	73	24	5	0	0	0	0	0
1:30 PM	182	0	6	9	23	64	54	20	5	1	0	0	0	0
1:45 PM	169	5	10	10	13	39	56	32	4	0	0	0	0	0
2:00 PM	163	0	0	10	13	44	65	18	12	1	0	0	0	0
2:15 PM	168	2	5	7	18	47	53	27	8	1	0	0	0	0
2:30 PM	182	3	4	16	17	45	64	25	8	0	0	0	0	0
2:45 PM	180	1	2	10	33	48	54	26	4	1	0	0	0	1
3:00 PM	199	1	1	5	23	62	59	29	16	3	0	0	0	0
3:15 PM	201	2	3	15	23	57	73	22	5	1	0	0	0	0
3:30 PM	208	2	8	9	23	57	68	34	6	1	0	0	0	0
3:45 PM	207	3	5	9	35	51	49	39	15	1	0	0	0	0
4:00 PM	223	7	9	20	29	58	69	22	6	3	0	0	0	0
4:15 PM	252	8	12	22	32	61	77	32	7	0	0	1	0	0
4:30 PM	231	10	15	24	46	52	56	21	5	2	0	0	0	0
4:45 PM	283	14	20	35	48	94	48	14	7	1	1	0	0	1
5:00 PM	318	13	34	53	68	87	43	14	4	2	0	0	0	0
5:15 PM	296	26	42	80	102	41	3	1	0	0	0	0	0	1
5:30 PM	293	28	42	66	66	45	32	13	1	0	0	0	0	0
5:45 PM	231	14	21	32	36	54	54	17	3	0	0	0	0	0
6:00 PM	237	5	12	27	38	60	66	27	1	1	0	0	0	0
6:15 PM	162	0	1	2	10	53	66	27	1	2	0	0	0	0
6:30 PM	165	0	1	11	15	53	55	22	5	2	1	0	0	0
6:45 PM	135	0	0	5	26	32	51	18	3	0	0	0	0	0
7:00 PM	141	0	0	2	6	39	62	26	5	1	0	0	0	0
7:15 PM	147	0	1	0	12	40	62	25	6	1	0	0	0	0
7:30 PM	110	0	1	1	6	26	44	24	6	2	0	0	0	0
7:45 PM	95	0	1	2	2	25	50	13	0	2	0	0	0	0
8:00 PM	100	0	0	0	5	22	42	28	3	0	0	0	0	0
8:15 PM	82	0	0	2	8	23	33	13	3	0	0	0	0	0
8:30 PM	88	0	2	0	6	31	32	14	2	1	0	0	0	0
8:45 PM	85	0	0	0	7	24	37	14	3	0	0	0	0	0
9:00 PM	103	1	1	2	11	29	43	12	3	1	0	0	0	0
9:15 PM	89	0	0	1	10	33	36	7	2	0	0	0	0	0
9:30 PM	60	0	1	2	3	14	24	13	3	0	0	0	0	0
9:45 PM	37	0	0	0	3	11	12	10	1	0	0	0	0	0
10:00 PM	44	0	1	0	2	5	22	12	1	1	0	0	0	0
10:15 PM	48	0	0	0	1	15	18	13	1	0	0	0	0	0
10:30 PM	33	0	0	0	4	9	13	7	0	0	0	0	0	0
10:45 PM	26	0	1	0	1	7	10	6	1	0	0	0	0	0
11:00 PM	31	0	0	0	1	7	15	5	2	1	0	0	0	0
11:15 PM	32	0	0	0	2	7	14	8	1	0	0	0	0	0
11:30 PM	26	0	0	0	3	7	12	4	0	0	0	0	0	0
11:45 PM	20	0	0	0	2	2	10	4	2	0	0	0	0	0

NB

Average (Mean)	33.3 mph
Minimum	10.1 mph
Maximum	84.6 mph

Pace Range

30.5 - 40.5 mph 4142 vehicles (57.8%)

Percentile Speeds

%	mph
10	23.0
15	25.5
50	34.5
85	40.5
90	41.4

Speeds Exceeded

mph	%	Count
25	86.3%	6187
35	46.5%	3330
45	3.4%	246
55	0.1%	7
65	0.0%	3
75	0.0%	2

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

2nd Ave South of Manchester Expy

Site: #18
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	7166	158	284	537	985	1872	2157	927	200	39	3	1	0	3
%		2.2	4.0	7.5	13.7	26.1	30.1	12.9	2.8	0.5	0.0	0.0	0.0	0.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	67	0	0	0	0	0	0	0	0	0	2	6	23	36
12:15 AM	43	0	0	0	0	0	0	0	0	0	5	5	12	21
12:30 AM	40	0	0	0	0	0	0	0	0	0	3	8	13	16
12:45 AM	37	0	0	0	0	0	1	0	1	0	1	8	9	17
1:00 AM	46	0	0	0	0	0	0	0	0	1	2	11	8	24
1:15 AM	27	0	0	0	0	0	0	0	0	0	0	4	7	16
1:30 AM	21	0	0	0	0	0	0	0	0	0	1	8	8	4
1:45 AM	17	0	0	0	0	0	0	0	0	0	2	2	4	9
2:00 AM	19	0	0	0	0	0	0	0	0	0	0	3	5	11
2:15 AM	20	0	0	0	0	0	0	0	0	0	0	7	2	11
2:30 AM	46	0	0	0	0	0	0	0	0	1	1	4	9	31
2:45 AM	43	0	0	0	0	0	0	0	0	0	2	6	18	17
3:00 AM	44	0	0	0	0	0	1	0	1	0	2	3	12	25
3:15 AM	32	0	0	0	0	0	0	0	0	0	0	6	8	18
3:30 AM	30	0	0	0	0	0	0	0	0	1	0	4	7	18
3:45 AM	38	0	0	0	0	0	0	0	0	2	4	6	11	15
4:00 AM	45	0	0	0	0	0	0	0	0	0	7	4	16	18
4:15 AM	54	0	0	0	0	0	0	1	0	0	1	11	16	25
4:30 AM	80	0	0	0	0	0	0	0	0	0	5	5	11	59
4:45 AM	102	0	0	0	0	0	0	0	0	0	4	12	28	58
5:00 AM	176	0	0	0	0	0	0	0	0	1	1	9	35	130
5:15 AM	211	1	0	0	0	0	0	0	1	0	1	16	26	166
5:30 AM	261	0	1	0	0	0	0	0	0	0	0	10	37	213
5:45 AM	280	1	2	1	0	0	1	0	0	0	4	12	25	234
6:00 AM	275	1	0	0	0	0	0	0	0	0	3	16	44	211
6:15 AM	283	1	0	0	0	0	0	0	0	0	0	16	42	224
6:30 AM	381	5	1	0	0	0	0	0	0	2	1	12	79	281
6:45 AM	485	1	1	0	0	0	0	0	1	2	4	27	86	363
7:00 AM	543	7	4	0	0	0	1	1	3	3	9	40	98	377
7:15 AM	735	17	2	1	1	1	3	1	3	5	22	76	159	444
7:30 AM	805	25	17	1	3	3	6	7	6	8	21	79	181	448
7:45 AM	795	10	3	4	0	0	1	5	4	7	15	86	185	475
8:00 AM	658	5	5	2	0	0	0	1	2	1	11	60	130	441
8:15 AM	629	14	2	1	0	1	2	4	10	0	9	59	156	371
8:30 AM	613	10	2	0	1	0	2	0	1	3	18	66	121	389
8:45 AM	556	4	2	0	1	1	0	1	1	1	11	72	103	359
9:00 AM	382	6	2	2	0	0	1	0	1	0	9	46	82	233
9:15 AM	438	2	1	3	0	1	0	1	1	2	7	44	126	250
9:30 AM	391	3	0	1	0	1	1	0	1	2	9	42	101	230
9:45 AM	372	0	0	0	0	0	0	0	0	1	3	50	97	221
10:00 AM	319	0	1	0	0	0	0	1	2	2	10	28	82	193
10:15 AM	344	0	0	1	0	0	0	0	0	0	14	53	93	183
10:30 AM	366	2	0	0	0	0	0	0	2	1	12	51	92	206
10:45 AM	357	3	2	0	1	0	0	1	1	1	8	46	106	188
11:00 AM	303	1	1	0	0	0	0	1	2	0	8	36	93	161
11:15 AM	378	0	0	0	0	0	1	1	0	1	15	54	104	202
11:30 AM	355	2	1	0	0	1	1	0	1	4	10	57	106	172
11:45 AM	321	1	0	0	0	0	0	0	0	1	6	43	92	178

SB

Average (Mean)	70.9 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

69.3 - 79.3 mph 7998 vehicles (62.2%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	72.7
85	78.4
90	78.4

Speeds Exceeded

mph	%	Count
25	98.5%	12674
35	98.4%	12658
45	98.0%	12610
55	97.3%	12512
65	84.7%	10900
75	28.2%	3623

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	12863	122	50	17	7	9	22	26	45	53	283	1329	2908	7992
%		0.9	0.4	0.1	0.1	0.1	0.2	0.2	0.3	0.4	2.2	10.3	22.6	62.1

SB

TRAFFIC DATA SERVICES
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Site: #19
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	319	3	0	0	1	0	0	0	0	6	13	47	92	157
12:15 PM	363	3	0	1	0	0	1	0	1	2	9	51	101	194
12:30 PM	384	0	1	1	0	0	1	1	1	0	11	43	101	224
12:45 PM	380	2	0	0	0	0	0	0	0	1	11	38	109	219
1:00 PM	350	1	0	0	0	0	0	0	2	1	3	38	104	201
1:15 PM	355	2	2	0	0	0	1	0	1	3	14	40	108	184
1:30 PM	343	1	1	0	0	0	2	1	2	0	4	29	98	205
1:45 PM	360	1	0	0	0	0	0	0	1	1	12	52	100	193
2:00 PM	386	1	1	1	0	1	1	2	1	5	27	74	131	141
2:15 PM	348	0	0	0	0	0	0	0	1	0	13	72	99	163
2:30 PM	363	1	0	0	0	0	0	0	0	1	11	62	128	160
2:45 PM	418	0	1	0	0	0	1	2	0	4	36	86	114	174
3:00 PM	413	0	2	0	1	0	0	0	0	3	17	98	122	170
3:15 PM	435	1	1	0	0	0	0	3	2	1	13	79	128	207
3:30 PM	445	2	1	1	0	0	0	1	2	5	20	81	114	218
3:45 PM	407	5	0	1	0	0	0	1	3	3	7	53	107	227
4:00 PM	408	1	0	0	0	0	0	0	0	2	9	47	113	236
4:15 PM	442	1	1	0	0	0	0	0	2	2	24	54	118	240
4:30 PM	439	5	3	1	0	0	3	2	0	0	9	68	129	219
4:45 PM	395	1	1	1	0	0	0	1	1	4	8	33	112	233
5:00 PM	475	2	1	0	0	0	1	0	3	1	5	40	135	287
5:15 PM	465	1	1	0	0	0	0	1	2	0	4	66	138	252
5:30 PM	532	3	1	0	0	0	0	2	1	3	17	87	170	248
5:45 PM	455	4	0	0	1	1	1	1	0	3	32	95	144	173
6:00 PM	432	1	0	0	0	0	0	0	2	5	48	140	117	119
6:15 PM	394	1	2	0	0	0	2	0	0	2	22	94	126	145
6:30 PM	334	1	1	0	0	0	0	1	1	1	14	61	118	136
6:45 PM	323	1	2	0	0	0	0	2	4	13	32	73	83	113
7:00 PM	255	0	0	0	0	0	0	1	0	0	6	38	67	143
7:15 PM	226	2	1	0	0	0	1	2	0	0	6	36	64	114
7:30 PM	246	0	0	0	0	0	0	0	0	1	3	41	59	142
7:45 PM	191	0	0	0	0	0	0	0	1	0	8	21	47	114
8:00 PM	205	0	0	0	0	0	0	0	0	0	4	30	73	98
8:15 PM	191	0	0	0	0	0	0	2	0	0	11	25	53	100
8:30 PM	164	0	0	0	0	0	0	0	1	4	8	20	47	84
8:45 PM	186	1	1	1	0	0	0	0	0	1	3	22	55	102
9:00 PM	177	0	0	0	0	0	0	0	0	0	5	29	54	89
9:15 PM	164	0	0	0	0	0	0	0	1	0	2	25	47	89
9:30 PM	127	0	0	0	0	0	0	0	1	0	3	13	28	82
9:45 PM	135	0	0	0	0	0	0	0	0	1	7	24	30	73
10:00 PM	119	0	0	0	0	0	0	0	0	0	3	16	29	71
10:15 PM	110	0	0	0	0	0	0	0	1	1	5	16	34	53
10:30 PM	87	0	1	0	1	0	1	0	0	2	8	16	17	41
10:45 PM	84	0	0	0	0	0	0	0	0	0	4	13	26	41
11:00 PM	75	0	0	0	0	0	0	0	0	0	5	7	18	45
11:15 PM	109	0	0	0	0	0	0	0	0	0	7	17	34	51
11:30 PM	92	0	0	0	0	0	0	0	0	0	8	13	21	50
11:45 PM	70	0	0	0	0	0	0	0	0	1	1	14	14	40

SB

Average (Mean)	69.7 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 9480 vehicles (66.9%)

Percentile Speeds

%	mph
10	62.1
15	63.4
50	69.3
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.4%	14094
35	99.4%	14088
45	99.1%	14046
55	98.2%	13925
65	78.6%	11136
75	17.7%	2504

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	14176	48	26	8	4	2	16	26	38	83	552	2237	4076	7060
%		0.3	0.2	0.1	0.0	0.0	0.1	0.2	0.3	0.6	3.9	15.8	28.8	49.8

SB

TRAFFIC DATA SERVICES
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Site: #19
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	71	0	0	0	0	0	0	0	0	3	6	10	18	34
12:15 AM	36	0	0	0	0	0	0	0	0	1	0	4	10	21
12:30 AM	43	0	0	0	0	0	0	0	0	1	4	8	5	25
12:45 AM	27	0	0	0	0	0	0	0	0	0	1	3	10	13
1:00 AM	22	0	0	0	0	0	0	0	0	0	0	0	6	16
1:15 AM	26	0	0	0	0	0	0	0	0	1	1	3	6	15
1:30 AM	18	0	0	0	0	0	0	0	1	0	2	3	4	8
1:45 AM	22	0	0	0	0	0	0	0	0	0	1	6	2	13
2:00 AM	23	0	0	0	0	0	0	0	0	1	4	3	6	9
2:15 AM	21	0	0	0	0	0	0	0	0	1	0	5	5	10
2:30 AM	12	0	0	0	0	0	0	0	0	0	0	5	2	5
2:45 AM	50	0	0	0	0	0	0	0	0	0	3	6	11	30
3:00 AM	53	0	0	0	0	0	0	0	0	0	1	10	15	27
3:15 AM	34	0	0	0	0	0	0	1	0	2	0	4	10	17
3:30 AM	43	0	0	0	0	0	0	0	0	0	1	9	7	26
3:45 AM	39	0	0	0	0	0	0	0	0	2	3	6	9	19
4:00 AM	50	0	0	0	0	0	0	0	0	1	2	11	9	27
4:15 AM	40	0	0	0	0	0	0	0	0	0	1	3	9	27
4:30 AM	111	0	0	0	0	0	0	0	0	0	6	14	22	69
4:45 AM	105	0	0	0	0	0	0	0	0	1	0	6	19	79
5:00 AM	159	1	0	1	0	0	0	0	0	1	1	10	26	119
5:15 AM	195	0	0	0	0	0	0	0	0	1	4	7	26	157
5:30 AM	256	0	0	0	0	0	0	1	0	2	2	19	32	200
5:45 AM	258	1	0	0	0	0	0	0	0	1	6	10	42	198
6:00 AM	282	0	0	0	0	1	0	0	0	3	2	19	53	204
6:15 AM	293	1	0	0	0	0	0	0	0	2	4	12	51	223
6:30 AM	386	2	3	0	1	0	0	0	4	0	0	22	72	282
6:45 AM	516	4	2	1	1	0	0	1	4	1	5	33	101	363
7:00 AM	591	3	4	2	1	1	1	1	3	1	4	46	139	385
7:15 AM	692	20	12	3	2	0	5	3	5	2	6	42	135	457
7:30 AM	841	19	10	5	3	1	2	5	7	4	9	77	186	513
7:45 AM	745	15	8	2	1	1	4	5	7	4	7	75	154	462
8:00 AM	678	9	5	3	1	0	2	3	4	6	5	80	134	426
8:15 AM	667	5	4	1	1	1	0	3	3	1	11	47	128	462
8:30 AM	589	7	1	5	1	2	1	0	3	1	10	52	99	407
8:45 AM	528	9	4	0	0	2	2	0	1	1	7	43	100	359
9:00 AM	502	7	1	1	0	1	0	1	1	0	3	54	100	333
9:15 AM	477	6	1	1	2	0	0	1	0	3	10	33	85	335
9:30 AM	391	1	0	0	0	0	0	0	2	1	8	33	81	265
9:45 AM	388	3	1	0	0	0	0	1	0	2	18	39	75	249
10:00 AM	304	1	0	1	0	0	0	0	1	1	3	22	69	206
10:15 AM	320	0	1	1	0	0	0	0	1	0	4	22	70	221
10:30 AM	377	1	0	0	0	0	0	0	0	1	3	12	75	285
10:45 AM	385	4	2	0	1	1	0	0	0	1	2	37	93	244
11:00 AM	334	0	0	1	0	0	0	0	2	1	4	20	70	236
11:15 AM	348	1	1	0	0	0	0	0	0	0	5	36	78	227
11:30 AM	358	3	1	0	0	0	0	1	2	1	6	40	95	209
11:45 AM	356	1	2	0	0	0	0	1	2	4	7	46	73	220

SB

Average (Mean)	71.6 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

69.3 - 79.3 mph 8143 vehicles (62.3%)

Percentile Speeds

%	mph
10	64.8
15	66.2
50	72.7
85	78.4
90	80.5

Speeds Exceeded

mph	%	Count
25	98.4%	12847
35	98.2%	12821
45	97.8%	12776
55	96.9%	12663
65	87.0%	11364
75	32.9%	4303

TRAFFIC DATA SERVICES
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I-185 South of US 80/J R Allen Pkwy

Site: #19
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	13062	124	63	28	15	11	17	28	53	60	192	1107	2627	8737
%		0.9	0.5	0.2	0.1	0.1	0.1	0.2	0.4	0.5	1.5	8.5	20.1	66.9

SB

TRAFFIC DATA SERVICES
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Site: #19
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	380	2	0	0	0	0	0	2	0	3	6	45	95	227
12:15 PM	368	4	1	1	0	0	1	1	2	1	4	45	91	217
12:30 PM	367	4	2	1	0	1	0	2	3	3	4	45	107	195
12:45 PM	370	2	1	0	0	0	0	0	1	1	5	41	87	232
1:00 PM	414	2	0	0	0	0	0	2	0	2	10	51	98	249
1:15 PM	393	3	1	2	1	0	0	0	0	0	10	28	116	232
1:30 PM	399	2	1	0	0	0	0	0	0	0	14	68	97	217
1:45 PM	347	3	1	0	0	0	0	2	1	1	4	59	77	199
2:00 PM	388	5	0	1	0	0	0	1	0	0	6	45	83	247
2:15 PM	361	1	1	2	0	0	0	0	0	1	7	45	88	216
2:30 PM	412	2	0	1	0	1	1	0	1	2	9	54	100	241
2:45 PM	394	2	0	1	0	0	1	0	1	5	5	36	79	264
3:00 PM	412	1	0	0	1	0	0	0	1	2	7	45	100	255
3:15 PM	438	2	0	1	0	0	1	0	1	2	7	37	112	275
3:30 PM	497	2	3	2	0	0	2	0	0	7	18	58	106	299
3:45 PM	434	4	2	0	0	1	2	0	3	1	7	47	94	273
4:00 PM	460	3	0	0	0	0	0	0	3	1	9	41	114	289
4:15 PM	463	5	1	2	0	0	1	1	5	3	11	53	98	283
4:30 PM	435	3	1	0	0	0	0	0	1	1	4	34	91	300
4:45 PM	484	6	2	0	2	0	2	1	2	1	3	63	123	279
5:00 PM	494	1	0	1	1	1	0	0	3	1	5	41	116	324
5:15 PM	514	1	3	0	1	0	0	1	3	3	15	75	112	300
5:30 PM	548	6	4	3	0	0	1	0	4	0	4	53	150	323
5:45 PM	496	5	1	1	0	0	1	0	1	2	11	59	135	280
6:00 PM	484	4	0	0	0	0	0	0	0	2	11	99	127	241
6:15 PM	438	2	1	0	0	0	0	0	0	0	9	76	132	218
6:30 PM	373	1	0	0	0	0	0	0	1	1	14	60	91	205
6:45 PM	352	1	1	0	0	0	0	0	0	1	8	54	102	185
7:00 PM	372	1	0	0	0	0	0	0	1	1	14	60	96	199
7:15 PM	292	1	0	0	0	0	1	1	2	0	10	37	74	166
7:30 PM	286	0	0	0	0	0	0	0	1	1	2	37	82	163
7:45 PM	242	0	0	0	0	0	0	0	1	0	3	35	66	137
8:00 PM	260	0	0	0	0	0	0	0	1	2	3	23	71	160
8:15 PM	245	0	1	0	0	1	0	0	0	1	8	25	60	149
8:30 PM	211	0	0	0	0	0	0	0	0	0	6	26	44	135
8:45 PM	192	1	0	0	0	0	0	0	1	1	6	22	36	125
9:00 PM	196	1	0	0	0	0	0	0	0	0	13	36	47	99
9:15 PM	205	0	0	0	0	0	0	0	0	3	8	22	52	120
9:30 PM	175	0	0	0	0	0	0	1	0	0	1	26	45	102
9:45 PM	132	0	0	0	0	0	0	0	0	0	3	11	41	77
10:00 PM	162	0	0	0	0	0	0	1	0	0	3	26	39	93
10:15 PM	132	1	0	0	0	0	0	0	0	0	12	28	36	55
10:30 PM	103	0	0	0	0	0	0	0	1	2	12	19	20	49
10:45 PM	104	0	1	0	0	0	0	1	0	0	1	16	28	57
11:00 PM	113	0	0	0	0	0	0	0	0	1	4	11	24	73
11:15 PM	118	0	0	0	0	0	0	0	0	1	4	7	31	75
11:30 PM	100	1	0	0	0	0	0	0	0	0	5	11	22	61
11:45 PM	75	0	0	0	0	0	0	0	0	0	3	14	21	37

SB

Average (Mean)	70.9 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 9926 vehicles (63.5%)

Percentile Speeds

%	mph
10	63.4
15	64.8
50	70.9
85	78.4
90	78.4

Speeds Exceeded

mph	%	Count
25	99.1%	15497
35	99.1%	15486
45	98.9%	15455
55	98.2%	15350
65	83.5%	13053
75	25.4%	3963

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #19
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	15630	85	29	19	6	5	14	17	45	60	348	1949	3856	9197
%		0.5	0.2	0.1	0.0	0.0	0.1	0.1	0.3	0.4	2.2	12.5	24.7	58.8

SB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	33	0	0	0	0	0	0	0	0	0	1	11	11	10
12:15 AM	24	0	0	0	0	0	0	0	0	1	1	5	4	13
12:30 AM	26	0	0	0	0	0	0	0	0	0	1	4	9	12
12:45 AM	23	0	0	0	0	0	0	0	0	1	2	6	4	10
1:00 AM	18	0	0	0	0	0	0	0	0	0	3	3	5	7
1:15 AM	33	0	0	0	0	0	0	0	1	2	2	10	8	10
1:30 AM	14	0	0	0	0	0	0	0	0	0	0	4	5	5
1:45 AM	15	0	0	0	0	0	0	0	0	0	0	7	3	5
2:00 AM	14	0	0	0	0	0	0	0	0	0	2	3	2	7
2:15 AM	19	0	0	0	0	0	0	0	0	1	0	5	5	8
2:30 AM	17	0	0	0	0	0	0	0	0	0	1	2	9	5
2:45 AM	24	0	0	0	0	0	0	0	0	0	1	9	6	8
3:00 AM	15	0	0	0	0	0	0	0	0	0	2	4	3	6
3:15 AM	26	0	1	0	0	0	0	1	1	2	2	6	7	6
3:30 AM	28	0	0	0	0	0	0	0	1	1	3	8	8	7
3:45 AM	29	0	0	0	0	0	0	0	0	0	4	5	11	9
4:00 AM	41	0	0	0	0	0	0	0	0	1	1	10	10	19
4:15 AM	40	0	0	0	0	0	0	0	0	1	0	5	14	20
4:30 AM	42	0	0	0	0	0	0	0	0	1	0	6	14	21
4:45 AM	64	0	0	0	0	0	0	0	0	0	1	10	15	38
5:00 AM	87	0	0	0	0	0	0	0	0	1	4	14	15	53
5:15 AM	99	0	0	0	0	0	0	0	0	4	4	12	18	61
5:30 AM	125	0	0	0	0	0	0	0	0	2	3	9	25	86
5:45 AM	136	0	0	0	0	0	0	0	0	3	4	11	29	89
6:00 AM	146	0	0	0	0	0	0	0	0	1	4	18	31	92
6:15 AM	154	0	0	0	0	0	0	0	0	0	8	13	40	93
6:30 AM	205	1	1	1	0	0	0	2	0	1	4	19	42	134
6:45 AM	300	2	0	0	0	0	0	1	1	6	3	29	61	197
7:00 AM	278	1	0	0	0	0	0	0	0	4	12	38	65	158
7:15 AM	335	0	1	0	0	0	1	3	0	0	12	50	70	198
7:30 AM	422	3	0	0	0	0	0	1	1	9	21	59	104	224
7:45 AM	479	3	1	0	1	0	0	0	2	4	21	59	98	290
8:00 AM	404	4	0	0	0	0	0	0	0	4	31	43	97	225
8:15 AM	369	2	1	0	1	0	0	1	3	4	14	54	86	203
8:30 AM	355	1	0	1	0	0	0	1	2	4	25	50	74	197
8:45 AM	365	2	1	0	0	0	0	0	1	5	14	37	84	221
9:00 AM	279	2	1	1	1	0	0	2	0	1	6	36	65	164
9:15 AM	239	0	0	0	0	0	0	0	0	2	10	33	68	126
9:30 AM	307	2	1	0	0	0	1	0	0	2	11	48	74	168
9:45 AM	299	0	0	0	0	0	0	1	0	2	11	27	82	176
10:00 AM	328	0	0	0	0	0	1	0	2	1	9	45	79	191
10:15 AM	309	0	0	0	1	0	0	1	0	2	22	46	77	160
10:30 AM	300	2	0	1	0	0	0	1	3	1	8	42	65	177
10:45 AM	311	1	0	0	1	1	1	1	1	2	8	47	79	169
11:00 AM	339	2	2	0	0	0	0	0	2	1	4	48	91	189
11:15 AM	328	1	0	0	0	0	0	0	1	2	26	52	79	167
11:30 AM	362	0	1	0	0	1	0	1	1	3	18	52	89	196
11:45 AM	374	0	0	0	0	0	1	1	3	1	20	47	90	211

NB

Average (Mean)	70.8 mph
Minimum	10.3 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 5005 vehicles (58.3%)

Percentile Speeds

%	mph
10	62.1
15	64.8
50	70.9
85	78.4
90	80.5

Speeds Exceeded

mph	%	Count
25	99.5%	8535
35	99.4%	8528
45	99.1%	8505
55	97.9%	8396
65	80.1%	6871
75	26.9%	2309

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	8579	29	11	4	5	2	5	18	26	83	364	1161	2030	4841
%		0.3	0.1	0.0	0.1	0.0	0.1	0.2	0.3	1.0	4.2	13.5	23.7	56.4

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	381	3	0	0	0	0	0	2	0	3	13	71	87	202
12:15 PM	390	1	0	0	1	0	0	0	1	0	14	59	113	201
12:30 PM	372	0	2	0	0	0	0	0	2	0	12	44	105	207
12:45 PM	403	6	1	0	0	0	0	0	0	2	18	84	104	188
1:00 PM	392	2	2	1	0	0	1	0	0	5	11	62	112	196
1:15 PM	417	4	1	0	1	0	2	1	3	7	14	60	74	250
1:30 PM	425	2	2	0	0	1	1	0	3	7	16	79	101	213
1:45 PM	431	1	0	0	0	0	1	0	1	4	25	105	89	205
2:00 PM	428	3	1	0	0	0	1	1	1	4	33	92	90	202
2:15 PM	426	3	2	0	0	0	0	1	0	1	17	78	102	222
2:30 PM	456	4	1	0	0	0	0	0	1	3	37	87	109	214
2:45 PM	519	9	2	1	2	1	3	0	4	7	37	115	123	215
3:00 PM	453	30	25	14	17	6	16	25	38	20	44	54	60	104
3:15 PM	526	17	16	19	25	7	11	5	19	26	55	87	85	154
3:30 PM	541	6	4	0	1	2	0	4	14	16	75	96	113	210
3:45 PM	599	11	6	1	1	1	7	23	44	16	61	86	106	236
4:00 PM	631	9	6	3	1	0	0	1	2	15	26	114	144	310
4:15 PM	641	17	7	2	3	1	2	1	5	8	39	86	147	323
4:30 PM	666	13	7	3	2	0	9	37	30	39	87	96	97	246
4:45 PM	714	17	4	6	4	3	10	10	28	35	53	113	111	320
5:00 PM	692	10	5	3	3	3	2	6	16	28	95	110	112	299
5:15 PM	733	18	5	4	3	0	4	3	12	22	50	88	138	386
5:30 PM	618	7	5	0	0	1	0	1	3	11	62	96	131	301
5:45 PM	585	11	0	3	2	1	2	9	18	30	71	88	100	250
6:00 PM	543	4	4	7	21	7	13	10	49	61	113	83	72	99
6:15 PM	463	3	2	2	5	6	2	10	8	20	55	96	101	153
6:30 PM	433	4	1	0	2	0	0	1	4	14	33	81	98	195
6:45 PM	385	1	1	0	0	0	1	0	6	7	30	94	92	153
7:00 PM	353	1	2	0	0	0	1	0	2	7	13	47	91	189
7:15 PM	365	3	0	0	0	1	0	1	3	8	19	65	111	154
7:30 PM	284	1	3	0	0	0	1	1	0	1	12	44	98	123
7:45 PM	297	1	0	0	1	0	0	0	0	2	8	53	74	158
8:00 PM	293	0	0	1	0	0	0	0	1	1	14	49	65	162
8:15 PM	276	1	1	0	0	0	1	0	1	2	14	46	69	141
8:30 PM	240	0	0	0	0	0	1	1	1	5	17	41	60	114
8:45 PM	261	0	1	0	0	0	0	1	0	8	14	50	68	119
9:00 PM	192	0	1	0	0	0	0	0	0	2	5	27	51	106
9:15 PM	194	0	0	0	0	0	0	0	0	3	13	40	35	103
9:30 PM	146	0	0	0	0	0	0	0	0	0	1	23	37	85
9:45 PM	149	0	0	0	0	0	0	0	0	0	6	36	29	78
10:00 PM	114	0	0	0	0	0	0	0	0	1	12	18	38	45
10:15 PM	89	0	0	0	0	0	0	0	0	1	2	22	25	39
10:30 PM	88	0	0	0	0	0	0	0	0	4	5	9	17	53
10:45 PM	84	0	0	0	0	0	0	0	0	0	3	18	19	44
11:00 PM	68	0	0	0	0	0	0	0	0	0	5	17	13	33
11:15 PM	52	0	0	0	0	0	0	0	1	1	2	11	11	26
11:30 PM	50	0	0	0	0	0	0	0	0	2	5	6	10	27
11:45 PM	47	0	0	0	0	0	0	0	0	0	3	5	15	24

NB

Average (Mean)	67.2 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 9221 vehicles (51.5%)

Percentile Speeds

%	mph
10	56.2
15	59.6
50	69.3
85	76.4
90	78.4

Speeds Exceeded

mph	%	Count
25	97.7%	17492
35	96.9%	17356
45	95.6%	17109
55	91.2%	16329
65	66.6%	11929
75	20.9%	3751

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	17905	223	120	70	95	41	92	155	321	459	1369	3031	3852	8077
%		1.2	0.7	0.4	0.5	0.2	0.5	0.9	1.8	2.6	7.6	16.9	21.5	45.1

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	41	0	0	0	0	0	0	0	0	1	1	9	12	18
12:15 AM	29	0	0	0	0	0	0	0	0	2	1	8	9	9
12:30 AM	31	0	0	0	0	0	0	0	0	0	0	6	10	15
12:45 AM	22	0	0	0	0	0	0	0	0	0	1	5	6	10
1:00 AM	22	0	0	0	0	0	0	0	0	0	1	3	8	10
1:15 AM	21	0	0	0	0	0	0	0	0	2	2	1	7	9
1:30 AM	22	0	0	0	0	0	0	0	0	1	2	2	3	14
1:45 AM	21	0	0	0	0	0	0	0	1	0	1	5	5	9
2:00 AM	13	0	0	0	0	0	0	0	1	0	1	4	3	4
2:15 AM	23	0	0	0	0	0	0	0	0	1	0	2	8	12
2:30 AM	23	0	0	0	0	0	0	0	0	0	1	3	10	9
2:45 AM	20	0	0	0	0	0	0	0	0	0	2	6	6	6
3:00 AM	20	0	0	0	0	0	0	0	0	0	2	1	9	8
3:15 AM	29	0	0	0	0	0	0	0	1	2	4	4	5	13
3:30 AM	38	0	0	0	0	0	0	0	0	1	2	9	13	13
3:45 AM	28	0	0	0	0	0	0	0	0	0	3	6	7	12
4:00 AM	44	0	0	0	0	0	0	0	0	0	2	8	10	24
4:15 AM	40	0	0	0	0	0	0	0	0	2	3	7	4	24
4:30 AM	61	0	0	0	0	0	0	0	0	0	3	10	13	35
4:45 AM	57	0	0	0	0	0	0	0	0	1	3	4	13	36
5:00 AM	75	0	0	0	0	0	0	1	1	4	1	6	10	52
5:15 AM	103	0	0	0	0	0	0	0	0	1	6	6	21	69
5:30 AM	121	0	0	0	0	0	0	0	0	0	0	15	19	87
5:45 AM	141	0	0	0	0	0	0	0	0	0	2	13	22	104
6:00 AM	135	0	0	0	0	0	0	0	0	1	4	11	39	80
6:15 AM	154	1	1	1	0	1	1	0	1	4	8	17	25	94
6:30 AM	187	1	0	0	0	0	0	0	2	2	4	19	40	119
6:45 AM	291	0	0	0	0	0	0	0	0	5	19	26	69	172
7:00 AM	248	0	0	0	0	0	0	0	1	0	9	26	64	148
7:15 AM	349	3	0	1	0	0	0	1	1	1	10	58	68	206
7:30 AM	402	5	5	0	0	0	0	1	11	9	19	60	84	208
7:45 AM	494	3	0	2	0	1	2	0	2	6	28	91	110	249
8:00 AM	372	3	0	1	2	0	0	1	3	6	8	47	78	223
8:15 AM	332	1	2	0	0	0	0	1	0	11	20	38	75	184
8:30 AM	320	3	0	0	0	1	2	0	5	1	10	49	76	173
8:45 AM	367	3	5	0	0	0	1	1	0	3	5	43	74	232
9:00 AM	280	2	0	0	0	0	0	2	0	0	10	30	60	176
9:15 AM	324	1	1	0	0	0	0	0	0	0	7	48	70	197
9:30 AM	310	5	0	0	0	1	0	0	0	5	14	43	71	171
9:45 AM	297	1	1	0	0	0	1	0	3	3	13	48	80	147
10:00 AM	341	3	1	0	0	0	0	0	1	2	10	60	60	204
10:15 AM	306	3	0	0	1	1	0	0	1	1	10	37	80	172
10:30 AM	352	1	0	0	1	0	0	0	0	4	10	38	79	219
10:45 AM	376	5	4	0	1	1	1	0	3	2	10	62	88	199
11:00 AM	344	3	3	0	0	0	0	0	1	4	7	65	80	181
11:15 AM	408	1	0	0	1	0	0	0	2	1	21	57	110	215
11:30 AM	409	3	1	0	0	0	1	1	2	3	18	37	110	233
11:45 AM	429	4	0	0	0	0	0	1	1	5	13	62	91	252

NB

Average (Mean)	70.6 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 5111 vehicles (57.6%)

Percentile Speeds

%	mph
10	62.1
15	64.8
50	70.9
85	78.4
90	80.5

Speeds Exceeded

mph	%	Count
25	99.1%	8788
35	98.9%	8776
45	98.7%	8757
55	97.1%	8616
65	79.7%	7070
75	27.4%	2433

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	8872	55	24	5	6	6	9	10	44	97	331	1215	2014	5056
%		0.6	0.3	0.1	0.1	0.1	0.1	0.1	0.5	1.1	3.7	13.7	22.7	57.0

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/30/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	428	5	2	1	0	1	1	0	1	2	15	57	119	224
12:15 PM	427	4	2	0	0	0	1	2	3	5	20	64	95	231
12:30 PM	439	4	0	0	0	0	1	0	2	10	10	64	100	248
12:45 PM	456	3	1	2	0	0	1	0	3	1	20	64	92	269
1:00 PM	396	5	0	0	0	0	1	1	1	0	17	41	88	242
1:15 PM	419	6	1	1	1	1	0	1	5	2	15	72	97	217
1:30 PM	417	7	2	0	1	1	1	0	4	4	14	56	80	247
1:45 PM	451	2	1	0	1	0	0	0	1	0	11	67	94	274
2:00 PM	449	2	3	0	0	0	1	0	1	0	6	68	115	253
2:15 PM	447	2	1	0	0	0	4	4	2	4	5	58	86	281
2:30 PM	502	8	0	0	1	1	0	1	8	9	25	64	105	280
2:45 PM	517	8	1	0	0	1	1	0	1	7	35	79	111	273
3:00 PM	539	6	0	1	0	0	1	0	1	10	29	94	114	283
3:15 PM	579	11	4	1	2	1	4	3	6	5	20	84	118	320
3:30 PM	564	11	2	0	0	0	2	3	4	3	18	61	131	329
3:45 PM	621	16	4	2	0	2	1	0	1	3	35	100	124	333
4:00 PM	615	19	5	1	1	3	2	2	3	6	36	92	108	337
4:15 PM	703	16	6	2	0	1	3	1	4	9	34	89	151	387
4:30 PM	705	19	5	1	4	0	1	5	8	21	63	116	122	340
4:45 PM	731	14	6	2	0	3	17	23	25	35	69	102	106	329
5:00 PM	669	17	8	3	10	3	6	7	15	20	41	85	109	345
5:15 PM	710	37	14	24	44	32	44	60	50	36	37	62	74	196
5:30 PM	709	20	6	1	3	1	5	4	17	13	65	97	120	357
5:45 PM	622	13	4	2	3	1	2	6	14	11	27	114	105	320
6:00 PM	585	8	5	0	0	0	1	1	6	11	44	85	133	291
6:15 PM	589	8	6	2	0	1	1	3	12	12	66	108	133	237
6:30 PM	501	3	0	1	0	0	0	2	4	3	48	93	118	229
6:45 PM	442	5	1	1	0	0	0	2	2	8	35	73	99	216
7:00 PM	426	3	2	0	0	1	0	2	1	4	19	97	97	200
7:15 PM	447	2	1	0	0	1	0	0	2	5	28	91	112	205
7:30 PM	359	2	1	0	0	1	0	1	2	0	15	35	100	202
7:45 PM	330	0	0	0	2	0	0	1	0	2	11	45	79	190
8:00 PM	318	3	2	0	0	0	0	2	3	2	10	60	56	180
8:15 PM	301	1	1	1	0	2	0	4	3	4	10	48	64	163
8:30 PM	272	0	0	0	0	0	0	0	0	2	9	39	78	144
8:45 PM	272	0	0	0	0	0	0	0	0	0	12	42	67	151
9:00 PM	251	2	0	0	0	0	0	0	1	3	22	32	57	134
9:15 PM	226	0	0	0	0	0	0	0	0	3	17	30	52	124
9:30 PM	195	0	0	0	0	0	0	0	0	2	5	23	52	113
9:45 PM	144	0	0	0	0	0	0	0	2	0	6	14	33	89
10:00 PM	128	0	0	0	0	0	0	0	2	2	3	30	36	55
10:15 PM	117	0	0	0	0	0	0	1	0	2	10	23	33	48
10:30 PM	121	1	0	0	0	0	0	0	1	2	5	17	35	60
10:45 PM	100	0	0	0	0	0	0	0	1	2	6	12	36	43
11:00 PM	68	0	0	0	0	0	0	0	1	0	7	15	13	32
11:15 PM	71	0	0	0	0	0	0	0	0	1	10	11	16	33
11:30 PM	71	0	0	0	0	0	0	0	0	0	4	7	20	40
11:45 PM	51	0	0	0	0	0	0	0	0	1	4	11	12	23

NB

Average (Mean)	68.6 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

64.8 - 74.8 mph 10290 vehicles (52.8%)

Percentile Speeds

%	mph
10	58.4
15	62.1
50	70.9
85	78.4
90	80.5

Speeds Exceeded

mph	%	Count
25	97.7%	19061
35	97.1%	18930
45	95.8%	18686
55	93.2%	18176
65	72.9%	14212
75	25.4%	4957

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

I-185 South of US 80/J R Allen Pkwy

Site: #20
1/29/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	19500	293	97	49	73	58	102	142	223	287	1073	2891	4095	10117
%		1.5	0.5	0.3	0.4	0.3	0.5	0.7	1.1	1.5	5.5	14.8	21.0	51.9

NB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	51	0	0	0	0	0	1	0	1	1	8	18	11	11
12:15 AM	60	0	0	0	0	0	0	0	0	3	9	21	16	11
12:30 AM	42	0	0	0	0	0	1	1	0	0	6	13	11	10
12:45 AM	47	0	0	0	0	0	0	0	1	2	8	8	13	15
1:00 AM	35	0	0	0	0	0	0	0	0	2	4	11	5	13
1:15 AM	27	0	0	0	0	0	0	0	0	2	2	11	8	4
1:30 AM	25	0	0	0	0	0	0	0	0	0	3	10	9	3
1:45 AM	28	0	0	0	0	0	0	0	1	2	9	1	9	6
2:00 AM	30	0	0	0	0	0	0	1	0	3	3	11	5	7
2:15 AM	43	0	0	0	0	0	0	1	0	1	7	10	9	15
2:30 AM	26	0	0	0	0	0	0	0	0	2	2	13	8	1
2:45 AM	34	0	0	0	0	0	0	0	0	1	3	10	13	7
3:00 AM	22	0	0	0	0	0	0	0	0	0	4	10	7	1
3:15 AM	29	0	0	0	0	0	0	0	0	2	3	2	14	8
3:30 AM	22	0	0	0	0	0	0	0	0	0	2	6	6	8
3:45 AM	44	0	0	0	0	0	0	0	2	2	1	9	16	14
4:00 AM	27	0	0	0	0	0	0	0	0	1	4	11	4	7
4:15 AM	40	0	0	0	0	0	0	0	0	1	3	12	13	11
4:30 AM	38	0	0	0	0	0	0	0	2	3	7	8	10	8
4:45 AM	41	0	0	0	0	0	0	0	0	2	7	14	10	8
5:00 AM	58	0	0	0	0	0	0	0	0	0	3	25	20	10
5:15 AM	75	0	0	0	0	0	0	0	0	2	9	21	24	19
5:30 AM	90	0	0	0	0	0	0	1	0	0	6	29	17	37
5:45 AM	98	0	0	0	0	0	0	0	1	1	6	19	32	39
6:00 AM	142	0	0	0	0	0	0	0	0	2	10	40	41	49
6:15 AM	208	0	0	0	1	0	0	0	0	3	13	52	48	91
6:30 AM	241	0	0	0	0	0	0	0	1	6	7	62	69	96
6:45 AM	324	0	0	0	0	0	0	1	1	8	22	66	96	130
7:00 AM	384	1	1	0	0	1	0	1	2	3	29	90	118	138
7:15 AM	504	4	2	1	1	0	1	3	2	7	42	123	133	185
7:30 AM	633	10	1	2	0	0	4	4	8	12	55	141	182	214
7:45 AM	674	14	4	1	0	3	0	5	10	15	103	182	157	180
8:00 AM	649	10	2	2	1	1	4	1	10	21	117	177	139	164
8:15 AM	604	12	6	0	0	3	4	1	1	15	64	173	146	179
8:30 AM	529	7	4	0	1	1	2	0	3	19	63	123	131	175
8:45 AM	522	6	0	0	0	0	1	2	1	13	49	158	133	159
9:00 AM	425	1	0	1	0	2	0	0	2	14	53	96	111	145
9:15 AM	398	1	2	0	0	1	1	1	3	5	40	110	93	141
9:30 AM	339	5	3	0	0	0	0	2	3	10	43	80	86	107
9:45 AM	344	0	0	0	0	0	0	0	2	9	52	90	86	105
10:00 AM	355	2	0	1	0	1	1	3	0	5	45	96	91	110
10:15 AM	346	0	0	1	0	0	0	0	1	10	45	95	86	108
10:30 AM	358	2	2	0	0	0	1	2	1	14	75	97	72	92
10:45 AM	399	2	0	0	0	0	0	2	4	7	55	111	97	121
11:00 AM	379	3	0	0	0	1	0	0	4	9	76	103	85	98
11:15 AM	366	3	2	0	0	0	1	2	3	6	35	101	88	125
11:30 AM	429	0	1	0	0	0	0	0	3	11	71	111	95	137
11:45 AM	376	2	1	1	0	0	2	0	3	6	51	106	87	117

WB

Average (Mean)	65.9 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

63.4 - 73.4 mph 6226 vehicles (56.8%)

Percentile Speeds

%	mph
10	58.4
15	59.6
50	66.2
85	72.7
90	74.5

Speeds Exceeded

mph	%	Count
25	98.9%	10834
35	98.7%	10816
45	98.2%	10758
55	95.1%	10419
65	56.6%	6199
75	8.1%	893

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10960	85	31	10	4	14	24	34	76	263	1334	2886	2760	3439
%		0.8	0.3	0.1	0.0	0.1	0.2	0.3	0.7	2.4	12.2	26.3	25.2	31.4

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	425	1	0	0	0	0	0	0	1	8	55	114	108	138
12:15 PM	416	0	1	0	0	0	1	3	10	17	59	120	80	125
12:30 PM	428	8	0	0	0	0	0	1	4	8	73	130	95	109
12:45 PM	421	6	0	3	0	4	0	2	2	13	61	123	87	120
1:00 PM	428	2	1	1	0	0	1	0	2	19	66	121	103	112
1:15 PM	433	3	2	1	0	1	1	3	3	21	56	121	113	108
1:30 PM	454	7	1	1	1	1	1	0	4	19	56	120	101	142
1:45 PM	419	2	3	0	1	0	3	0	5	20	57	131	93	104
2:00 PM	418	3	1	2	0	0	2	1	2	15	60	134	89	109
2:15 PM	448	4	1	0	1	0	0	2	2	13	59	108	124	134
2:30 PM	481	1	2	1	0	0	0	4	6	20	67	110	149	121
2:45 PM	485	6	2	1	0	1	4	4	11	30	61	105	124	136
3:00 PM	538	8	4	0	2	1	2	6	2	13	81	136	136	147
3:15 PM	558	5	0	1	0	0	0	1	0	22	116	130	124	159
3:30 PM	537	7	2	2	2	1	4	4	7	45	118	128	117	100
3:45 PM	600	7	1	2	0	2	3	3	11	44	135	193	122	77
4:00 PM	599	10	1	3	2	4	11	16	47	85	179	141	77	23
4:15 PM	693	3	1	3	1	3	14	29	113	191	169	109	42	15
4:30 PM	616	5	3	1	0	6	2	25	69	134	206	120	39	6
4:45 PM	630	8	6	10	12	16	19	57	110	114	179	85	14	0
5:00 PM	640	13	19	27	21	21	39	61	113	133	145	42	4	2
5:15 PM	457	50	88	123	74	37	32	25	13	6	6	1	1	1
5:30 PM	389	74	93	112	68	16	12	8	4	0	1	0	0	1
5:45 PM	475	10	0	10	15	13	16	22	37	71	138	103	28	12
6:00 PM	433	2	1	0	2	0	1	0	22	80	105	123	67	30
6:15 PM	459	3	2	1	2	0	3	6	20	58	154	145	54	11
6:30 PM	417	2	0	0	1	1	2	5	47	66	136	88	56	13
6:45 PM	386	3	0	0	1	1	3	5	25	74	114	99	39	22
7:00 PM	325	0	1	1	0	2	0	3	13	55	100	84	47	19
7:15 PM	335	1	2	0	1	0	7	10	21	58	90	87	40	18
7:30 PM	300	0	0	0	0	0	1	0	17	37	84	91	52	18
7:45 PM	248	0	0	0	0	0	1	3	10	27	77	71	38	21
8:00 PM	273	0	0	0	0	0	0	1	12	41	71	90	44	14
8:15 PM	280	2	0	0	0	0	0	2	12	37	103	74	41	9
8:30 PM	265	0	0	0	0	0	0	4	23	36	77	72	41	12
8:45 PM	197	0	0	0	0	0	1	0	8	19	48	68	32	21
9:00 PM	201	0	0	0	0	0	0	0	4	18	45	69	42	23
9:15 PM	190	0	0	0	0	0	0	2	6	9	39	58	50	26
9:30 PM	155	0	0	0	0	0	0	0	2	12	25	48	37	31
9:45 PM	121	0	0	0	0	0	0	0	2	7	20	43	27	22
10:00 PM	129	2	0	0	0	0	1	1	4	9	23	44	26	19
10:15 PM	123	0	0	0	0	0	0	0	2	6	19	31	29	36
10:30 PM	109	0	0	0	0	0	0	1	1	10	15	21	34	27
10:45 PM	84	0	0	0	0	0	0	0	4	5	18	21	24	12
11:00 PM	83	0	0	0	0	0	0	0	0	0	20	26	21	16
11:15 PM	93	1	0	0	0	0	1	1	0	3	19	24	25	19
11:30 PM	71	0	0	0	0	0	0	0	1	7	9	27	13	14
11:45 PM	60	0	0	0	0	0	0	0	1	2	14	19	12	12

WB

Average (Mean)	59.0 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

56.2 - 66.2 mph 8244 vehicles (47.6%)

Percentile Speeds

%	mph
10	45.8
15	50.5
50	60.8
85	69.3
90	70.9

Speeds Exceeded

mph	%	Count
25	95.4%	16522
35	93.4%	16184
45	90.5%	15675
55	75.6%	13103
65	30.7%	5327
75	3.7%	634

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	17325	259	238	306	207	131	188	321	835	1737	3628	4148	2861	2466
%		1.5	1.4	1.8	1.2	0.8	1.1	1.9	4.8	10.0	20.9	23.9	16.5	14.2

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	62	0	0	0	0	0	0	0	1	4	15	23	7	12
12:15 AM	62	0	0	0	0	0	0	0	1	4	16	25	10	6
12:30 AM	40	0	0	0	0	0	0	1	0	5	3	18	11	2
12:45 AM	49	0	0	0	0	0	0	1	1	2	6	15	16	8
1:00 AM	37	0	0	0	0	0	0	1	2	3	7	12	11	1
1:15 AM	26	0	0	0	0	0	0	0	1	3	7	9	4	2
1:30 AM	23	0	0	0	0	0	0	0	0	2	5	10	5	1
1:45 AM	18	0	0	0	0	0	0	0	0	0	3	5	4	6
2:00 AM	19	0	0	0	0	0	0	1	0	1	4	7	1	5
2:15 AM	40	0	0	0	0	0	0	0	0	0	4	9	13	14
2:30 AM	30	0	0	0	0	0	0	0	0	1	6	13	6	4
2:45 AM	24	0	0	0	0	0	0	0	0	1	2	9	8	4
3:00 AM	37	0	0	0	0	0	0	0	0	3	4	12	9	9
3:15 AM	23	0	0	0	0	0	0	0	1	2	6	6	6	2
3:30 AM	28	0	0	0	0	0	0	0	1	2	3	10	9	3
3:45 AM	39	0	0	0	0	0	0	0	1	3	4	19	7	5
4:00 AM	23	0	0	0	0	0	0	1	0	1	7	4	4	6
4:15 AM	37	0	0	0	0	0	0	0	0	1	7	13	8	8
4:30 AM	55	0	0	0	0	0	0	0	1	1	17	20	8	8
4:45 AM	41	0	0	0	0	0	0	0	1	1	9	9	12	9
5:00 AM	60	0	0	0	0	0	0	0	2	1	12	19	17	9
5:15 AM	75	0	0	0	0	1	0	0	1	3	10	30	17	13
5:30 AM	92	0	0	0	0	0	0	0	3	2	13	29	29	16
5:45 AM	109	0	0	0	0	0	0	0	2	2	18	34	37	16
6:00 AM	135	0	0	0	0	0	1	0	1	6	15	37	39	36
6:15 AM	177	1	0	0	0	0	0	0	0	4	17	54	43	58
6:30 AM	234	2	0	0	0	0	1	0	1	3	28	64	56	79
6:45 AM	299	2	0	0	0	0	0	0	1	3	40	75	89	89
7:00 AM	323	2	0	1	0	0	0	3	4	3	38	85	94	93
7:15 AM	459	4	2	1	1	1	3	3	10	25	69	119	126	95
7:30 AM	545	5	1	0	0	0	0	0	4	13	69	202	153	98
7:45 AM	693	13	14	7	12	12	14	9	19	44	121	190	146	92
8:00 AM	612	18	10	13	29	21	28	36	57	70	124	91	79	36
8:15 AM	545	3	3	0	0	0	1	1	2	16	69	179	142	129
8:30 AM	488	3	1	0	0	2	0	0	2	6	49	136	125	164
8:45 AM	437	3	1	0	0	1	1	2	2	7	47	105	118	150
9:00 AM	371	1	0	0	0	0	0	0	1	9	43	98	94	125
9:15 AM	353	2	1	0	0	1	1	0	1	3	38	121	97	88
9:30 AM	333	1	0	0	0	0	1	0	1	6	47	94	87	96
9:45 AM	323	0	1	0	0	0	0	3	1	6	34	92	83	103
10:00 AM	330	3	0	0	0	0	0	0	0	5	39	93	94	96
10:15 AM	333	2	1	0	0	1	0	1	3	14	39	112	69	91
10:30 AM	354	1	2	1	1	0	1	1	1	17	64	99	105	61
10:45 AM	306	1	1	0	0	0	0	0	7	20	58	99	75	45
11:00 AM	340	0	0	0	0	0	0	1	3	23	60	96	79	78
11:15 AM	338	0	0	0	0	0	1	0	3	9	30	106	88	101
11:30 AM	388	0	1	1	2	0	2	3	4	12	59	113	83	108
11:45 AM	365	0	1	0	0	0	0	1	7	36	76	114	76	54

WB

Average (Mean)	64.1 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

59.6 - 69.6 mph 5893 vehicles (58.2%)

Percentile Speeds

%	mph
10	55.2
15	57.3
50	64.8
85	72.7
90	72.7

Speeds Exceeded

mph	%	Count
25	98.7%	9999
35	97.9%	9914
45	96.6%	9790
55	91.1%	9228
65	47.7%	4833
75	5.4%	542

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10130	67	40	24	45	40	55	69	154	408	1461	2934	2499	2334
%		0.7	0.4	0.2	0.4	0.4	0.5	0.7	1.5	4.0	14.4	29.0	24.7	23.0

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	317	1	1	1	6	3	23	39	80	52	64	28	12	7
12:15 PM	367	1	0	0	2	1	3	14	39	89	106	67	40	5
12:30 PM	352	1	0	0	1	0	1	6	45	71	126	68	30	3
12:45 PM	367	0	0	0	0	0	4	19	47	66	118	80	26	7
1:00 PM	359	1	1	0	1	3	8	15	66	106	95	52	10	1
1:15 PM	386	2	1	1	2	3	3	8	31	75	126	87	38	9
1:30 PM	350	2	0	0	0	0	3	5	23	58	108	83	51	17
1:45 PM	357	2	1	1	0	1	3	5	18	62	97	96	52	19
2:00 PM	375	1	0	0	0	1	0	3	26	53	126	115	38	12
2:15 PM	389	1	1	2	1	0	3	7	34	73	109	90	54	14
2:30 PM	376	3	1	3	3	0	3	13	25	59	92	106	52	16
2:45 PM	430	2	1	0	0	2	7	5	14	50	118	126	72	33
3:00 PM	401	0	2	0	0	0	0	0	11	49	130	108	62	39
3:15 PM	471	2	0	1	4	1	3	3	18	62	154	123	75	25
3:30 PM	455	4	1	1	0	0	5	8	16	43	125	132	82	38
3:45 PM	524	7	0	2	2	0	2	5	18	74	158	169	62	25
4:00 PM	487	6	2	0	1	0	0	2	25	76	129	145	84	17
4:15 PM	487	7	3	0	0	1	1	0	26	42	106	142	102	57
4:30 PM	536	5	0	2	1	3	3	6	16	46	136	163	110	45
4:45 PM	587	10	2	2	2	4	3	11	31	83	192	130	88	29
5:00 PM	612	15	9	16	37	60	65	55	79	81	107	56	29	3
5:15 PM	653	6	5	4	10	17	16	54	100	124	167	96	41	13
5:30 PM	557	3	2	1	1	1	6	11	29	39	109	162	129	64
5:45 PM	533	7	3	1	0	2	8	11	23	45	148	148	98	39
6:00 PM	499	10	2	0	0	0	1	2	12	37	104	163	98	70
6:15 PM	497	4	1	2	1	1	3	2	11	47	102	184	85	54
6:30 PM	413	2	2	0	0	0	1	2	15	33	110	136	63	49
6:45 PM	397	3	0	0	0	0	0	0	6	34	107	120	84	43
7:00 PM	376	2	1	0	0	3	0	1	6	34	56	122	99	52
7:15 PM	356	1	1	0	0	0	0	0	6	11	51	93	89	104
7:30 PM	303	0	0	0	0	1	1	1	0	9	50	73	86	82
7:45 PM	302	0	0	0	0	0	0	0	3	4	41	88	83	83
8:00 PM	312	1	0	0	0	0	1	0	3	11	59	97	86	54
8:15 PM	299	1	0	0	0	0	0	0	0	10	56	93	79	60
8:30 PM	270	1	0	0	0	0	0	0	0	6	53	76	69	65
8:45 PM	240	0	0	0	0	0	0	0	1	9	25	67	71	67
9:00 PM	194	0	0	0	0	0	0	0	0	4	27	64	44	55
9:15 PM	243	0	0	0	0	0	1	2	4	18	43	58	55	62
9:30 PM	193	0	0	0	0	0	0	1	2	11	29	44	57	49
9:45 PM	141	0	0	0	0	0	0	0	0	7	24	39	40	31
10:00 PM	152	0	0	0	0	1	0	2	2	3	15	50	39	40
10:15 PM	144	1	0	0	0	0	0	2	3	4	20	39	35	40
10:30 PM	120	0	0	0	0	0	0	0	4	3	7	32	35	39
10:45 PM	115	0	0	0	0	0	0	0	2	2	9	30	44	28
11:00 PM	96	0	1	0	0	0	0	2	1	3	6	25	25	33
11:15 PM	127	0	0	0	0	0	0	1	0	4	16	29	36	41
11:30 PM	90	0	1	0	0	0	0	1	3	3	16	29	21	16
11:45 PM	75	0	0	0	0	0	0	1	1	6	7	15	21	24

WB

Average (Mean)	59.9 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

56.2 - 66.2 mph 8784 vehicles (52.7%)

Percentile Speeds

%	mph
10	49.6
15	52.3
50	60.8
85	69.3
90	70.9

Speeds Exceeded

mph	%	Count
25	98.8%	16482
35	97.7%	16298
45	94.7%	15792
55	77.8%	12976
65	27.9%	4659
75	2.0%	331

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #21
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	16682	115	45	40	75	109	181	325	925	1891	3979	4338	2881	1778
%		0.7	0.3	0.2	0.4	0.7	1.1	1.9	5.5	11.3	23.9	26.0	17.3	10.7

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	47	0	0	0	0	0	0	0	3	0	6	15	8	15
12:15 AM	28	0	0	0	0	0	0	1	0	1	0	14	6	6
12:30 AM	31	0	0	0	0	0	0	0	1	1	4	10	8	7
12:45 AM	40	0	0	0	0	0	0	0	0	0	4	11	19	6
1:00 AM	12	0	0	0	0	0	0	0	0	0	3	4	4	1
1:15 AM	22	0	0	0	0	0	0	0	1	0	1	5	8	7
1:30 AM	20	0	0	0	0	0	0	0	1	0	1	7	7	4
1:45 AM	20	0	0	0	0	0	0	0	0	0	1	10	6	3
2:00 AM	23	0	0	0	0	0	0	0	0	0	6	8	4	5
2:15 AM	23	0	0	0	0	0	0	0	0	0	5	9	5	4
2:30 AM	18	0	0	0	0	0	0	0	0	1	2	6	6	3
2:45 AM	15	0	0	0	0	0	0	0	0	2	3	1	7	2
3:00 AM	24	0	0	0	0	0	0	0	0	3	5	6	4	6
3:15 AM	22	0	0	0	0	0	0	0	0	1	2	8	6	5
3:30 AM	30	0	0	0	0	0	0	0	0	2	5	7	10	6
3:45 AM	37	0	0	0	0	0	0	0	0	0	4	11	11	11
4:00 AM	45	0	0	0	0	0	0	0	0	1	3	11	15	15
4:15 AM	65	0	0	0	0	0	0	0	1	0	5	18	23	18
4:30 AM	78	0	0	0	0	0	0	1	2	1	7	15	36	16
4:45 AM	95	0	1	0	0	0	0	0	0	2	8	20	28	36
5:00 AM	107	1	0	0	0	0	0	0	1	0	4	34	27	40
5:15 AM	128	0	0	0	0	0	0	0	0	0	5	27	57	39
5:30 AM	170	0	0	0	0	0	1	0	0	2	15	47	53	52
5:45 AM	166	1	0	0	0	0	0	0	5	1	10	44	50	55
6:00 AM	143	1	0	0	0	0	0	0	0	0	12	33	41	56
6:15 AM	210	0	0	0	0	0	1	0	1	1	9	71	65	62
6:30 AM	232	6	0	1	0	2	1	0	0	5	17	57	74	69
6:45 AM	302	3	1	2	0	1	0	0	0	1	18	81	105	90
7:00 AM	305	6	2	1	1	1	0	0	0	2	38	87	100	67
7:15 AM	338	11	2	0	2	1	4	1	1	1	40	114	99	62
7:30 AM	407	10	4	1	1	0	2	0	0	3	32	139	137	78
7:45 AM	430	14	3	2	1	0	3	2	0	7	60	160	126	52
8:00 AM	358	15	6	1	0	2	1	0	0	7	22	106	121	77
8:15 AM	404	9	6	1	3	2	4	3	3	4	45	150	121	53
8:30 AM	349	8	1	0	0	1	0	0	1	4	38	113	124	59
8:45 AM	337	5	2	1	0	0	2	0	0	5	30	107	114	71
9:00 AM	300	7	2	0	1	0	1	1	1	3	24	107	84	69
9:15 AM	277	4	2	0	1	0	0	0	0	6	17	84	111	52
9:30 AM	306	4	0	1	0	0	0	0	0	2	44	100	83	72
9:45 AM	286	3	1	0	0	0	0	0	0	3	11	105	98	65
10:00 AM	276	0	0	0	1	0	0	0	2	9	33	76	96	59
10:15 AM	264	2	1	0	0	0	0	0	0	10	32	95	73	51
10:30 AM	269	0	0	0	0	0	1	0	1	4	38	106	80	39
10:45 AM	292	3	4	0	1	1	0	2	3	16	47	93	72	50
11:00 AM	275	3	2	0	0	0	0	1	2	2	27	102	82	54
11:15 AM	299	6	3	0	1	0	0	0	1	2	35	108	96	47
11:30 AM	278	2	0	0	0	0	0	0	0	1	54	125	67	29
11:45 AM	313	4	0	0	0	0	0	0	1	6	32	102	90	78

EB

Average (Mean)	64.8 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

59.6 - 69.6 mph 5777 vehicles (67.8%)

Percentile Speeds

%	mph
10	58.4
15	60.8
50	66.2
85	70.9
90	72.7

Speeds Exceeded

mph	%	Count
25	97.9%	8334
35	97.6%	8310
45	97.2%	8277
55	95.4%	8123
65	52.7%	4490
75	4.3%	362

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	8516	128	43	11	13	11	21	12	32	122	864	2769	2667	1823
%		1.5	0.5	0.1	0.2	0.1	0.2	0.1	0.4	1.4	10.1	32.5	31.3	21.4

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	313	2	0	0	0	1	1	0	3	8	39	102	101	56
12:15 PM	324	8	2	1	0	0	1	1	0	6	62	111	90	42
12:30 PM	302	4	4	1	0	1	0	0	0	6	35	107	101	43
12:45 PM	287	1	0	0	0	0	1	0	2	6	23	83	97	74
1:00 PM	294	4	1	1	0	0	0	1	0	1	19	86	99	82
1:15 PM	271	5	0	0	1	0	1	0	2	4	24	101	78	55
1:30 PM	280	4	2	1	0	0	0	0	0	11	34	75	88	65
1:45 PM	280	4	1	0	1	1	3	2	2	1	47	82	75	61
2:00 PM	279	7	1	1	0	1	2	0	1	8	32	104	72	50
2:15 PM	306	16	9	3	0	0	1	3	0	7	40	77	87	63
2:30 PM	292	9	1	0	1	2	3	1	1	3	31	93	81	66
2:45 PM	291	16	7	1	0	3	3	2	3	17	38	68	89	44
3:00 PM	299	14	3	0	1	1	1	2	1	4	41	96	96	39
3:15 PM	305	11	12	4	0	4	3	2	0	5	66	86	78	34
3:30 PM	345	18	9	0	2	2	4	5	8	36	80	96	63	22
3:45 PM	338	12	2	2	2	2	2	2	2	16	73	137	62	24
4:00 PM	343	11	1	0	1	2	1	3	21	51	140	84	24	4
4:15 PM	340	13	3	0	0	2	2	1	10	62	136	84	25	2
4:30 PM	342	10	5	1	2	4	0	6	31	83	139	50	8	3
4:45 PM	365	15	7	6	3	4	2	12	43	96	109	56	9	3
5:00 PM	376	21	5	2	4	5	4	9	38	109	125	40	10	4
5:15 PM	418	22	7	3	6	2	5	34	49	77	111	83	14	5
5:30 PM	405	17	7	1	1	5	2	5	45	109	130	66	14	3
5:45 PM	354	10	5	2	1	0	6	14	48	80	105	64	16	3
6:00 PM	347	8	4	3	1	7	0	3	45	83	105	61	18	9
6:15 PM	345	11	1	0	0	2	6	6	8	41	128	103	29	10
6:30 PM	328	4	1	0	1	1	3	1	17	73	130	69	23	5
6:45 PM	249	3	0	1	0	2	2	0	4	39	89	76	22	11
7:00 PM	215	4	2	0	0	0	1	0	8	24	51	69	48	8
7:15 PM	223	5	0	0	2	1	2	2	16	36	65	65	21	8
7:30 PM	211	5	1	1	1	0	1	0	2	18	67	63	36	16
7:45 PM	194	0	0	0	0	0	1	1	15	23	62	66	21	5
8:00 PM	169	3	1	0	0	0	0	1	3	16	52	53	30	10
8:15 PM	164	0	1	0	0	0	1	1	7	13	57	60	16	8
8:30 PM	182	0	0	0	0	0	0	0	2	15	65	66	29	5
8:45 PM	150	0	0	0	0	0	1	1	1	10	43	53	23	18
9:00 PM	105	0	0	0	0	0	0	0	0	3	17	31	33	21
9:15 PM	98	0	0	0	0	0	1	1	0	5	14	34	26	17
9:30 PM	113	0	0	0	0	0	0	0	0	1	16	41	32	23
9:45 PM	89	0	0	0	0	0	0	1	0	1	5	21	35	26
10:00 PM	73	0	0	0	0	0	0	0	0	1	9	25	25	13
10:15 PM	73	1	0	0	0	0	0	1	0	0	14	26	21	10
10:30 PM	75	1	0	0	0	0	0	0	0	5	8	24	24	13
10:45 PM	69	0	0	0	0	0	0	0	4	2	15	31	14	3
11:00 PM	68	0	0	0	0	0	0	0	0	0	18	25	14	11
11:15 PM	55	0	0	0	0	0	0	0	3	3	7	15	19	8
11:30 PM	36	0	0	0	0	0	0	0	1	0	8	13	10	4
11:45 PM	36	0	0	0	0	0	0	0	1	1	6	12	8	8

EB

Average (Mean)	59.3 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

56.2 - 66.2 mph 6273 vehicles (54.9%)

Percentile Speeds

%	mph
10	49.6
15	52.3
50	60.8
85	67.7
90	69.3

Speeds Exceeded

mph	%	Count
25	96.2%	10977
35	95.4%	10891
45	93.7%	10700
55	79.1%	9034
65	27.8%	3171
75	2.1%	240

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	11416	299	105	35	31	55	67	124	447	1219	2730	3133	2054	1117
%		2.6	0.9	0.3	0.3	0.5	0.6	1.1	3.9	10.7	23.9	27.4	18.0	9.8

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	45	0	0	0	0	0	0	1	0	4	7	14	11	8
12:15 AM	32	0	0	0	0	0	0	0	1	1	7	10	9	4
12:30 AM	23	0	0	0	0	0	0	0	1	1	4	4	9	4
12:45 AM	29	0	0	0	0	0	0	0	0	1	8	8	9	3
1:00 AM	22	0	0	0	0	0	0	0	0	1	7	7	5	2
1:15 AM	30	0	0	0	0	0	0	0	1	1	5	11	9	3
1:30 AM	31	0	0	0	0	0	0	0	1	2	6	8	7	7
1:45 AM	20	0	0	0	0	0	0	0	0	0	2	9	8	1
2:00 AM	22	0	0	0	0	0	0	0	0	2	5	5	9	1
2:15 AM	27	0	0	0	0	0	0	0	0	0	9	7	4	7
2:30 AM	15	0	0	0	0	0	0	0	0	0	5	2	3	5
2:45 AM	14	0	0	0	0	0	0	0	1	1	0	1	3	8
3:00 AM	25	0	0	0	0	0	0	0	0	1	5	7	10	2
3:15 AM	18	0	0	0	0	0	0	0	0	1	2	5	3	7
3:30 AM	30	0	0	0	0	0	0	0	0	1	3	7	7	12
3:45 AM	34	0	0	0	0	0	0	0	0	0	4	9	11	10
4:00 AM	43	0	0	0	0	0	0	0	0	2	4	10	15	12
4:15 AM	55	0	0	0	0	0	0	0	0	0	3	21	16	15
4:30 AM	68	0	0	0	0	0	0	0	1	1	8	16	19	23
4:45 AM	108	0	0	0	0	0	0	0	0	2	9	33	30	34
5:00 AM	108	1	0	0	0	0	0	0	0	0	5	23	44	35
5:15 AM	119	0	0	0	0	0	0	0	0	0	4	26	41	48
5:30 AM	129	0	0	0	0	0	0	0	0	1	7	34	40	47
5:45 AM	162	0	0	0	0	0	0	0	0	2	15	40	47	58
6:00 AM	138	0	0	0	0	0	0	0	1	1	7	37	55	37
6:15 AM	165	1	0	0	0	1	0	0	1	10	11	31	66	44
6:30 AM	208	1	0	0	0	0	0	0	0	0	27	52	64	64
6:45 AM	266	4	1	0	0	0	1	0	0	1	20	67	88	84
7:00 AM	287	2	0	0	0	0	1	0	0	9	35	78	95	67
7:15 AM	345	5	3	0	0	0	3	1	0	15	68	123	84	43
7:30 AM	429	9	6	1	0	0	0	0	0	11	94	184	87	37
7:45 AM	403	8	3	1	0	1	3	2	0	12	63	140	110	60
8:00 AM	328	1	1	0	0	0	0	0	0	13	72	84	105	52
8:15 AM	328	2	1	0	0	0	0	0	4	13	32	89	100	87
8:30 AM	295	2	1	1	0	0	1	2	6	14	23	98	77	70
8:45 AM	306	2	0	0	0	1	1	0	0	4	31	90	100	77
9:00 AM	282	3	1	0	0	0	0	0	0	1	3	66	116	92
9:15 AM	242	2	0	0	0	0	0	1	0	6	21	79	77	56
9:30 AM	257	3	1	0	0	0	1	1	1	0	25	82	82	61
9:45 AM	246	1	1	1	1	0	0	1	1	0	31	82	71	56
10:00 AM	254	2	1	0	0	1	0	0	5	4	25	85	83	48
10:15 AM	237	2	0	0	0	0	0	0	0	1	20	77	82	55
10:30 AM	265	1	2	0	0	0	0	0	0	0	21	91	88	62
10:45 AM	251	1	0	0	0	0	0	0	0	8	55	109	50	28
11:00 AM	282	2	3	1	0	0	1	0	2	8	33	94	87	51
11:15 AM	259	2	1	0	0	1	1	1	2	9	33	83	65	61
11:30 AM	275	2	0	0	0	0	1	0	1	11	33	90	88	49
11:45 AM	281	5	2	1	0	2	2	0	3	15	76	97	59	19

EB

Average (Mean)	65.1 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

59.6 - 69.6 mph 5099 vehicles (65.1%)

Percentile Speeds

%	mph
10	58.4
15	59.6
50	66.2
85	70.9
90	72.7

Speeds Exceeded

mph	%	Count
25	98.7%	7740
35	98.6%	7732
45	98.3%	7706
55	95.5%	7482
65	51.8%	4064
75	4.7%	371

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	7838	64	28	6	1	7	16	10	33	191	993	2425	2348	1716
%		0.8	0.4	0.1	0.0	0.1	0.2	0.1	0.4	2.4	12.7	30.9	30.0	21.9

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	259	0	0	0	1	0	3	14	41	53	75	52	15	5
12:15 PM	272	3	0	0	1	0	0	3	10	35	87	90	28	15
12:30 PM	232	1	3	0	2	0	1	2	18	53	66	59	25	2
12:45 PM	231	1	0	0	0	0	0	1	14	32	76	75	22	10
1:00 PM	238	1	3	0	2	0	0	5	28	52	73	58	13	3
1:15 PM	241	2	0	0	0	2	2	4	9	39	92	70	17	4
1:30 PM	247	1	1	0	0	1	2	5	9	32	83	77	26	10
1:45 PM	243	1	1	0	0	0	3	0	12	44	78	63	34	7
2:00 PM	246	1	0	0	1	0	0	0	9	36	91	69	29	10
2:15 PM	274	1	0	0	1	1	0	2	25	52	84	79	19	10
2:30 PM	262	3	2	0	0	0	1	1	15	47	88	69	25	11
2:45 PM	305	4	1	1	0	0	1	2	5	27	109	126	19	10
3:00 PM	256	1	4	0	0	0	1	0	7	48	101	68	22	4
3:15 PM	298	4	2	1	0	2	2	3	25	46	107	72	31	3
3:30 PM	282	2	1	0	1	2	0	11	9	13	102	103	33	5
3:45 PM	303	1	1	0	0	0	1	3	3	47	113	101	27	6
4:00 PM	283	4	1	2	0	0	3	1	3	18	91	105	47	8
4:15 PM	288	2	1	1	0	0	1	0	2	32	106	88	40	15
4:30 PM	305	2	0	0	0	1	2	0	1	39	88	113	48	11
4:45 PM	339	4	0	1	0	0	4	4	25	69	118	82	22	10
5:00 PM	372	13	1	1	1	7	3	10	40	87	126	63	16	4
5:15 PM	424	7	1	0	1	2	3	1	29	101	133	111	27	8
5:30 PM	383	6	2	0	0	1	2	0	2	17	113	151	62	27
5:45 PM	347	5	2	2	0	0	2	0	2	22	111	143	40	18
6:00 PM	310	5	2	0	0	4	2	0	11	46	108	100	26	6
6:15 PM	305	4	1	0	1	1	1	2	0	24	82	126	45	18
6:30 PM	244	0	0	0	0	0	2	0	3	20	71	97	43	8
6:45 PM	234	0	0	0	0	0	0	0	1	12	52	82	70	17
7:00 PM	204	1	1	0	0	0	1	1	1	12	66	75	32	14
7:15 PM	187	1	0	0	0	0	0	0	3	9	32	70	43	29
7:30 PM	176	1	0	0	0	0	0	1	3	9	26	63	42	31
7:45 PM	168	0	0	0	0	0	0	0	0	3	37	61	46	21
8:00 PM	148	0	0	0	0	0	0	0	1	7	23	48	46	23
8:15 PM	153	0	0	0	0	0	0	0	0	5	24	58	47	19
8:30 PM	132	0	0	0	0	0	0	0	3	3	28	48	37	13
8:45 PM	118	0	1	0	0	0	0	0	2	0	22	39	26	28
9:00 PM	113	0	0	0	0	0	0	0	0	5	17	41	29	21
9:15 PM	139	0	0	0	0	0	0	0	0	1	17	58	47	16
9:30 PM	116	0	0	0	0	0	0	0	0	1	14	42	38	21
9:45 PM	99	0	0	0	0	0	0	1	1	2	2	35	29	29
10:00 PM	103	0	0	0	0	0	0	0	1	2	13	25	39	23
10:15 PM	74	0	0	0	0	0	0	0	0	3	8	22	24	17
10:30 PM	82	0	0	0	1	0	0	0	0	4	7	27	27	16
10:45 PM	91	0	1	0	0	0	0	0	3	3	14	33	18	19
11:00 PM	103	0	0	1	0	0	0	4	4	6	16	36	15	21
11:15 PM	86	0	0	0	0	0	0	0	1	4	17	30	21	13
11:30 PM	52	0	0	0	0	0	0	0	0	1	7	11	23	10
11:45 PM	45	0	0	0	0	0	0	0	0	2	5	14	16	8

EB

Average (Mean)	59.9 mph
Minimum	10.0 mph
Maximum	85.1 mph

Pace Range

56.2 - 66.2 mph 6521 vehicles (62.6%)

Percentile Speeds

%	mph
10	52.3
15	54.2
50	60.8
85	66.2
90	69.3

Speeds Exceeded

mph	%	Count
25	98.8%	10287
35	98.4%	10250
45	97.3%	10126
55	81.8%	8520
65	20.9%	2173
75	1.1%	114

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy East of River Rd

Site: #22
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10412	82	33	10	13	24	43	81	381	1225	3019	3328	1516	657
%		0.8	0.3	0.1	0.1	0.2	0.4	0.8	3.7	11.8	29.0	32.0	14.6	6.3

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	58	0	0	0	0	0	0	0	2	2	13	20	12	9
12:15 AM	63	0	0	0	0	0	0	0	1	2	21	23	10	6
12:30 AM	44	0	0	0	0	0	1	0	0	3	11	13	11	5
12:45 AM	45	0	0	0	0	0	0	0	0	4	12	7	17	5
1:00 AM	39	0	0	0	0	0	0	0	1	2	12	13	7	4
1:15 AM	24	0	0	0	0	0	0	0	1	3	7	8	2	3
1:30 AM	27	0	0	0	0	0	0	0	0	2	5	10	8	2
1:45 AM	26	0	0	0	0	0	0	0	1	0	8	7	8	2
2:00 AM	35	0	0	0	0	0	0	0	2	5	7	8	8	5
2:15 AM	40	0	0	0	0	0	0	0	1	0	9	12	10	8
2:30 AM	28	0	0	0	0	0	0	1	1	2	7	12	3	2
2:45 AM	32	0	0	0	0	0	0	1	0	1	4	14	9	3
3:00 AM	25	0	0	0	0	0	0	0	0	2	6	12	3	2
3:15 AM	25	0	0	0	0	0	0	0	2	3	5	6	4	5
3:30 AM	22	0	0	0	0	0	0	0	0	0	2	11	8	1
3:45 AM	48	0	0	0	0	0	0	0	0	5	3	18	13	9
4:00 AM	34	0	0	0	0	0	0	0	0	3	5	10	7	9
4:15 AM	36	0	0	0	0	0	0	0	0	2	6	21	2	5
4:30 AM	37	1	0	0	0	0	0	0	4	3	7	8	9	5
4:45 AM	45	0	0	0	0	0	0	0	3	3	10	11	9	9
5:00 AM	66	0	0	0	0	0	0	0	0	3	11	27	18	7
5:15 AM	73	0	0	0	0	0	0	0	2	4	16	27	11	13
5:30 AM	96	1	0	0	0	0	2	0	2	4	19	29	23	16
5:45 AM	113	0	0	0	0	0	0	0	4	8	17	36	22	26
6:00 AM	151	0	1	1	0	0	0	0	1	5	26	48	39	30
6:15 AM	219	0	1	0	0	0	0	0	3	5	40	72	62	36
6:30 AM	262	0	0	0	0	0	0	0	1	15	56	73	65	52
6:45 AM	345	2	1	0	0	0	1	0	3	29	72	103	83	51
7:00 AM	411	4	1	0	0	0	3	0	3	19	95	132	98	56
7:15 AM	548	4	0	1	2	1	3	0	12	86	138	143	109	49
7:30 AM	640	11	3	1	3	5	8	19	40	102	179	135	100	34
7:45 AM	665	18	4	2	3	3	2	22	147	167	138	108	41	10
8:00 AM	691	15	2	3	1	12	17	23	78	129	208	145	44	14
8:15 AM	621	12	2	4	4	3	11	26	101	129	133	119	56	21
8:30 AM	537	8	5	2	2	1	1	3	22	76	168	116	82	51
8:45 AM	507	8	0	1	1	2	6	1	20	43	180	137	74	34
9:00 AM	450	3	2	2	1	2	5	9	22	49	116	132	62	45
9:15 AM	402	0	1	0	0	1	1	9	12	38	117	112	68	43
9:30 AM	358	3	0	0	0	0	1	1	9	33	74	120	74	43
9:45 AM	353	1	1	0	0	0	1	0	1	26	100	111	71	41
10:00 AM	380	2	0	0	0	0	0	1	1	24	98	123	98	33
10:15 AM	353	2	0	2	0	0	0	1	9	14	88	111	80	46
10:30 AM	363	3	1	1	1	2	1	3	15	43	117	81	64	31
10:45 AM	388	4	1	2	0	1	1	1	5	53	96	130	66	28
11:00 AM	383	4	0	0	0	1	0	1	8	37	111	107	73	41
11:15 AM	383	5	2	0	1	0	1	1	8	32	96	115	79	43
11:30 AM	412	5	1	1	1	0	1	3	10	35	96	118	100	41
11:45 AM	387	4	1	0	0	1	1	0	1	36	97	135	76	35

WB

Average (Mean)	60.2 mph
Minimum	10.0 mph
Maximum	87.7 mph

Pace Range

56.2 - 66.2 mph 6272 vehicles (55.6%)

Percentile Speeds

%	mph
10	50.5
15	53.2
50	60.8
85	67.7
90	69.3

Speeds Exceeded

mph	%	Count
25	98.5%	11117
35	98.0%	11062
45	96.3%	10868
55	79.9%	9018
65	27.2%	3067
75	1.4%	158

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	11290	120	30	23	20	35	68	126	559	1291	2862	3089	1998	1069
%		1.1	0.3	0.2	0.2	0.3	0.6	1.1	5.0	11.4	25.3	27.4	17.7	9.5

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	409	2	1	2	1	0	2	2	2	34	105	120	87	51
12:15 PM	407	2	2	0	0	0	0	1	5	32	114	127	79	45
12:30 PM	456	3	0	0	0	2	0	1	9	36	115	143	97	50
12:45 PM	437	2	0	0	0	0	1	1	8	36	116	134	92	47
1:00 PM	455	6	1	0	2	0	2	5	2	36	126	125	100	50
1:15 PM	440	1	1	1	0	0	0	2	13	40	102	130	104	46
1:30 PM	438	3	1	1	0	0	1	1	8	22	133	97	116	55
1:45 PM	435	6	1	0	0	0	2	2	8	54	128	125	78	31
2:00 PM	451	2	2	0	0	1	1	0	8	48	141	119	99	30
2:15 PM	456	1	2	0	0	2	1	1	7	28	110	141	109	54
2:30 PM	484	3	3	0	0	1	1	6	17	39	79	162	114	59
2:45 PM	506	9	1	0	1	0	2	4	6	30	142	135	123	53
3:00 PM	575	7	3	1	0	4	0	0	16	41	172	175	106	50
3:15 PM	551	8	4	2	1	3	2	2	19	61	164	133	111	41
3:30 PM	570	11	7	2	0	2	5	4	30	111	173	135	81	9
3:45 PM	609	7	2	0	1	4	2	6	60	143	192	146	32	14
4:00 PM	613	6	0	4	2	2	2	30	160	174	163	62	6	2
4:15 PM	664	7	4	3	5	8	24	87	211	192	92	27	4	0
4:30 PM	618	9	0	4	3	3	7	71	190	201	111	18	0	1
4:45 PM	668	9	1	3	3	4	17	106	276	168	74	6	1	0
5:00 PM	706	7	2	7	6	7	52	205	288	97	30	3	1	1
5:15 PM	458	59	86	87	119	84	16	5	0	0	0	0	2	0
5:30 PM	503	39	46	44	153	194	26	0	0	0	0	0	0	1
5:45 PM	476	18	12	14	30	28	22	44	75	114	89	25	4	1
6:00 PM	446	4	0	1	1	2	0	23	57	136	149	61	8	4
6:15 PM	466	1	0	1	2	0	0	13	117	145	130	52	4	1
6:30 PM	411	1	0	1	1	5	3	45	89	116	91	56	1	2
6:45 PM	371	0	0	3	0	0	0	11	98	84	115	54	6	0
7:00 PM	342	2	0	0	1	3	1	9	61	91	120	43	8	3
7:15 PM	357	0	0	0	0	1	6	5	68	101	107	59	8	2
7:30 PM	286	0	0	0	0	0	1	4	35	76	93	64	9	4
7:45 PM	252	0	0	0	0	1	0	5	29	75	80	46	14	2
8:00 PM	295	0	0	0	0	0	0	3	42	77	108	44	20	1
8:15 PM	268	0	0	0	1	0	3	12	43	84	70	42	12	1
8:30 PM	284	0	0	0	0	0	1	3	39	78	96	54	11	2
8:45 PM	215	1	0	0	0	1	0	0	14	38	76	59	18	8
9:00 PM	211	0	0	0	0	0	0	0	15	28	73	52	33	10
9:15 PM	181	1	0	0	0	0	0	1	6	19	63	52	25	14
9:30 PM	166	0	0	0	0	0	0	3	4	18	45	59	25	12
9:45 PM	117	0	0	0	0	0	0	0	2	10	35	42	15	13
10:00 PM	123	0	0	0	0	0	0	0	6	5	36	38	28	10
10:15 PM	122	0	1	0	0	0	0	0	2	6	36	29	28	20
10:30 PM	114	0	0	0	0	0	0	0	3	10	26	41	20	14
10:45 PM	86	0	0	0	0	0	1	0	5	6	25	30	14	5
11:00 PM	81	0	0	0	0	0	1	0	2	12	29	23	10	4
11:15 PM	91	0	0	0	0	0	0	1	4	13	28	26	8	11
11:30 PM	75	0	0	1	0	0	0	1	5	17	21	18	10	2
11:45 PM	62	0	0	0	0	0	0	0	2	8	19	21	5	7

WB

Average (Mean)	55.0 mph
Minimum	10.0 mph
Maximum	85.2 mph

Pace Range

52.3 - 62.3 mph 8060 vehicles (45.3%)

Percentile Speeds

%	mph
10	42.6
15	46.6
50	56.2
85	66.2
90	67.7

Speeds Exceeded

mph	%	Count
25	96.6%	17205
35	92.7%	16510
45	87.5%	15580
55	58.5%	10424
65	15.3%	2729
75	0.7%	132

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	17807	237	183	182	333	362	205	725	2166	2990	4342	3353	1886	843
%		1.3	1.0	1.0	1.9	2.0	1.2	4.1	12.2	16.8	24.4	18.8	10.6	4.7

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	67	0	0	0	0	0	0	0	5	13	21	18	7	3
12:15 AM	62	0	0	0	0	0	1	0	4	6	21	20	7	3
12:30 AM	45	0	0	0	0	0	0	0	5	3	12	16	8	1
12:45 AM	49	0	0	0	0	0	3	0	3	3	11	17	9	3
1:00 AM	39	0	0	0	0	0	0	2	2	3	12	10	10	0
1:15 AM	23	0	0	0	0	0	0	0	2	3	6	8	3	1
1:30 AM	24	0	0	0	0	0	0	2	0	4	6	9	2	1
1:45 AM	16	0	0	0	0	0	0	0	0	3	5	2	5	1
2:00 AM	24	0	0	0	0	0	0	1	1	2	4	10	4	2
2:15 AM	39	0	0	0	0	0	0	0	0	1	5	18	9	6
2:30 AM	27	0	0	0	0	0	0	1	0	2	6	12	3	3
2:45 AM	25	0	0	0	0	0	0	0	1	1	5	12	4	2
3:00 AM	37	0	0	0	0	0	0	0	1	2	10	12	9	3
3:15 AM	22	0	0	0	0	0	0	0	2	4	7	8	0	1
3:30 AM	31	0	0	0	0	0	0	0	0	6	7	10	5	3
3:45 AM	35	0	0	0	0	0	0	0	2	4	9	17	3	0
4:00 AM	25	0	0	0	0	0	0	2	1	4	7	6	4	1
4:15 AM	41	0	0	0	0	0	0	0	0	5	17	8	8	3
4:30 AM	51	0	0	0	0	0	0	1	3	6	15	12	10	4
4:45 AM	46	0	0	0	0	0	0	0	2	6	16	10	6	6
5:00 AM	64	0	0	0	0	0	0	1	1	8	20	16	15	3
5:15 AM	83	0	0	0	0	0	1	1	5	5	27	28	12	4
5:30 AM	102	0	0	0	0	0	0	2	0	17	35	27	13	8
5:45 AM	108	0	0	0	0	0	0	1	3	6	37	32	17	12
6:00 AM	145	0	0	2	0	0	0	3	6	17	31	54	22	10
6:15 AM	196	1	0	0	0	0	0	0	3	21	55	65	32	19
6:30 AM	244	2	1	0	0	2	0	1	1	23	73	76	44	21
6:45 AM	309	1	0	1	0	0	0	0	2	33	94	98	58	22
7:00 AM	359	3	0	1	0	1	3	1	1	49	125	100	60	15
7:15 AM	474	4	2	0	2	5	10	11	40	112	150	105	23	10
7:30 AM	551	4	1	0	1	0	1	3	24	111	231	126	44	5
7:45 AM	602	27	28	50	59	77	49	52	95	86	47	21	11	0
8:00 AM	563	22	39	57	70	71	90	66	63	53	27	4	0	1
8:15 AM	535	21	14	12	28	48	87	48	50	66	88	42	24	7
8:30 AM	505	4	1	0	0	0	0	1	7	46	193	144	68	41
8:45 AM	466	0	1	0	0	2	1	1	4	44	175	141	70	27
9:00 AM	393	1	1	0	2	1	0	0	4	21	114	119	98	32
9:15 AM	368	4	0	1	0	1	2	1	5	25	97	133	66	33
9:30 AM	346	1	0	1	0	0	1	1	7	31	101	104	60	39
9:45 AM	359	4	0	0	1	1	0	0	4	22	73	126	83	45
10:00 AM	342	1	2	0	0	0	2	0	3	20	96	116	67	35
10:15 AM	347	1	1	0	0	1	1	1	6	23	100	107	74	32
10:30 AM	360	1	1	1	0	1	0	0	4	10	111	129	74	28
10:45 AM	297	2	1	1	0	0	2	5	16	27	104	93	29	17
11:00 AM	350	1	0	1	0	0	2	1	4	34	95	105	69	38
11:15 AM	359	3	1	0	0	0	0	0	5	20	78	124	84	44
11:30 AM	380	2	0	0	0	1	0	7	18	34	102	105	74	37
11:45 AM	369	2	0	1	0	1	2	1	26	102	115	85	24	10

WB

Average (Mean)	57.2 mph
Minimum	10.0 mph
Maximum	87.7 mph

Pace Range

56.2 - 66.2 mph 5540 vehicles (53.8%)

Percentile Speeds

%	mph
10	41.4
15	49.7
50	59.6
85	66.2
90	67.7

Speeds Exceeded

mph	%	Count
25	96.7%	9969
35	93.1%	9593
45	88.5%	9117
55	73.1%	7529
65	20.1%	2073
75	0.7%	77

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	10304	112	94	129	163	213	258	218	441	1147	2796	2660	1431	642
%		1.1	0.9	1.3	1.6	2.1	2.5	2.1	4.3	11.1	27.1	25.8	13.9	6.2

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	319	1	1	2	0	6	31	40	96	80	48	12	2	0
12:15 PM	372	4	1	0	0	2	0	10	32	109	127	75	12	0
12:30 PM	353	1	0	0	0	0	1	3	46	108	127	56	9	2
12:45 PM	382	1	0	0	0	0	0	14	90	111	99	52	14	1
1:00 PM	372	2	0	0	1	1	10	49	115	102	72	17	3	0
1:15 PM	397	2	0	2	0	1	2	22	86	116	117	43	4	2
1:30 PM	349	2	2	1	1	2	3	7	56	92	114	55	11	3
1:45 PM	375	1	2	0	0	2	0	2	33	111	135	67	19	3
2:00 PM	373	1	0	0	0	0	0	3	41	115	128	71	10	4
2:15 PM	408	3	3	1	1	2	2	7	49	124	163	45	7	1
2:30 PM	377	4	1	2	1	3	0	9	32	99	132	79	15	0
2:45 PM	437	2	2	1	0	0	5	3	41	110	147	104	19	3
3:00 PM	390	2	0	1	3	0	1	10	44	109	125	84	9	2
3:15 PM	466	0	1	1	1	1	3	18	58	125	167	76	13	2
3:30 PM	465	1	1	0	0	3	0	4	42	112	179	97	24	2
3:45 PM	509	8	2	2	0	5	5	14	87	147	163	66	10	0
4:00 PM	509	2	0	0	0	3	1	6	39	101	205	130	16	6
4:15 PM	531	3	0	0	1	1	1	4	21	90	193	179	37	1
4:30 PM	545	8	0	2	1	2	1	1	39	118	211	134	26	2
4:45 PM	597	12	0	2	1	1	3	3	71	206	224	64	8	2
5:00 PM	677	10	3	1	3	4	5	99	320	187	34	10	0	1
5:15 PM	630	24	24	28	52	113	135	56	85	78	29	5	1	0
5:30 PM	589	5	3	1	5	4	5	8	38	112	202	162	39	5
5:45 PM	553	4	3	2	1	2	3	1	51	167	196	104	17	2
6:00 PM	525	6	0	1	1	2	0	5	33	99	191	144	36	7
6:15 PM	491	4	1	0	0	2	3	7	38	103	173	122	32	6
6:30 PM	423	0	0	0	1	1	0	0	12	100	174	109	21	5
6:45 PM	374	3	0	0	2	0	0	2	16	65	142	105	31	8
7:00 PM	387	1	0	0	0	1	1	1	17	52	123	126	48	17
7:15 PM	342	0	0	0	0	0	1	0	2	20	94	122	79	24
7:30 PM	314	0	1	0	0	0	0	2	9	13	77	84	93	35
7:45 PM	299	1	0	1	0	0	1	0	3	10	63	121	62	37
8:00 PM	327	1	0	0	0	0	1	0	4	40	84	122	54	21
8:15 PM	289	1	0	0	0	1	0	0	0	17	80	97	66	27
8:30 PM	281	3	0	0	0	0	0	0	0	14	65	89	80	30
8:45 PM	237	0	0	0	0	0	0	2	0	9	45	82	66	33
9:00 PM	212	0	0	0	0	0	0	0	1	13	55	79	33	31
9:15 PM	234	0	0	0	0	0	1	0	2	15	45	75	69	27
9:30 PM	201	0	0	0	0	0	0	0	1	13	28	71	67	21
9:45 PM	135	0	0	0	0	0	0	0	1	5	41	39	29	20
10:00 PM	157	0	0	0	0	0	0	0	3	14	22	56	40	22
10:15 PM	144	0	1	0	0	0	0	2	5	8	27	41	38	22
10:30 PM	127	0	0	1	0	0	1	0	0	2	19	32	40	32
10:45 PM	118	0	0	0	0	0	0	0	1	4	17	39	34	23
11:00 PM	109	0	0	0	0	0	0	0	1	10	19	37	25	17
11:15 PM	127	0	0	0	0	0	0	0	1	5	14	51	30	26
11:30 PM	86	0	1	0	0	0	0	0	1	1	15	35	21	12
11:45 PM	76	0	0	0	0	0	0	1	0	4	17	19	18	17

WB

Average (Mean)	56.4 mph
Minimum	10.0 mph
Maximum	87.7 mph

Pace Range

52.3 - 62.3 mph 9311 vehicles (54.8%)

Percentile Speeds

%	mph
10	47.3
15	49.7
50	57.3
85	64.8
90	66.2

Speeds Exceeded

mph	%	Count
25	98.7%	16762
35	97.2%	16521
45	93.5%	15880
55	62.7%	10652
65	11.8%	2001
75	0.5%	84

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #23
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	16990	123	53	52	76	165	226	415	1763	3465	4967	3684	1437	564
%		0.7	0.3	0.3	0.4	1.0	1.3	2.4	10.4	20.4	29.2	21.7	8.5	3.3

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	50	0	0	0	0	0	0	0	0	0	12	21	8	9
12:15 AM	36	0	0	0	0	0	0	2	1	6	6	6	12	3
12:30 AM	38	0	0	0	0	0	0	0	0	2	15	9	7	5
12:45 AM	52	0	0	0	0	0	0	0	0	1	14	15	15	7
1:00 AM	18	0	0	0	0	0	0	0	0	3	6	3	5	1
1:15 AM	22	0	0	0	0	0	0	0	0	3	4	5	7	3
1:30 AM	25	0	0	0	0	0	0	0	1	1	3	9	8	3
1:45 AM	25	0	0	0	0	0	0	0	0	3	5	11	5	1
2:00 AM	28	0	0	0	0	0	0	0	1	5	12	6	3	1
2:15 AM	23	0	0	0	0	0	0	0	1	1	3	9	7	2
2:30 AM	25	0	0	0	0	0	0	0	1	3	4	9	5	3
2:45 AM	19	0	0	0	0	0	0	0	1	1	4	6	6	1
3:00 AM	27	0	0	0	0	0	0	0	0	6	4	5	6	6
3:15 AM	29	0	0	0	0	0	0	0	1	2	6	6	9	5
3:30 AM	39	0	0	0	0	0	0	0	1	4	8	13	7	6
3:45 AM	49	0	0	0	0	0	0	0	1	0	10	16	13	9
4:00 AM	52	0	0	0	0	0	0	0	0	2	5	14	22	9
4:15 AM	79	0	0	0	0	0	0	0	1	6	11	23	25	13
4:30 AM	88	0	0	0	0	0	0	0	0	4	9	23	30	22
4:45 AM	126	0	0	0	0	0	0	0	0	3	9	23	37	54
5:00 AM	156	0	0	0	0	0	0	0	1	1	16	36	49	53
5:15 AM	178	0	0	0	0	0	0	0	0	1	9	38	60	70
5:30 AM	269	0	0	0	0	0	0	0	1	5	24	51	74	114
5:45 AM	231	0	0	0	0	0	1	1	1	4	21	54	52	97
6:00 AM	230	0	0	0	0	0	0	0	0	4	22	52	55	97
6:15 AM	311	2	1	0	0	0	0	0	2	6	32	55	107	106
6:30 AM	408	5	1	0	0	0	1	2	4	14	49	75	121	136
6:45 AM	502	4	1	0	0	0	1	2	0	4	43	108	125	214
7:00 AM	510	11	4	2	0	2	4	4	1	12	50	119	149	152
7:15 AM	654	16	3	1	2	2	5	1	3	36	91	176	178	140
7:30 AM	739	15	7	3	2	5	5	6	13	23	61	163	259	177
7:45 AM	715	20	3	2	5	2	8	3	6	42	117	201	202	104
8:00 AM	596	15	4	3	2	3	0	3	9	23	91	134	177	132
8:15 AM	643	9	3	0	1	3	2	2	16	30	116	171	173	117
8:30 AM	579	5	4	0	2	3	1	0	2	46	108	146	150	112
8:45 AM	564	10	3	1	1	4	0	5	9	37	105	133	147	109
9:00 AM	435	5	2	2	1	0	1	0	6	28	97	113	80	100
9:15 AM	449	1	2	0	0	1	1	2	4	15	88	123	122	90
9:30 AM	445	4	3	1	0	0	0	2	6	22	88	112	111	96
9:45 AM	411	2	1	0	1	0	1	5	7	18	58	104	111	103
10:00 AM	389	1	1	2	0	0	1	1	3	23	76	111	98	72
10:15 AM	358	1	1	0	0	0	1	0	0	16	56	106	88	89
10:30 AM	383	4	2	1	1	0	1	0	14	24	89	101	86	60
10:45 AM	401	4	5	0	0	1	2	2	5	31	78	117	71	85
11:00 AM	377	3	1	0	1	0	0	3	3	27	80	105	103	51
11:15 AM	388	8	2	0	1	0	1	1	11	34	96	97	84	53
11:30 AM	404	4	0	0	0	1	0	3	10	23	105	113	83	62
11:45 AM	431	3	0	1	3	1	1	0	3	24	96	105	113	81

EB

Average (Mean)	64.1 mph
Minimum	10.0 mph
Maximum	87.7 mph

Pace Range

59.6 - 69.6 mph 7322 vehicles (56.3%)

Percentile Speeds

%	mph
10	55.2
15	57.3
50	64.8
85	72.7
90	72.7

Speeds Exceeded

mph	%	Count
25	98.3%	12781
35	97.9%	12730
45	97.2%	12642
55	91.2%	11863
65	50.0%	6500
75	4.4%	577

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	13006	152	54	19	23	28	38	50	150	629	2112	3251	3465	3035
%		1.2	0.4	0.1	0.2	0.2	0.3	0.4	1.2	4.8	16.2	25.0	26.6	23.3

EB

TRAFFIC DATA SERVICES
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US 80/J R Allen Pkwy West of River Rd

Site: #24
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	399	4	4	0	0	4	1	0	18	15	78	113	93	69
12:15 PM	442	2	0	3	0	0	1	0	0	21	104	150	103	58
12:30 PM	441	2	0	0	0	1	2	0	9	28	95	132	91	81
12:45 PM	422	2	1	0	0	1	0	1	1	25	81	122	109	79
1:00 PM	423	0	0	0	0	0	1	1	14	46	103	95	78	85
1:15 PM	432	7	2	3	0	1	0	6	10	29	83	135	85	71
1:30 PM	393	2	2	0	1	1	0	0	4	15	74	105	108	81
1:45 PM	419	3	0	0	0	1	1	2	19	35	87	111	77	83
2:00 PM	419	4	1	1	0	3	2	1	6	54	111	97	75	64
2:15 PM	438	7	1	0	0	2	0	1	21	46	82	113	105	60
2:30 PM	422	5	1	0	0	0	1	1	2	21	71	121	116	83
2:45 PM	476	5	1	0	0	1	0	2	9	23	112	137	100	86
3:00 PM	426	9	2	1	7	6	10	4	23	38	90	117	69	50
3:15 PM	482	7	4	0	3	0	4	11	18	60	113	102	92	68
3:30 PM	546	6	2	1	3	1	5	10	27	75	141	126	108	41
3:45 PM	505	2	1	0	0	0	0	10	37	83	146	139	60	27
4:00 PM	492	9	4	2	5	8	21	37	73	101	131	70	22	9
4:15 PM	475	10	2	2	1	0	2	20	60	104	129	106	35	4
4:30 PM	503	6	0	1	0	3	1	17	99	159	116	85	14	2
4:45 PM	564	6	0	3	3	4	15	36	120	143	168	56	10	0
5:00 PM	592	7	2	0	3	5	9	47	119	150	129	101	18	2
5:15 PM	628	13	3	2	12	7	28	71	148	140	121	59	19	5
5:30 PM	598	14	3	2	4	7	21	61	111	125	127	101	12	10
5:45 PM	506	3	0	0	1	3	3	30	108	118	143	72	21	4
6:00 PM	493	7	0	1	1	2	7	33	89	116	130	91	15	1
6:15 PM	431	2	0	1	1	3	6	23	46	93	132	99	18	7
6:30 PM	372	1	0	0	1	0	1	13	66	94	115	59	17	5
6:45 PM	327	0	0	0	0	0	0	12	57	69	111	63	13	2
7:00 PM	266	1	0	0	0	1	2	7	34	43	83	63	23	9
7:15 PM	274	1	0	0	0	1	0	10	52	49	86	58	14	3
7:30 PM	254	1	1	0	0	0	3	2	24	50	85	63	19	6
7:45 PM	228	0	0	0	0	0	0	5	22	58	75	48	17	3
8:00 PM	212	0	0	0	0	0	0	5	17	46	74	47	19	4
8:15 PM	193	0	0	1	0	0	1	8	27	38	64	42	10	2
8:30 PM	185	0	0	0	0	0	1	5	10	55	60	38	14	2
8:45 PM	147	0	0	0	0	0	1	1	9	24	44	50	12	6
9:00 PM	135	0	0	0	0	0	0	0	3	28	36	36	24	8
9:15 PM	144	0	0	0	0	0	0	1	3	25	40	47	16	12
9:30 PM	149	0	0	0	0	0	0	0	3	15	44	45	29	13
9:45 PM	118	0	0	0	0	0	0	0	5	10	38	27	24	14
10:00 PM	98	0	0	0	0	0	0	0	3	15	23	34	17	6
10:15 PM	89	0	0	0	0	0	0	0	4	7	25	28	18	7
10:30 PM	98	0	0	0	0	0	0	0	3	10	24	37	14	10
10:45 PM	92	0	0	0	0	0	0	1	5	15	30	25	10	6
11:00 PM	79	0	0	0	0	0	0	0	8	12	31	11	12	5
11:15 PM	71	0	0	0	0	0	0	3	5	10	20	20	7	6
11:30 PM	47	0	0	0	0	0	1	1	1	4	13	19	4	4
11:45 PM	52	0	0	0	0	0	0	1	2	10	14	15	7	3

EB

Average (Mean)	58.1 mph
Minimum	10.0 mph
Maximum	85.2 mph

Pace Range

52.3 - 62.3 mph 7683 vehicles (48.0%)

Percentile Speeds

%	mph
10	47.3
15	49.7
50	58.4
85	67.7
90	69.3

Speeds Exceeded

mph	%	Count
25	98.7%	15788
35	98.0%	15676
45	93.9%	15025
55	68.3%	10921
65	20.4%	3259
75	1.5%	232

TRAFFIC DATA SERVICES
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J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	15997	148	37	24	46	66	151	500	1554	2550	4032	3630	1993	1266
%		0.9	0.2	0.2	0.3	0.4	0.9	3.1	9.7	15.9	25.2	22.7	12.5	7.9

EB

TRAFFIC DATA SERVICES
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US 80/J R Allen Pkwy West of River Rd

Site: #24
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	54	0	0	0	0	0	0	0	5	11	17	12	6	3
12:15 AM	42	0	0	0	0	0	0	1	2	10	13	12	1	3
12:30 AM	33	0	0	0	0	0	0	0	1	6	8	7	9	2
12:45 AM	33	0	0	0	0	0	1	1	2	3	12	8	5	1
1:00 AM	33	0	0	0	0	1	0	0	1	10	8	6	7	0
1:15 AM	33	0	0	0	0	0	1	0	2	7	15	5	2	1
1:30 AM	43	0	0	0	0	0	0	0	4	4	13	12	4	6
1:45 AM	31	0	0	0	0	0	1	0	3	2	12	10	3	0
2:00 AM	21	0	0	0	0	0	0	0	2	3	7	7	2	0
2:15 AM	28	0	0	0	0	0	0	0	1	7	4	8	7	1
2:30 AM	17	0	0	0	0	0	0	0	0	4	4	7	1	1
2:45 AM	20	0	0	0	0	0	0	0	1	1	5	5	3	5
3:00 AM	23	0	0	0	0	0	0	0	1	5	7	5	4	1
3:15 AM	18	0	0	0	0	0	0	0	1	0	6	6	3	2
3:30 AM	37	0	0	0	0	0	0	0	2	4	7	8	13	3
3:45 AM	38	0	0	0	0	0	0	0	1	5	9	11	7	5
4:00 AM	60	0	0	1	1	0	0	0	4	4	6	19	13	12
4:15 AM	77	0	0	0	0	0	0	1	0	8	14	25	19	10
4:30 AM	98	0	0	0	0	0	0	1	2	3	19	27	32	14
4:45 AM	126	0	0	0	0	0	0	0	2	7	21	38	37	21
5:00 AM	147	0	0	0	0	0	0	0	2	6	28	35	37	39
5:15 AM	191	0	0	0	0	0	0	0	5	9	17	46	61	53
5:30 AM	215	0	0	0	0	0	0	0	2	3	34	42	66	68
5:45 AM	242	3	0	0	0	0	2	1	4	13	22	54	66	77
6:00 AM	212	0	0	0	0	0	1	0	3	14	16	62	55	61
6:15 AM	281	0	0	0	0	0	0	0	6	14	21	59	101	80
6:30 AM	353	0	0	0	0	0	0	0	3	13	45	82	88	122
6:45 AM	438	5	0	0	0	1	0	2	3	5	47	107	133	135
7:00 AM	501	10	1	1	0	1	2	1	10	19	56	113	156	131
7:15 AM	619	12	3	2	2	0	1	5	11	43	161	189	134	56
7:30 AM	749	21	3	2	5	2	5	1	6	52	151	209	212	80
7:45 AM	705	17	6	1	2	10	4	19	33	35	97	185	177	119
8:00 AM	517	6	2	0	0	1	1	5	2	26	64	124	154	132
8:15 AM	520	7	2	0	2	2	1	2	9	20	86	111	140	138
8:30 AM	462	6	2	0	0	2	2	0	4	28	75	105	99	139
8:45 AM	461	8	2	1	1	2	2	5	16	17	56	99	124	128
9:00 AM	392	1	0	0	0	0	1	1	1	16	47	94	97	134
9:15 AM	351	2	2	2	2	0	0	0	7	6	51	95	82	102
9:30 AM	377	5	1	1	0	2	2	1	1	19	44	74	94	133
9:45 AM	349	2	1	0	2	0	1	0	1	11	60	72	81	118
10:00 AM	363	2	1	0	0	0	0	2	1	12	58	88	87	112
10:15 AM	324	0	1	0	1	0	1	0	4	4	55	88	77	93
10:30 AM	382	6	5	1	0	0	2	2	4	8	52	90	92	120
10:45 AM	375	2	1	0	1	0	2	2	2	7	58	113	86	101
11:00 AM	362	3	1	0	0	3	0	0	1	16	51	106	77	104
11:15 AM	345	6	3	0	0	0	0	3	6	7	56	80	94	90
11:30 AM	354	3	2	0	0	1	0	0	5	9	65	88	100	81
11:45 AM	392	1	0	1	0	1	2	3	9	56	111	90	75	43

EB

Average (Mean)	64.1 mph
Minimum	10.0 mph
Maximum	87.7 mph

Pace Range

59.6 - 69.6 mph 6497 vehicles (54.9%)

Percentile Speeds

%	mph
10	55.2
15	57.3
50	64.8
85	72.7
90	72.7

Speeds Exceeded

mph	%	Count
25	98.5%	11664
35	98.1%	11616
45	97.3%	11522
55	90.6%	10732
65	49.8%	5903
75	5.5%	654

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	11844	128	39	13	19	29	35	59	198	592	1891	2938	3023	2880
%		1.1	0.3	0.1	0.2	0.2	0.3	0.5	1.7	5.0	16.0	24.8	25.5	24.3

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	302	1	0	0	0	2	12	17	49	74	81	44	18	4
12:15 PM	336	5	0	0	1	0	1	4	9	39	104	103	53	17
12:30 PM	301	0	0	0	0	0	2	6	42	69	78	73	27	4
12:45 PM	317	1	1	0	0	0	0	8	25	55	95	81	39	12
1:00 PM	318	2	1	0	0	0	2	14	44	70	95	63	19	8
1:15 PM	343	1	0	0	0	0	1	8	35	60	99	76	48	15
1:30 PM	344	1	1	0	1	1	0	0	14	55	99	105	48	19
1:45 PM	316	3	1	0	0	0	1	9	16	37	84	104	48	13
2:00 PM	321	6	0	0	1	1	0	5	15	44	95	73	53	28
2:15 PM	371	3	1	0	2	1	0	7	32	64	85	107	49	20
2:30 PM	358	5	1	0	1	1	1	7	12	45	78	124	59	24
2:45 PM	361	4	0	0	1	0	3	1	11	48	98	82	64	49
3:00 PM	351	2	0	0	0	4	0	0	25	57	78	93	61	31
3:15 PM	434	6	1	0	0	1	6	13	42	71	109	101	62	22
3:30 PM	402	2	2	0	0	0	0	0	23	31	100	132	70	42
3:45 PM	414	2	0	1	1	1	1	1	11	31	126	125	73	41
4:00 PM	439	1	0	0	1	0	2	0	7	62	123	114	84	45
4:15 PM	416	4	0	0	1	3	1	0	7	40	121	111	83	45
4:30 PM	446	1	1	1	1	0	3	5	24	59	97	119	95	40
4:45 PM	497	16	3	1	3	5	3	12	55	81	141	99	54	24
5:00 PM	548	9	2	6	1	2	6	30	67	86	128	131	65	15
5:15 PM	598	7	4	1	2	4	10	34	69	97	147	137	73	13
5:30 PM	570	12	2	2	2	2	2	12	31	82	150	141	93	39
5:45 PM	530	10	2	1	0	2	5	7	40	94	146	121	76	26
6:00 PM	474	8	1	4	1	1	3	8	23	74	118	124	73	36
6:15 PM	455	6	1	0	1	2	0	6	22	56	121	138	71	31
6:30 PM	388	0	0	0	0	1	0	4	23	56	89	103	81	31
6:45 PM	360	2	0	1	0	0	3	3	5	23	100	90	80	53
7:00 PM	307	0	2	0	0	0	2	5	7	18	76	86	66	45
7:15 PM	267	2	0	0	0	0	1	2	4	16	69	66	63	44
7:30 PM	260	0	0	0	0	0	0	0	6	20	61	68	54	51
7:45 PM	223	1	0	0	0	0	0	0	5	7	44	65	48	53
8:00 PM	219	0	0	0	0	0	0	0	3	13	57	63	51	32
8:15 PM	191	0	0	0	0	0	0	0	6	10	45	68	33	29
8:30 PM	181	0	0	0	0	0	0	0	2	13	50	59	27	30
8:45 PM	173	0	0	0	0	0	0	0	3	10	32	52	39	37
9:00 PM	154	0	0	0	0	0	0	2	2	9	32	47	33	29
9:15 PM	246	0	1	0	0	1	2	0	8	23	56	72	51	32
9:30 PM	147	0	0	0	0	0	0	1	3	5	26	57	29	26
9:45 PM	143	1	0	0	0	0	0	0	1	7	24	38	40	32
10:00 PM	127	1	0	0	0	0	0	0	2	3	29	34	29	29
10:15 PM	122	0	0	0	0	0	0	1	0	2	23	33	32	31
10:30 PM	116	0	0	0	0	0	0	0	1	4	25	36	23	27
10:45 PM	130	1	0	0	0	0	1	2	4	3	23	40	35	21
11:00 PM	147	0	0	0	0	0	0	2	0	18	30	40	28	29
11:15 PM	108	0	0	0	0	0	0	0	4	12	26	25	27	14
11:30 PM	61	0	0	0	0	0	0	0	2	1	14	17	17	10
11:45 PM	66	0	0	0	0	0	0	0	3	3	12	23	13	12

EB

Average (Mean)	60.0 mph
Minimum	10.0 mph
Maximum	87.7 mph

Pace Range

56.2 - 66.2 mph 8030 vehicles (54.6%)

Percentile Speeds

%	mph
10	50.5
15	52.3
50	60.8
85	67.7
90	69.3

Speeds Exceeded

mph	%	Count
25	98.8%	14526
35	98.4%	14470
45	96.3%	14160
55	78.0%	11459
65	26.0%	3817
75	1.7%	254

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy West of River Rd

Site: #24
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	14698	126	28	18	21	35	74	236	844	1857	3739	3903	2457	1360
%		0.9	0.2	0.1	0.1	0.2	0.5	1.6	5.7	12.6	25.4	26.6	16.7	9.3

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #25
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	68	0	0	0	0	0	0	0	1	9	9	23	16	10
12:15 AM	67	0	0	0	0	0	0	1	2	1	11	26	17	9
12:30 AM	52	0	0	0	0	0	1	0	1	6	15	15	5	9
12:45 AM	59	0	0	0	0	0	0	3	2	0	13	13	13	15
1:00 AM	37	0	0	0	0	0	0	0	1	2	6	8	7	13
1:15 AM	26	0	0	0	0	0	0	0	1	0	5	8	4	8
1:30 AM	29	0	0	0	0	0	0	0	2	1	8	9	6	3
1:45 AM	32	0	0	0	0	0	0	0	0	3	7	7	10	5
2:00 AM	39	0	0	0	0	0	0	0	4	5	10	10	5	5
2:15 AM	45	0	0	0	0	0	0	0	0	3	6	15	8	13
2:30 AM	29	0	0	0	0	0	0	0	0	3	4	11	4	7
2:45 AM	31	0	0	0	0	0	0	0	1	0	5	10	10	5
3:00 AM	29	0	0	0	0	0	0	0	0	1	8	9	10	1
3:15 AM	28	0	0	0	0	0	0	0	1	3	4	6	9	5
3:30 AM	28	0	0	0	0	0	0	0	1	3	4	6	8	6
3:45 AM	51	0	0	0	0	0	0	0	2	1	5	13	18	12
4:00 AM	30	0	0	0	0	0	0	0	0	1	5	12	5	7
4:15 AM	35	0	0	0	0	0	0	1	1	0	5	18	4	6
4:30 AM	43	0	0	0	0	0	0	0	2	5	9	13	7	7
4:45 AM	47	0	0	0	0	0	0	0	1	7	5	18	8	8
5:00 AM	54	0	0	0	0	0	0	0	2	1	6	14	18	13
5:15 AM	64	0	0	0	0	0	0	0	3	2	12	17	19	11
5:30 AM	81	0	0	0	0	0	0	0	2	2	13	19	19	26
5:45 AM	91	0	0	0	0	0	0	1	2	6	13	21	18	30
6:00 AM	128	0	0	0	0	0	0	0	0	8	18	42	26	34
6:15 AM	173	0	0	0	0	0	0	1	3	6	24	47	36	56
6:30 AM	197	1	1	0	0	0	1	1	5	7	23	57	54	47
6:45 AM	239	1	0	0	0	1	0	3	4	14	31	48	69	68
7:00 AM	285	2	1	0	0	0	1	3	7	12	39	55	86	79
7:15 AM	369	3	0	2	0	0	1	1	1	17	38	84	111	111
7:30 AM	416	3	0	1	0	0	0	2	1	21	50	101	117	120
7:45 AM	393	1	0	0	1	0	0	2	6	10	56	84	100	133
8:00 AM	355	2	0	0	1	0	0	1	6	9	56	75	89	116
8:15 AM	353	2	1	0	0	0	0	3	10	17	51	91	89	89
8:30 AM	324	1	1	0	0	1	0	3	11	17	48	71	98	73
8:45 AM	304	0	0	0	1	0	0	3	2	18	48	72	84	76
9:00 AM	317	2	0	0	0	0	2	3	10	35	47	84	58	76
9:15 AM	309	1	0	0	1	0	0	0	5	23	56	94	69	60
9:30 AM	307	0	0	0	0	0	0	3	7	19	54	72	66	86
9:45 AM	296	0	0	0	1	0	0	2	7	26	46	73	70	71
10:00 AM	320	3	1	0	0	1	1	4	8	20	45	88	81	68
10:15 AM	311	1	0	0	0	0	0	1	7	21	49	83	72	77
10:30 AM	322	3	0	0	0	0	1	3	7	37	56	92	67	56
10:45 AM	341	3	1	0	0	1	1	8	7	17	64	96	82	61
11:00 AM	369	1	0	0	0	0	1	2	11	22	58	105	88	81
11:15 AM	357	2	1	0	1	0	0	2	12	19	78	85	91	66
11:30 AM	393	0	0	0	1	1	1	3	8	27	64	110	98	80
11:45 AM	324	3	0	0	0	1	0	1	4	15	60	71	91	78

WB

Average (Mean)	64.5 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

59.6 - 69.6 mph 4695 vehicles (54.6%)

Percentile Speeds

%	mph
10	55.2
15	57.3
50	64.8
85	72.7
90	72.7

Speeds Exceeded

mph	%	Count
25	99.5%	8552
35	99.3%	8539
45	98.5%	8467
55	90.5%	7784
65	49.3%	4236
75	5.4%	465

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #25
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	8597	35	7	3	7	6	11	61	181	502	1347	2201	2140	2096
%		0.4	0.1	0.0	0.1	0.1	0.1	0.7	2.1	5.8	15.7	25.6	24.9	24.4

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #25
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	400	2	0	0	0	0	1	2	11	35	69	82	113	85
12:15 PM	382	7	0	0	2	2	1	5	13	36	68	108	72	68
12:30 PM	405	6	3	0	1	0	2	8	8	42	68	86	98	83
12:45 PM	381	1	0	1	0	1	1	2	4	22	69	112	81	87
1:00 PM	429	5	0	1	0	0	1	2	12	35	64	100	106	103
1:15 PM	397	5	1	0	1	2	0	2	3	24	89	82	113	75
1:30 PM	404	4	1	0	0	1	2	5	8	32	78	93	99	81
1:45 PM	397	4	1	3	0	2	0	2	15	31	84	104	85	66
2:00 PM	434	5	1	0	0	1	2	5	13	32	95	125	100	55
2:15 PM	460	5	1	1	1	0	2	2	17	44	69	105	124	89
2:30 PM	501	7	0	2	0	1	2	8	29	34	89	124	124	81
2:45 PM	517	7	2	0	0	0	1	3	18	50	91	139	116	90
3:00 PM	559	3	1	1	0	2	3	3	14	39	91	163	130	109
3:15 PM	545	7	6	0	1	0	2	2	9	51	111	141	132	83
3:30 PM	584	15	4	1	0	4	5	6	27	76	126	171	107	42
3:45 PM	600	12	4	2	2	6	6	6	41	97	151	154	85	34
4:00 PM	640	13	1	1	6	23	46	42	99	141	155	85	28	0
4:15 PM	687	14	3	8	6	14	46	78	155	162	155	41	4	1
4:30 PM	636	13	6	8	7	17	44	99	115	116	146	51	13	1
4:45 PM	648	21	18	36	29	38	45	75	136	149	89	12	0	0
5:00 PM	611	26	24	67	64	70	80	81	66	66	56	10	0	1
5:15 PM	550	39	50	111	144	69	89	46	2	0	0	0	0	0
5:30 PM	466	39	80	141	94	54	42	15	1	0	0	0	0	0
5:45 PM	570	13	18	43	77	59	76	60	51	58	54	37	18	6
6:00 PM	479	7	2	4	3	7	11	28	50	89	132	106	38	2
6:15 PM	503	6	1	1	2	3	7	22	81	118	125	105	28	4
6:30 PM	423	0	1	0	0	5	0	22	62	84	154	75	19	1
6:45 PM	386	0	0	0	0	0	5	9	52	72	112	102	30	4
7:00 PM	366	0	0	0	0	1	2	16	42	69	111	88	28	9
7:15 PM	374	4	1	1	0	1	10	20	56	72	102	78	23	6
7:30 PM	340	3	0	0	1	1	2	7	39	65	88	90	36	8
7:45 PM	280	0	0	0	0	1	0	4	29	51	88	61	40	6
8:00 PM	318	0	0	0	0	0	0	17	40	53	89	79	31	9
8:15 PM	315	4	0	1	2	2	6	6	54	57	93	66	18	6
8:30 PM	326	1	0	1	2	1	4	18	42	73	95	62	24	3
8:45 PM	252	2	0	0	0	1	0	6	25	41	71	57	33	16
9:00 PM	241	0	0	0	0	0	0	5	13	33	64	62	47	17
9:15 PM	221	0	0	0	0	0	0	0	5	17	49	68	52	30
9:30 PM	174	0	0	0	0	0	0	0	8	12	35	51	42	26
9:45 PM	144	0	0	0	0	0	0	3	7	12	30	40	29	23
10:00 PM	140	1	0	0	0	0	0	0	2	10	21	54	25	27
10:15 PM	134	0	0	0	0	0	0	1	1	11	22	33	30	36
10:30 PM	119	0	0	0	0	0	0	1	3	12	21	33	26	23
10:45 PM	95	0	0	0	0	0	0	0	2	10	21	37	11	14
11:00 PM	98	0	0	0	0	0	0	1	1	18	27	22	17	12
11:15 PM	103	0	0	0	0	0	1	0	5	6	30	22	24	15
11:30 PM	80	1	0	1	0	0	0	2	4	13	23	20	9	7
11:45 PM	60	0	0	0	0	0	0	1	2	4	15	16	12	10

WB

Average (Mean)	55.2 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

56.2 - 66.2 mph 7457 vehicles (41.0%)

Percentile Speeds

%	mph
10	35.0
15	42.6
50	58.4
85	67.7
90	69.3

Speeds Exceeded

mph	%	Count
25	94.7%	17206
35	90.1%	16372
45	83.0%	15077
55	61.7%	11211
65	21.9%	3974
75	1.6%	291

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #25
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	18174	302	230	436	445	389	547	748	1492	2374	3685	3552	2420	1554
%		1.7	1.3	2.4	2.4	2.1	3.0	4.1	8.2	13.1	20.3	19.5	13.3	8.6

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #25
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	75	0	0	0	0	0	0	0	1	11	23	22	12	6
12:15 AM	71	0	0	0	0	0	1	0	6	4	17	21	13	9
12:30 AM	47	0	0	0	0	0	0	0	5	1	8	17	12	4
12:45 AM	61	0	0	0	0	0	0	2	1	9	14	20	8	7
1:00 AM	37	0	0	0	0	0	0	0	4	2	6	15	7	3
1:15 AM	29	0	0	0	0	0	0	1	0	3	5	11	7	2
1:30 AM	22	0	0	0	0	0	0	0	2	1	7	6	2	4
1:45 AM	21	0	0	0	0	0	0	0	2	2	5	6	3	3
2:00 AM	27	0	0	0	0	0	0	0	1	4	1	10	6	5
2:15 AM	39	0	0	0	0	0	0	0	0	1	4	10	11	13
2:30 AM	30	0	0	0	0	0	0	0	1	2	5	9	10	3
2:45 AM	26	0	0	0	0	0	0	0	0	4	4	10	4	4
3:00 AM	41	0	0	0	0	0	0	0	1	2	5	10	9	14
3:15 AM	20	0	0	0	0	0	0	0	2	3	2	9	3	1
3:30 AM	33	0	0	0	0	0	0	0	1	4	6	9	10	3
3:45 AM	38	0	0	0	0	0	0	0	1	1	6	18	7	5
4:00 AM	24	0	0	0	0	0	0	1	3	1	5	5	6	3
4:15 AM	35	0	0	0	0	0	0	0	0	1	5	13	8	8
4:30 AM	44	0	0	0	0	0	0	0	0	5	9	14	10	6
4:45 AM	39	0	0	0	0	0	0	1	1	7	6	8	9	7
5:00 AM	52	0	0	0	0	0	0	0	2	2	8	18	14	8
5:15 AM	62	0	0	0	0	0	0	1	1	3	16	15	16	10
5:30 AM	86	0	0	0	0	0	0	0	3	2	18	26	23	14
5:45 AM	85	0	0	0	0	0	0	0	3	3	12	32	21	14
6:00 AM	112	0	0	0	0	0	0	0	0	2	24	28	31	27
6:15 AM	171	0	0	0	0	0	0	2	3	7	20	48	56	35
6:30 AM	164	0	0	0	0	0	0	0	1	7	25	45	37	49
6:45 AM	217	0	0	0	0	0	0	1	2	10	29	48	74	53
7:00 AM	230	0	0	0	0	1	0	2	7	9	36	62	61	52
7:15 AM	303	1	0	0	0	0	0	3	3	11	50	101	83	51
7:30 AM	282	1	0	0	0	0	0	0	2	5	31	65	92	86
7:45 AM	320	3	1	1	0	1	1	1	2	15	43	91	93	68
8:00 AM	331	3	1	0	0	0	0	0	9	24	46	91	99	58
8:15 AM	287	2	1	1	0	0	0	1	7	7	29	85	90	64
8:30 AM	311	1	1	0	2	0	0	2	2	16	43	75	85	84
8:45 AM	269	0	3	0	0	0	0	1	8	12	34	75	67	69
9:00 AM	248	0	0	0	0	0	1	0	4	9	45	60	53	76
9:15 AM	262	1	0	0	0	0	0	1	3	15	30	57	83	72
9:30 AM	286	1	0	0	0	0	0	3	7	19	58	57	69	72
9:45 AM	316	3	0	0	0	0	0	1	3	20	39	65	84	101
10:00 AM	313	2	1	0	0	1	1	1	2	11	53	77	69	95
10:15 AM	282	0	0	1	0	0	0	0	0	12	45	67	84	73
10:30 AM	305	1	1	0	0	0	0	0	3	10	36	90	80	84
10:45 AM	287	1	0	0	0	0	0	2	5	34	61	60	62	62
11:00 AM	327	3	0	0	0	0	2	1	11	27	56	82	59	86
11:15 AM	333	2	0	0	0	0	1	2	8	35	55	78	74	78
11:30 AM	348	1	1	0	0	0	0	2	2	21	65	79	93	84
11:45 AM	350	0	2	0	0	0	1	4	17	34	80	103	76	33

WB

Average (Mean)	64.5 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

59.6 - 69.6 mph 4345 vehicles (56.4%)

Percentile Speeds

%	mph
10	55.2
15	57.3
50	64.8
85	70.9
90	72.7

Speeds Exceeded

mph	%	Count
25	99.5%	7657
35	99.4%	7652
45	98.8%	7608
55	91.0%	7006
65	48.8%	3753
75	5.2%	404

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #25
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	7698	26	12	3	2	3	8	36	152	450	1230	2023	1985	1768
%		0.3	0.2	0.0	0.0	0.0	0.1	0.5	2.0	5.8	16.0	26.3	25.8	23.0

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #25
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	316	2	5	0	3	9	26	34	63	74	60	31	8	1
12:15 PM	356	2	0	1	1	2	1	11	25	62	92	88	60	11
12:30 PM	313	2	0	0	1	1	0	15	43	54	98	67	25	7
12:45 PM	346	0	0	0	0	0	6	9	35	61	99	81	42	13
1:00 PM	335	3	1	1	0	1	12	13	51	72	96	68	14	3
1:15 PM	351	2	0	0	2	2	0	4	29	44	100	112	42	14
1:30 PM	319	1	1	0	0	0	1	3	25	43	83	99	50	13
1:45 PM	357	2	0	0	2	1	6	9	29	41	110	102	36	19
2:00 PM	364	0	0	0	0	0	0	4	26	52	113	117	42	10
2:15 PM	376	2	0	1	1	1	1	8	34	58	112	103	44	11
2:30 PM	387	5	2	1	2	2	3	13	21	61	111	94	53	19
2:45 PM	444	0	2	0	0	2	1	0	34	63	121	139	67	15
3:00 PM	382	6	1	2	2	3	4	6	18	49	90	135	46	20
3:15 PM	461	2	1	0	2	2	1	11	46	77	125	127	54	13
3:30 PM	498	5	1	1	3	5	6	6	30	77	133	146	66	19
3:45 PM	508	2	1	1	1	3	4	10	44	79	173	121	56	13
4:00 PM	517	4	0	1	3	1	1	2	31	67	139	163	81	24
4:15 PM	537	3	4	1	2	3	4	9	33	63	133	136	130	16
4:30 PM	594	7	2	2	2	2	9	14	48	88	141	171	89	19
4:45 PM	631	5	0	0	0	1	3	29	91	106	184	158	51	3
5:00 PM	697	9	5	10	43	71	75	69	154	125	94	38	3	1
5:15 PM	559	44	49	123	139	105	52	37	5	2	1	1	1	0
5:30 PM	611	14	9	32	22	44	52	40	28	42	116	130	65	17
5:45 PM	561	10	1	1	1	1	1	18	38	90	165	158	66	11
6:00 PM	537	4	0	0	0	2	1	2	9	60	138	167	115	39
6:15 PM	517	1	1	1	1	2	1	6	29	56	142	172	77	28
6:30 PM	418	3	1	0	0	1	1	0	16	44	113	142	72	25
6:45 PM	403	2	0	1	0	0	4	5	14	42	128	124	50	33
7:00 PM	406	2	0	0	0	0	2	3	9	40	95	139	82	34
7:15 PM	395	3	1	0	1	0	1	5	5	25	72	102	120	60
7:30 PM	343	2	1	0	1	0	1	1	10	28	75	86	80	58
7:45 PM	317	3	1	0	0	1	0	0	16	15	54	90	66	71
8:00 PM	369	0	0	0	0	1	0	4	9	31	99	103	76	46
8:15 PM	313	1	0	0	0	0	0	0	4	31	70	103	64	40
8:30 PM	312	1	0	0	0	1	0	2	3	20	59	86	87	53
8:45 PM	258	0	0	0	0	0	1	1	4	16	47	73	66	50
9:00 PM	219	0	1	0	0	0	0	0	3	19	45	68	47	36
9:15 PM	276	0	0	0	0	0	0	2	6	19	62	73	68	46
9:30 PM	212	0	0	0	1	0	1	0	6	13	27	56	62	46
9:45 PM	167	0	0	0	0	0	0	0	3	12	30	58	32	32
10:00 PM	159	1	1	0	0	0	0	0	0	13	30	44	35	35
10:15 PM	156	0	0	0	0	0	0	0	6	13	23	36	40	38
10:30 PM	123	0	0	0	0	0	0	0	3	4	10	31	33	42
10:45 PM	114	0	0	0	0	0	0	0	2	3	14	30	30	35
11:00 PM	116	0	0	0	0	0	0	0	1	6	18	31	31	29
11:15 PM	133	0	0	0	0	0	0	0	2	9	31	35	31	25
11:30 PM	92	0	0	0	0	0	0	0	1	2	22	31	17	19
11:45 PM	88	0	0	0	0	0	0	0	0	5	14	26	20	23

WB

Average (Mean)	57.8 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

56.2 - 66.2 mph 9002 vehicles (52.1%)

Percentile Speeds

%	mph
10	45.8
15	49.6
50	59.6
85	67.7
90	69.3

Speeds Exceeded

mph	%	Count
25	97.5%	16836
35	94.6%	16330
45	90.6%	15643
55	72.0%	12425
65	22.2%	3827
75	1.3%	220

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #25
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	17263	155	92	180	236	270	282	405	1142	2076	4107	4491	2592	1235
%		0.9	0.5	1.0	1.4	1.6	1.6	2.3	6.6	12.0	23.8	26.0	15.0	7.2

WB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #26
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	38	0	0	0	0	0	0	0	0	6	5	11	7	9
12:15 AM	39	0	0	0	0	0	0	1	1	1	8	9	12	7
12:30 AM	39	0	0	0	0	0	0	0	0	2	9	7	15	6
12:45 AM	50	0	0	0	0	0	0	0	0	1	8	11	16	14
1:00 AM	21	0	0	0	0	0	0	1	0	2	4	8	4	2
1:15 AM	26	0	0	0	0	0	0	0	0	2	8	8	2	6
1:30 AM	21	0	0	0	0	0	0	0	0	0	4	8	4	5
1:45 AM	34	0	0	0	0	0	0	0	1	2	8	11	7	5
2:00 AM	27	0	0	0	0	0	0	1	1	2	7	8	6	2
2:15 AM	24	0	0	0	0	0	0	0	0	1	3	9	4	7
2:30 AM	28	0	0	0	0	0	0	1	1	5	6	4	7	4
2:45 AM	24	0	0	0	0	0	0	1	1	3	2	4	7	6
3:00 AM	31	0	0	0	0	0	0	0	2	1	5	8	4	11
3:15 AM	27	0	0	0	0	0	0	0	2	2	4	7	6	6
3:30 AM	39	0	0	0	0	0	0	0	0	2	8	11	9	9
3:45 AM	56	0	0	0	0	0	0	0	0	0	5	15	16	20
4:00 AM	57	0	0	0	0	0	0	0	0	1	6	13	16	21
4:15 AM	78	0	0	0	0	0	0	1	2	3	7	22	19	24
4:30 AM	92	0	0	0	0	0	0	1	0	2	7	22	34	26
4:45 AM	128	0	0	0	0	0	0	0	1	2	6	21	33	65
5:00 AM	157	0	0	0	0	0	0	1	0	2	11	38	39	66
5:15 AM	187	0	0	0	0	0	0	0	0	1	9	41	57	79
5:30 AM	274	2	0	1	0	0	0	0	0	4	19	52	65	131
5:45 AM	261	0	0	0	0	0	0	0	1	8	19	48	69	116
6:00 AM	269	0	0	0	0	1	0	0	1	4	26	55	63	119
6:15 AM	373	2	1	0	1	0	0	1	4	9	33	78	91	153
6:30 AM	466	3	1	0	0	1	0	1	4	17	38	113	114	174
6:45 AM	553	5	1	2	1	2	5	1	1	5	50	119	138	223
7:00 AM	556	7	4	2	1	4	3	1	1	18	64	114	166	171
7:15 AM	799	16	8	3	7	5	6	4	4	55	159	228	188	116
7:30 AM	815	22	8	3	4	1	10	4	21	56	168	225	194	99
7:45 AM	824	30	7	3	5	12	10	7	66	99	203	225	107	50
8:00 AM	662	12	4	1	6	1	4	4	14	39	123	147	155	152
8:15 AM	670	12	5	2	1	1	5	3	13	50	129	191	143	115
8:30 AM	639	7	3	2	0	3	1	1	16	32	128	183	147	116
8:45 AM	605	13	0	4	2	1	2	10	18	45	133	118	114	145
9:00 AM	474	3	0	1	1	0	0	0	2	31	112	113	92	119
9:15 AM	435	4	1	0	0	1	1	2	3	19	53	124	111	116
9:30 AM	448	7	1	0	2	1	0	0	2	16	80	104	104	131
9:45 AM	422	4	0	1	1	1	0	1	0	8	52	112	113	129
10:00 AM	358	1	1	1	1	0	0	1	7	24	56	96	79	91
10:15 AM	381	3	1	0	1	0	1	0	2	13	65	100	99	96
10:30 AM	414	3	2	0	0	2	1	2	16	29	73	114	93	79
10:45 AM	401	6	1	1	0	0	1	1	0	16	55	113	102	105
11:00 AM	360	6	0	1	0	1	0	2	7	10	57	96	102	78
11:15 AM	373	2	1	1	0	1	0	4	3	26	64	104	91	76
11:30 AM	406	5	3	0	0	1	0	3	6	29	93	96	101	69
11:45 AM	397	1	0	0	1	0	0	1	7	18	68	107	86	108

EB

Average (Mean)	63.9 mph
Minimum	10.1 mph
Maximum	87.6 mph

Pace Range

59.6 - 69.6 mph 7356 vehicles (53.1%)

Percentile Speeds

%	mph
10	54.2
15	57.3
50	64.8
85	72.7
90	74.5

Speeds Exceeded

mph	%	Count
25	98.1%	13600
35	97.6%	13525
45	96.8%	13413
55	89.9%	12459
65	48.5%	6728
75	6.7%	926

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #26
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	13858	176	53	29	35	40	50	62	231	723	2260	3471	3251	3477
%		1.3	0.4	0.2	0.3	0.3	0.4	0.4	1.7	5.2	16.3	25.0	23.5	25.1

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #26
2/5/2020
Wednesday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	347	0	0	0	0	0	0	1	5	10	45	87	92	107
12:15 PM	388	4	0	0	1	0	2	0	0	11	61	123	84	102
12:30 PM	416	1	2	0	0	0	2	0	10	40	78	107	89	87
12:45 PM	393	5	0	0	0	1	1	1	1	19	65	93	88	119
1:00 PM	359	3	1	0	0	0	0	1	1	13	63	96	75	106
1:15 PM	420	5	2	0	1	1	0	2	3	20	80	121	88	97
1:30 PM	396	4	1	0	1	0	0	1	8	16	70	110	84	101
1:45 PM	407	3	1	1	0	1	1	5	9	29	84	110	62	101
2:00 PM	403	0	0	0	0	0	1	1	4	22	66	104	96	109
2:15 PM	415	3	2	0	0	0	1	2	2	13	71	124	104	93
2:30 PM	411	4	1	2	0	1	2	1	0	12	45	103	108	132
2:45 PM	414	7	2	0	1	0	1	0	4	13	40	128	104	114
3:00 PM	386	4	2	1	0	0	2	0	1	5	56	109	112	94
3:15 PM	404	7	1	1	0	1	1	1	4	10	77	105	89	107
3:30 PM	492	5	2	0	0	1	2	0	6	41	96	118	125	96
3:45 PM	401	0	1	0	0	0	0	0	14	44	92	92	88	70
4:00 PM	420	6	2	1	2	1	0	9	29	59	148	90	51	22
4:15 PM	406	0	1	0	0	0	0	1	34	60	136	102	53	19
4:30 PM	392	2	1	0	1	1	1	7	46	77	134	80	30	12
4:45 PM	429	2	0	1	0	1	1	9	53	123	146	72	14	7
5:00 PM	455	0	1	0	0	0	3	16	53	100	142	92	40	8
5:15 PM	477	3	1	1	0	3	3	6	44	88	133	125	55	15
5:30 PM	445	1	1	0	2	4	0	7	46	70	136	116	47	15
5:45 PM	399	0	0	0	0	0	2	10	47	98	105	96	34	7
6:00 PM	420	2	1	0	0	0	2	8	37	107	140	92	22	9
6:15 PM	370	0	0	0	0	0	0	18	36	67	125	96	26	2
6:30 PM	360	2	0	0	0	0	0	12	56	99	104	63	18	6
6:45 PM	284	0	0	1	0	0	0	5	31	65	103	56	16	7
7:00 PM	256	1	0	0	0	0	0	11	26	49	53	63	42	11
7:15 PM	239	0	0	0	1	0	2	12	41	46	61	51	23	2
7:30 PM	212	0	0	0	0	0	0	2	22	38	64	52	29	5
7:45 PM	187	0	1	0	0	1	0	5	12	30	62	54	16	6
8:00 PM	185	0	0	0	0	0	1	7	15	46	47	40	19	10
8:15 PM	151	0	0	0	0	0	3	7	15	28	42	39	12	5
8:30 PM	167	0	0	0	0	0	0	3	27	27	52	41	11	6
8:45 PM	142	0	0	0	0	0	0	2	6	23	31	47	15	18
9:00 PM	121	0	0	1	0	0	0	0	9	9	31	33	27	11
9:15 PM	137	0	0	0	0	0	0	1	4	16	28	51	20	17
9:30 PM	133	0	0	0	0	0	0	0	2	5	32	45	22	27
9:45 PM	106	0	0	0	0	0	0	0	3	5	19	29	24	26
10:00 PM	104	0	0	0	1	0	0	0	2	7	28	31	16	19
10:15 PM	85	0	0	0	0	0	0	0	1	11	13	23	14	23
10:30 PM	101	0	0	0	0	0	0	0	3	8	23	26	23	18
10:45 PM	95	0	0	0	0	0	0	0	3	13	26	25	16	12
11:00 PM	62	0	0	0	0	0	0	0	3	9	24	11	9	6
11:15 PM	76	0	0	0	0	0	0	2	5	11	19	20	8	11
11:30 PM	43	0	0	0	0	0	0	1	1	5	9	10	11	6
11:45 PM	57	0	0	0	0	0	0	3	4	7	16	7	13	7

EB

Average (Mean)	61.1 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

56.2 - 66.2 mph 7115 vehicles (50.9%)

Percentile Speeds

%	mph
10	51.4
15	53.2
50	60.8
85	69.3
90	70.9

Speeds Exceeded

mph	%	Count
25	99.2%	13857
35	99.0%	13829
45	97.5%	13615
55	79.5%	11103
65	30.6%	4274
75	3.9%	549

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #26
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	13968	74	27	10	11	17	34	180	788	1724	3321	3508	2264	2010
%		0.5	0.2	0.1	0.1	0.1	0.2	1.3	5.6	12.3	23.8	25.1	16.2	14.4

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #26
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	54	0	0	0	0	0	0	2	5	6	14	16	6	5
12:15 AM	35	0	0	0	0	0	0	0	1	6	12	7	6	3
12:30 AM	34	0	0	0	0	0	0	0	1	2	10	8	7	6
12:45 AM	30	0	0	0	0	0	1	0	0	2	9	9	7	2
1:00 AM	33	0	0	0	0	0	0	1	1	5	9	5	6	6
1:15 AM	31	0	0	0	0	0	0	0	4	6	10	6	4	1
1:30 AM	38	0	0	0	0	0	0	0	2	4	12	8	6	6
1:45 AM	40	0	0	0	0	0	0	1	6	9	8	10	4	2
2:00 AM	22	0	0	0	0	0	0	0	1	2	5	10	4	0
2:15 AM	33	0	0	0	0	0	0	0	1	6	7	9	7	3
2:30 AM	17	0	0	0	0	0	0	0	0	0	5	7	2	3
2:45 AM	17	0	0	0	0	0	0	0	2	2	1	4	3	5
3:00 AM	22	0	0	0	0	0	0	0	0	3	4	8	6	1
3:15 AM	18	0	0	0	0	0	0	0	1	1	4	3	3	6
3:30 AM	38	0	0	0	0	0	0	1	1	3	14	7	8	4
3:45 AM	46	0	0	0	0	0	0	0	2	3	10	10	12	9
4:00 AM	61	0	0	0	0	0	0	0	0	6	12	14	16	13
4:15 AM	86	0	0	0	0	0	0	1	3	5	18	27	15	17
4:30 AM	94	0	0	0	0	0	0	0	2	3	16	28	24	21
4:45 AM	138	0	0	0	0	0	0	1	1	7	13	48	40	28
5:00 AM	142	0	0	0	0	0	0	1	0	7	17	38	37	42
5:15 AM	201	0	0	0	0	0	0	0	2	5	15	54	54	71
5:30 AM	235	0	0	0	0	0	0	0	3	3	27	67	55	80
5:45 AM	259	0	0	0	0	0	0	0	2	5	31	63	66	92
6:00 AM	240	0	0	0	0	0	0	1	5	15	34	52	56	77
6:15 AM	339	1	0	1	0	0	0	1	5	10	66	83	92	80
6:30 AM	429	2	0	0	0	1	0	0	12	24	83	82	99	126
6:45 AM	510	3	1	0	0	0	1	0	2	19	58	135	143	148
7:00 AM	559	10	7	0	0	0	2	0	2	25	117	170	130	96
7:15 AM	709	16	2	2	1	3	11	3	30	117	202	227	78	17
7:30 AM	817	18	10	2	2	10	8	10	36	162	265	195	72	27
7:45 AM	787	20	7	2	3	8	11	19	69	190	203	139	69	47
8:00 AM	584	13	2	0	3	1	3	4	11	48	107	161	135	96
8:15 AM	572	7	2	2	0	2	2	0	3	10	92	119	158	175
8:30 AM	512	8	1	1	2	0	2	4	3	25	79	120	135	132
8:45 AM	524	8	0	0	1	0	3	1	3	14	50	146	138	160
9:00 AM	405	2	2	0	0	0	0	1	3	1	46	72	117	161
9:15 AM	391	4	1	0	0	0	1	0	0	5	47	88	111	134
9:30 AM	378	8	1	2	0	0	1	0	1	4	45	84	79	153
9:45 AM	374	2	0	0	0	0	0	0	0	9	42	90	104	127
10:00 AM	371	6	0	0	0	1	2	0	3	11	46	90	100	112
10:15 AM	331	2	0	1	0	0	0	0	0	8	29	90	84	117
10:30 AM	419	3	2	0	0	2	0	0	0	15	27	86	120	164
10:45 AM	367	2	1	0	0	0	1	0	1	14	60	100	85	103
11:00 AM	365	0	0	0	0	0	1	0	1	8	41	92	108	114
11:15 AM	312	1	0	0	0	0	0	1	1	7	34	62	71	135
11:30 AM	322	1	0	0	0	0	0	0	3	6	33	86	85	108
11:45 AM	336	0	0	0	0	1	0	2	8	35	63	96	67	64

EB

Average (Mean)	63.8 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

59.6 - 69.6 mph 6572 vehicles (51.8%)

Percentile Speeds

%	mph
10	54.2
15	56.2
50	64.8
85	72.7
90	74.5

Speeds Exceeded

mph	%	Count
25	98.5%	12488
35	98.2%	12447
45	97.4%	12342
55	88.5%	11216
65	46.8%	5933
75	6.5%	828

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #26
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	12677	137	39	13	12	29	50	55	243	883	2152	3131	2834	3099
%		1.1	0.3	0.1	0.1	0.2	0.4	0.4	1.9	7.0	17.0	24.7	22.4	24.4

EB

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #26
2/6/2020
Thursday

Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 PM	280	0	0	0	0	1	2	24	58	48	77	47	18	5
12:15 PM	311	0	2	0	1	0	0	1	8	44	65	93	52	45
12:30 PM	319	3	2	0	0	1	4	16	35	61	81	77	26	13
12:45 PM	314	0	0	0	0	1	1	5	39	51	89	82	33	13
1:00 PM	284	0	0	0	0	0	4	5	45	62	83	51	23	11
1:15 PM	329	4	0	0	0	0	3	1	24	57	93	79	48	20
1:30 PM	312	2	1	0	0	1	1	2	21	47	88	72	44	33
1:45 PM	330	0	0	1	0	1	0	3	16	38	79	100	55	37
2:00 PM	320	1	0	1	0	0	1	1	12	45	100	71	47	41
2:15 PM	355	1	0	0	0	0	0	12	29	50	115	73	46	29
2:30 PM	337	0	0	0	0	0	0	0	8	42	102	95	58	32
2:45 PM	333	1	0	1	0	2	0	4	13	33	76	74	92	37
3:00 PM	323	0	1	0	0	0	0	2	5	59	91	83	51	31
3:15 PM	351	2	0	0	0	0	3	5	20	46	93	89	68	25
3:30 PM	369	0	0	1	1	0	0	1	19	52	96	101	68	30
3:45 PM	351	1	0	0	0	0	3	2	3	33	94	108	64	43
4:00 PM	339	1	0	0	0	1	1	3	9	29	68	103	71	53
4:15 PM	377	2	0	0	0	1	0	2	6	23	84	106	84	69
4:30 PM	368	1	0	0	0	0	1	2	5	28	78	104	87	62
4:45 PM	386	4	1	1	0	1	1	6	33	58	113	81	52	35
5:00 PM	419	3	1	0	1	0	1	5	24	60	123	111	63	27
5:15 PM	450	3	2	0	0	0	2	1	13	36	116	100	102	75
5:30 PM	418	6	1	0	0	0	0	0	2	16	65	104	121	103
5:45 PM	412	2	0	0	1	0	2	2	10	19	77	110	105	84
6:00 PM	416	0	0	0	0	1	0	0	8	41	81	119	84	82
6:15 PM	381	4	2	1	0	0	3	1	5	24	95	100	79	67
6:30 PM	327	0	0	0	0	0	0	2	13	47	70	88	56	51
6:45 PM	310	0	0	0	0	0	0	3	1	7	52	92	67	88
7:00 PM	270	0	0	0	1	0	0	2	3	16	54	61	58	75
7:15 PM	230	0	0	0	0	0	0	1	2	8	32	53	66	68
7:30 PM	194	0	0	0	0	0	0	0	4	7	28	32	42	81
7:45 PM	198	1	0	0	0	0	0	0	2	7	31	38	52	67
8:00 PM	173	0	0	0	0	0	0	1	2	4	24	54	38	50
8:15 PM	182	0	0	0	0	0	1	0	1	6	35	48	43	48
8:30 PM	181	0	0	0	0	0	0	1	2	9	33	57	38	41
8:45 PM	154	0	0	0	0	0	0	0	2	7	24	36	33	52
9:00 PM	143	1	0	0	0	0	0	0	3	5	11	39	32	52
9:15 PM	156	0	0	0	0	0	0	0	2	4	15	31	40	64
9:30 PM	111	1	0	0	0	0	0	0	2	3	10	35	29	31
9:45 PM	141	0	0	0	0	0	0	0	1	6	16	35	42	41
10:00 PM	126	0	0	0	0	0	0	1	2	6	19	29	31	38
10:15 PM	109	0	0	0	0	0	0	0	0	2	14	16	39	38
10:30 PM	111	0	0	0	0	0	0	0	0	2	17	34	24	34
10:45 PM	95	0	1	0	1	0	0	0	2	4	10	22	27	28
11:00 PM	94	0	0	0	0	0	0	0	0	0	8	25	25	36
11:15 PM	71	0	0	0	0	0	0	0	1	1	8	15	21	25
11:30 PM	52	0	0	0	0	0	0	0	0	2	9	14	13	14
11:45 PM	67	0	0	0	0	0	0	1	2	4	8	21	14	17

EB

Average (Mean)	62.3 mph
Minimum	10.0 mph
Maximum	87.6 mph

Pace Range

56.2 - 66.2 mph 6512 vehicles (51.4%)

Percentile Speeds

%	mph
10	52.3
15	54.2
50	63.4
85	70.9
90	72.7

Speeds Exceeded

mph	%	Count
25	99.5%	12615
35	99.4%	12598
45	98.2%	12446
55	84.2%	10670
65	36.4%	4612
75	4.4%	560

TRAFFIC DATA SERVICES
STANTEC TRAFFIC DATA COLLECTION PROGRAM
J.R. ALLEN PARKWAY/US 80 CORRIDOR STUDY

US 80/J R Allen Pkwy At State Line

Site: #26
2/5/2020
Wednesday

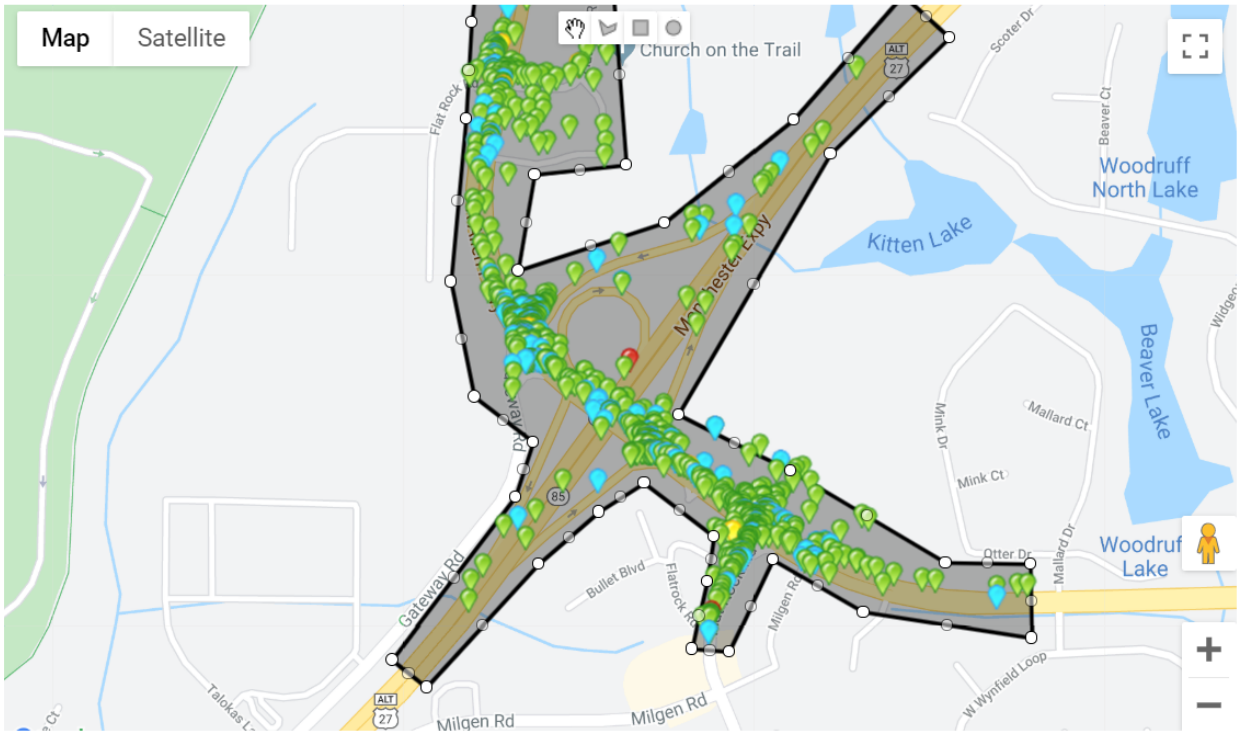
Half Day Speed

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	12679	44	14	6	6	11	34	118	517	1259	2850	3208	2471	2141
%		0.3	0.1	0.0	0.0	0.1	0.3	0.9	4.1	9.9	22.5	25.3	19.5	16.9

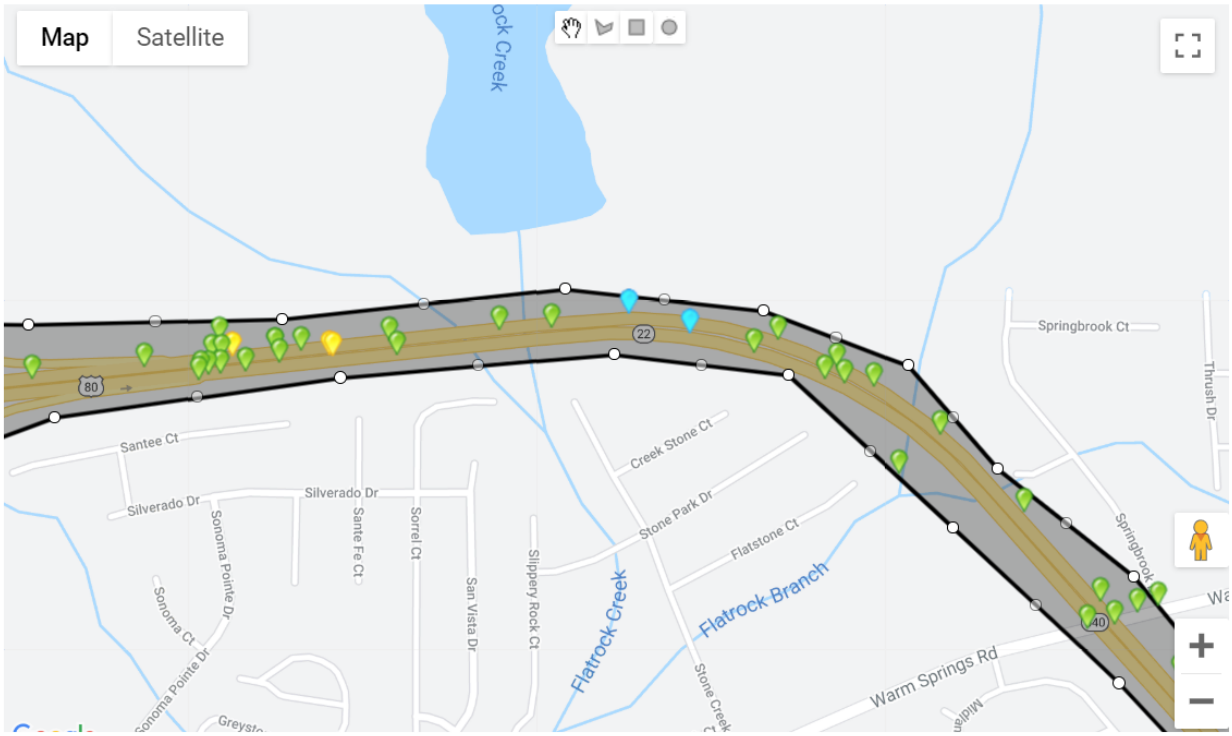
EB

APPENDIX G

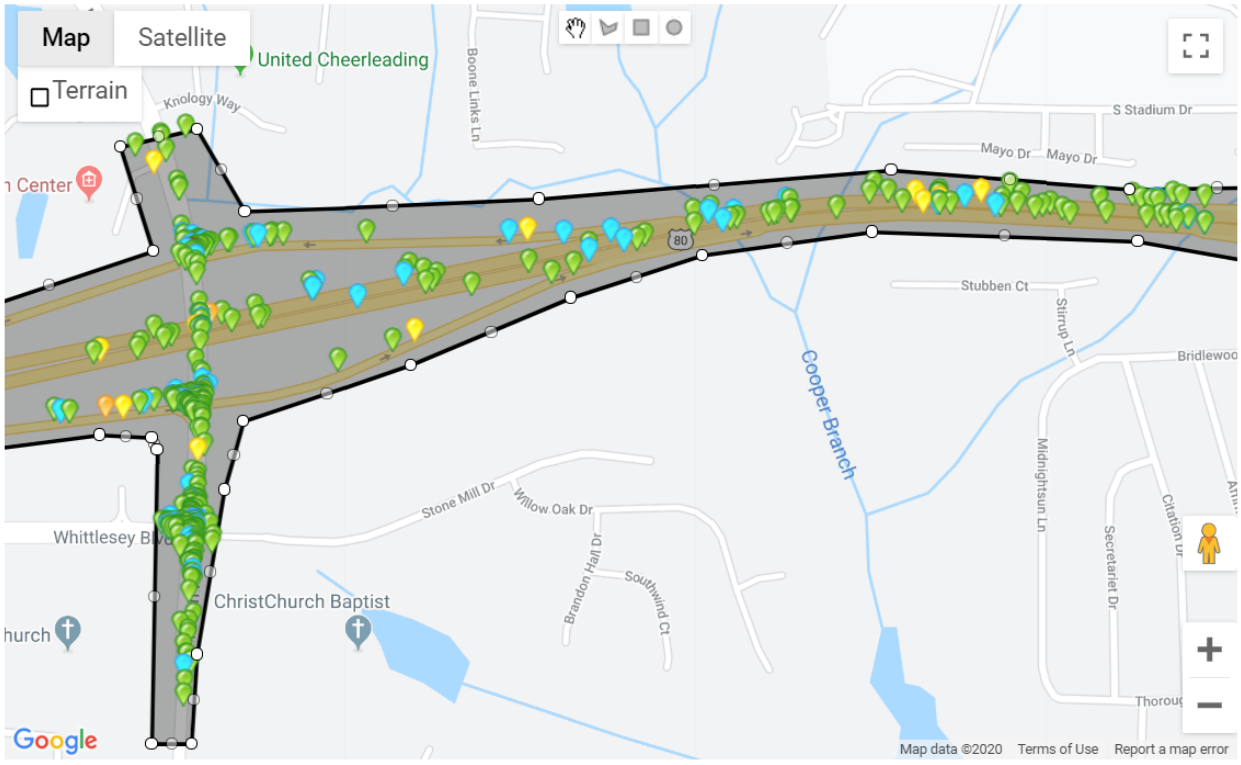
STUDY AREA CRASH MAPS


Map
Satellite
Church on the Trail
Flat Rock
Scoter Dr
Beaver Ct
Woodruff North Lake
Kitten Lake
Beaver Lake
Mallard Ct
Mink Dr
Mink Ct
Otter Dr
Mallard Dr
Woodruf Lake
Gateway Rd
Bullet Blvd
Flatrock Rd
Milgen Rd
W Wynfield Loop
Talokas Ln
ALT 27
85


Map
Satellite
Flatstone Ct
Flatrock Branch
Stone Creek Ln
Stone Creek Ct
Warm Springs Rd
Springbrook
Wrenwood Dr
Warm Springs Rd
House of God
Bethel Church
Flat Rock Rd
Midland Chase Loop
Fairfax Way
Middleburg Dr
Jamesson Rd
Jamesson Ct
Jamesson Way
Meeting location at flatrock park
Flat Rock Park Disc Golf Course
Church on the Trail
ALT 27
40


Map
Satellite
Springbrook Ct
Santee Ct
Silverado Dr
Silverado Dr
Creek Stone Ct
Stone Park Dr
Flatstone Ct
Sonoma Pointe Dr
Sante Fe Ct
Sorrel Ct
San Vista Dr
Slippery Rock Ct
Flatrock Creek
Flatrock Branch
Stone Creek Ct
Warm Springs Rd
Sonoma Ct
Sonoma Pointe Dr
Thrush Dr
22
80
40


Map
Satellite
Cooper Creek
Pine Ridge Dr
Pine Branch Cir
Turtle Creek Ct
Blackmon
Raider Way
Anytime Fitness
J R Allen Pkwy
Cooper Creek
Schomburg Road
Baptist Church
Valley Dental
80


Map
Satellite
Terrain
United Cheerleading
Knology Way
Boone Links Ln
S Stadium Dr
Mayo Dr
Mayo Dr
Center
80
Stubben Ct
Stirrup Ln
Bridlewood
Cooper Branch
Midnightsun Ln
Secretariet Dr
Citation Dr
Stone Mill Dr
Willow Oak Dr
Whittlesey Blvd
Brandon Hall Dr
Southwind Ct
ChristChurch Baptist
hurch
Google
Map data ©2020
Terms of Use
Report a map error


Map
Satellite
Cardinal Landing Dr
Fortson Rd
N Lake Loop
Bear Ln
N Lake Pkwy
N Lake Connector
Lindsey Creek
Sunrise Ln
Old Moon Rd
Inverness Pkwy
80
J R Allen Pkwy
Whittlesey Blvd
Whittlesey Blvd
Whittlesey Blvd
North Highland
Nutmeg Dr
Nightwind Ct
Raintree Dr
Google
Map data ©2020
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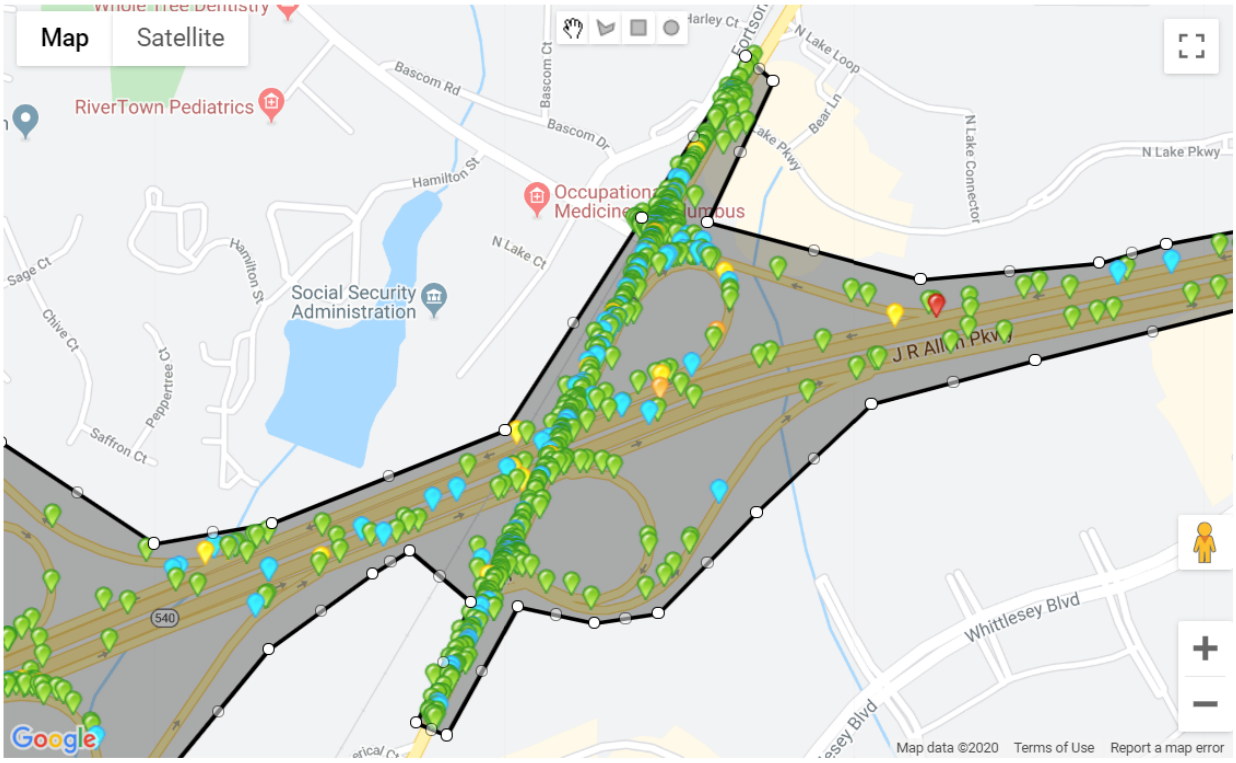
Report a map error


Map
Satellite
RiverTown Pediatrics
Bascom Rd
Bascom Dr
Bascom Ct
N Lake Loop
Bear Ln
N Lake Pkwy
N Lake Connector
Hamilton St
N Lake Ct
Social Security Administration
Sage Ct
Chive Ct
Peppertree Ct
Saffron Ct
J R Allen Pkwy
Whittlesey Blvd
540
Google
Map data ©2020
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Report a map error


Map
Satellite
Shelba Dr
Peppercorn Dr
Paprika Ln
Chervil Dr
Sesame St
Ennis St
Columbus Indian Temple
Whole Tree Dentistry
Double Churches Park
RiverTown Pediatrics
Yoga Inspiration
Bascom Rd
Bascom Dr
Bascom Ct
Hamilton St
N Lake Ct
Social Security Administration
Sage Ct
Chive Ct
Peppertree Ct
Saffron Ct
Hamilton St
Helen Dr
Buckhorn Dr
Beaver Pond Dr
185
411
540
Google
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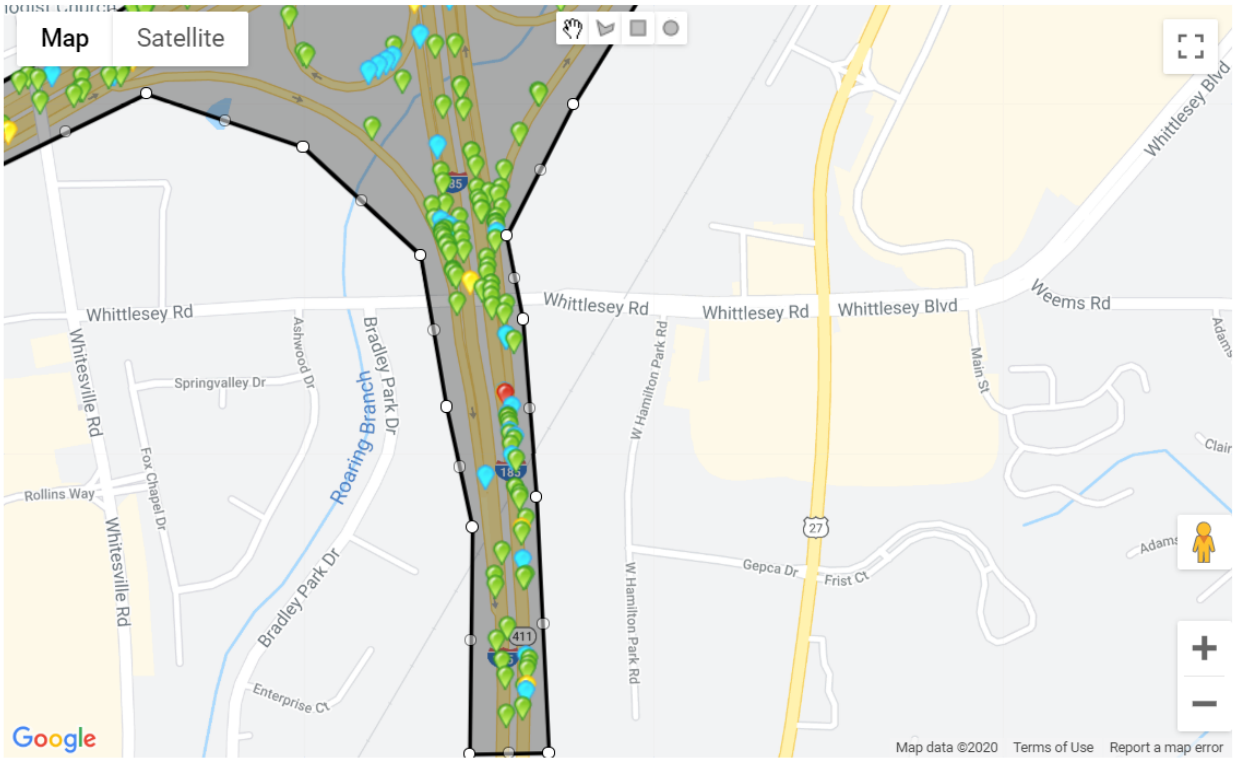
Map
Satellite
Whittlesey Rd
Whittlesey Rd
Whittlesey Rd
Whittlesey Blvd
Weems Rd
Whittlesey Blvd
Springvalley Dr
Ashwood Dr
Bradley Park Dr
Roaring Branch
Whitesville Rd
Rollins Way
Fox Chapel Dr
W Hamilton Park Rd
Main St
Gepca Dr
Frist Ct
Enterprise Ct
Google
Map data ©2020
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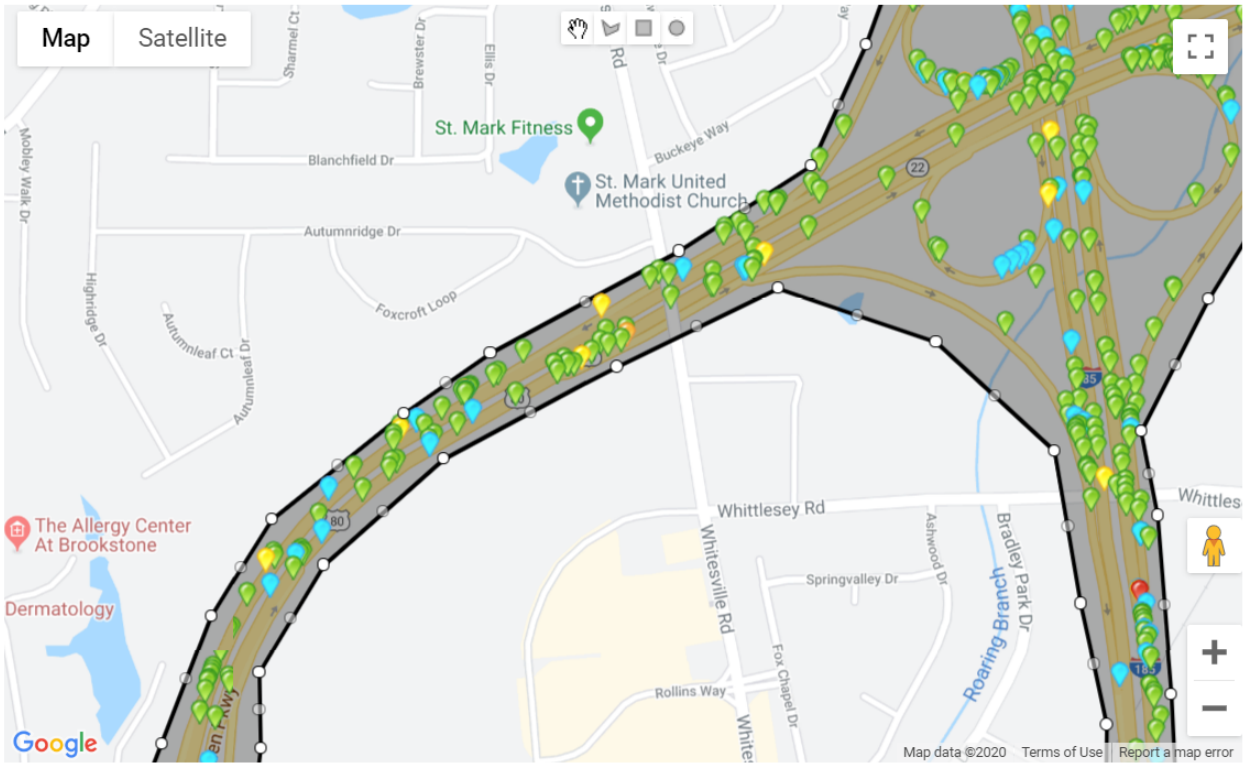
Report a map error


Map
Satellite
St. Mark Fitness
St. Mark United Methodist Church
Blanchfield Dr
Buckeye Way
Autumnridge Dr
Foxcroft Loop
Highridge Dr
Autumnleaf Ct
Autumnleaf Dr
Mobley Walk Dr
Sharmel Ct
Brewster Dr
Ellis Dr
The Allergy Center At Brookstone
Dermatology
Whittlesey Rd
Springvalley Dr
Ashwood Dr
Bradley Park Dr
Roaring Branch
Whitesville Rd
Fox Chapel Dr
Rollins Way
Google
Map data ©2020
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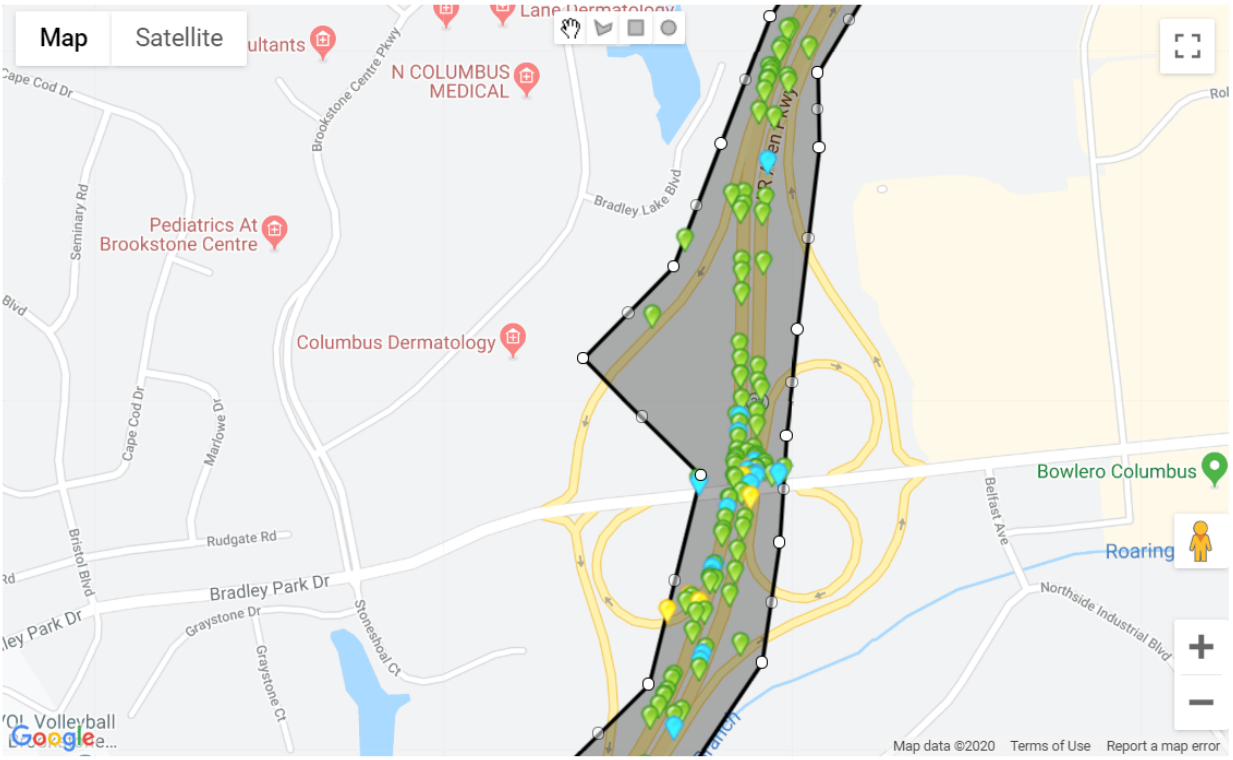
Report a map error


Map
Satellite
N COLUMBUS MEDICAL
Pediatrics At Brookstone Centre
Columbus Dermatology
Bowlero Columbus
Roaring
Rudgate Rd
Bradley Park Dr
Graystone Dr
Stoneshoal Ct
Graystone Ct
Cape Cod Dr
Marlowe Dr
Seminary Rd
Bradley Lake Blvd
Brookstone Centre Pkwy
Bristol Blvd
Belfast Ave
Northside Industrial Blvd
Google
Map data ©2020
Terms of Use
Report a map error


Map
Satellite
Rudgate Rd
Bradley Park Dr
Graystone Dr
Stoneshoal Ct
Graystone Ct
Brookstone Blvd
Bristol Blvd
COLAVOL Volleyball Club - Brookstone...
School
Roaring Branch
Belfast Ave
Concord Blvd
Morris Ave
Steve Mar Dr
Steve Ct
55th St
Bethel Tabernacle Assembly-God
Northside Baptist Church
Cascade Hills Church
80
22
Google
Map data ©2020
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Report a map error


Map
Satellite
Roaring Branch
Cascade Rd
Roaring Branch Rd
Cascade Ct
The Park At Cascade Hills Church
Cascade Hills Church
Northside Baptist Church
First Free Will Baptist Church
54th St
Hurst Dr
Gibney Dr
Lichfield Rd
Ray Dr
Richmond Ave
Abbott Ave
Lovick St
Emerald St
Columbus Water Resource Facility
Google
Map data ©2020
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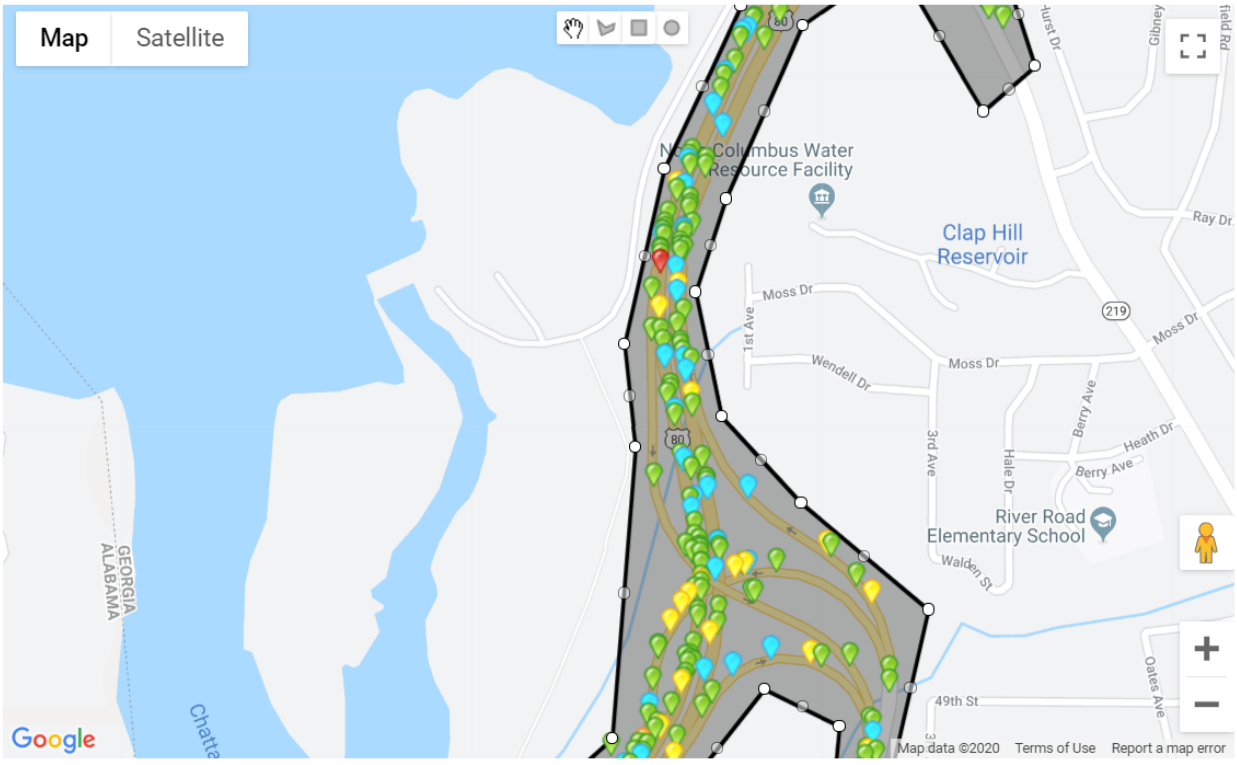
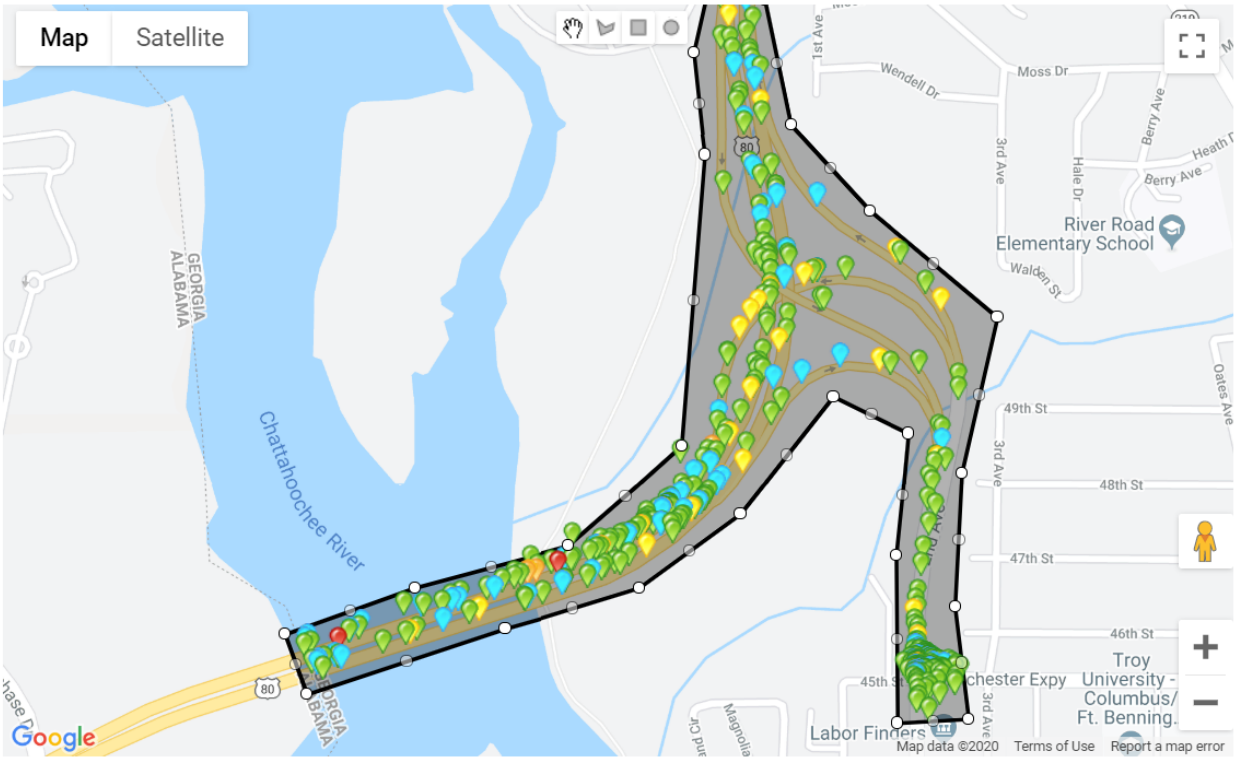
Report a map error


Map
Satellite
Columbus Water Resource Facility
Clap Hill Reservoir
Ray Dr
Moss Dr
1st Ave
Wendell Dr
3rd Ave
Berry Ave
Heath Dr
Hale Dr
River Road Elementary School
Walden St
49th St
Oates Ave
GEORGIA
ALABAMA
Google
Map data ©2020
Terms of Use
Report a map error


Map
Satellite
Chattahoochee River
GEORGIA
ALABAMA
Wendell Dr
Moss Dr
1st Ave
3rd Ave
Hale Dr
Berry Ave
River Road
Elementary School
Walden St
49th St
48th St
47th St
46th St
45th St
Oates Ave
Troy
University -
Columbus/
Ft. Benning.
Labor Finders
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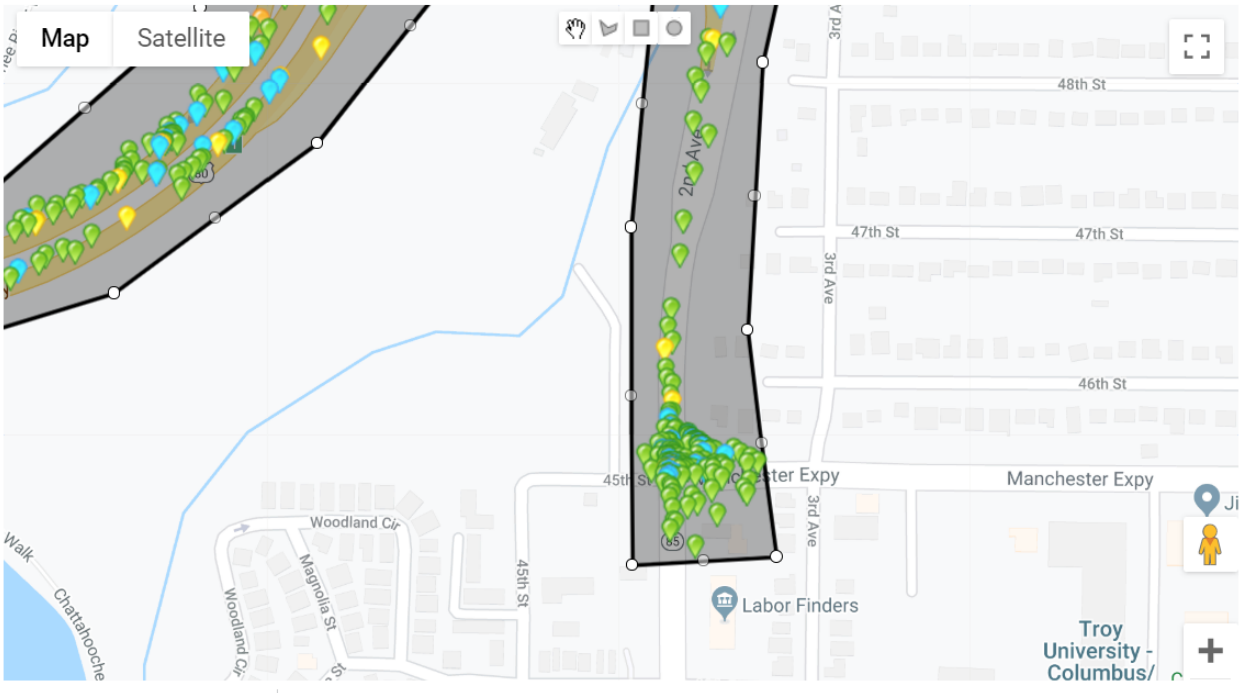
Map
Satellite
48th St
47th St
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45th St
3rd Ave
Manchester Expy
Woodland Cir
Magnolia St
Labor Finders
Troy
University -
Columbus/

APPENDIX H

PROJECT STUDY AREA CRASH DATA

AccidentNo	AccidentNumber	LocalCode	Date	Time	U1IsDOT	U2IsDOT	County	Route	Mileloc	RampSection	IntersectingRoute	MannerOfCollision	FirstHarmfulEvent	Injuries	Fatalities	LatDecimal	LongDecimal	U1VehicleType	U2VehicleType	U1Factors	U2Factors	U2FirstHarmfulEvent	Weather	IntersectRouteType	RouteType	U1FirstHarmfulEvent
5115986	5115986	150102000251	1/2/2015	15:21:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5116516	5116516	150103000153	1/3/2015	10:27:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP	0	1	I 185	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.545186	-84.959196	Passenger Car	N/A	Weather Conditions,Too Fast For Conditions		N/A	Cloudy	Interstate		
5116547	5116547	150103000273	1/3/2015	15:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.540035	-84.871298	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy			
5116661	5116661	150103000279	1/3/2015	15:32:00	N/A	N/A	MUSCOGEE	MANCHESTER (WB) EXPY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507252	-84.989533	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy			
5117938	5117938	150105000236	1/5/2015	12:36:00	N/A	N/A	MUSCOGEE	JR ALLEN EASTBOUND PKWY	9.7	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.54126	-84.87298	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear			
5118271	5118271	150106000250	1/5/2015	13:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.64	0	DOUBLE CHURCHES RD	Rear End	Jackknife	0	0	32.551173	-84.9494	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5118295	5118295	150105000319	1/5/2015	15:30:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	14.64	0	VETERANS PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551173	-84.9494	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear			
5118592	5118592	150105000442	1/5/2015	19:38:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	8.21	0	BLACKMON RD	Angle	Motor Vehicle In Motion	2	0	32.555355	-84.889142	Pickup Truck	Passenger Car	Wrong Side of Road,Driver Lost Control,Distracted	No Contributing Factors	N/A	Clear			
5119236	5119236	150106000065	1/6/2015	7:39:00	N/A	N/A	MUSCOGEE	J R ALLEN EAST BOUND RP	0.98	1		Not A Collision with Motor Vehicle	Tree	0	0	32.51577	-84.992418	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors		N/A	Clear			
5119318	5119318	150106000237	1/6/2015	14:10:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	7.12	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.554239	-84.90556	Passenger Car	Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear			
5120405	5120405	150107000106	1/7/2015	8:40:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	9.81	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540202	-84.871642	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5121224	5121224	150108000148	1/8/2015	8:53:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN PARKWAY RP	Angle	Motor Vehicle In Motion	1	0	32.553102	-84.926657	Passenger Car	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear			
5121874	5121874	150108000400	1/8/2015	18:17:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.37	0	JR ALLEN ON RP	Rear End	Motor Vehicle In Motion	0	0	32.555098	-84.90564	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Distracted	No Contributing Factors	N/A	Clear			
5122385	5122385	150109000141	1/9/2015	14:10:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	1.31	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.52152	-84.98903	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5124212	5124212	150109000416	1/9/2015	19:50:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	J.R. ALLEN ACCESS RAMP	Angle	Motor Vehicle In Motion	0	0	32.520625	-84.988175	Pickup Truck	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	N/A	Cloudy			
5124474	5124474	150110000183	1/10/2015	11:06:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	US 80	Angle	Motor Vehicle In Motion - In Other Roadway	0	0	32.522363	-84.989644	Passenger Car	Sports Utility Vehicle (SUV)	Improper Turn,Misjudged Clearance	No Contributing Factors	N/A	Clear	US Route		
5125261	5125261	150111000264	1/11/2015	16:19:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0.01	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507363	-84.989708	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy			
5125275	5125275	150111000373	1/11/2015	20:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Rear End	Motor Vehicle In Motion	0	0	32.539083	-84.869317	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy			
5125288	5125288	150110000385	1/11/2015	20:18:00	N/A	N/A	MUSCOGEE	JR ALLEN EB OFF RP	0	1	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Guard Rail End	1	0	32.55534	-84.890658	Passenger Car	N/A	Under the Influence (U.I.)		N/A	Rain			
5125720	5125720	150112000127	1/12/2015	8:20:00	N/A	N/A	MUSCOGEE	I185 HWY	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54015	-84.960535	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy			
5127323	5127323	150113000215	1/13/2015	12:45:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	9.81	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.540202	-84.871642	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy			
5127906	5127906	150112000578	1/12/2015	19:56:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	2ND AVE	Not A Collision with Motor Vehicle	Guard Rail Face	1	0	32.517456	-84.992509	Pickup Truck	N/A	Mechanical Or Vehicle Failure		N/A	Clear			
5129141	5129141	150114000323	1/14/2015	15:32:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507312	-84.989647	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy			
5129392	5129392	150114000472	1/14/2015	20:36:00	N/A	N/A	MUSCOGEE	MOON RD	0.99	0	JR ALLEN WB ON RAMP	Rear End	Motor Vehicle In Motion	0	0	32.553917	-84.926638	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Failed to Yield	No Contributing Factors	N/A	Clear			
5129394	5129394	150114000458	1/14/2015	18:40:00	N/A	N/A	MUSCOGEE	JR ALLEN EAST BOUND OFF RAMP PKWY	14.41	0	VETERANS PKWY	Angle	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Passenger Car	Passenger Car	Other,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear			
5129488	5129488	150114000058	1/14/2015	6:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	J R ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.53877	-84.869437	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Cloudy			
5130623	5130623	150115000374	1/15/2015	20:28:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54818	-84.95106	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain			
5131697	5131697	150116000340	1/16/2015	15:52:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	JR ALLEN EB RAMP PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear			
5131950	5131950	150116000432	1/16/2015	18:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD			0	0	32.549223	-84.950409	N/A	N/A			N/A	N/A			
5131953	5131953	150116000392	1/16/2015	17:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	2.99	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551215	-84.94965	Pickup Truck	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear			
5131971	5131971	150116000378	1/16/2015	16:45:00	N/A	N/A	MUSCOGEE	MOON RD	0.04	0	J. R. ALLEN (EAST BOUND) PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551954	-84.926576	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5131974	5131974	150116000666	1/16/2015	19:16:00	N/A	N/A	MUSCOGEE	J. R. ALLEN (WB) PKWY	0	0	BLACKMON RD	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.555549	-84.888243	Passenger Car	N/A	Reaction to Object or Animal		N/A	Clear			
5132258	5132258	150116000455	1/16/2015	9:00:00	N/A	N/A	MUSCOGEE	JR ALLEN EB RAMP PKWY	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.552016	-84.926696	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5133031	5133031	150118000279	1/18/2015	14:59:00	N/A	N/A	MUSCOGEE	7042 MOON RD	1.19	0		Angle	Motor Vehicle In Motion	0	0	32.549968	-84.926708	Passenger Car	Passenger Car	Other	Other	N/A	Cloudy			
5133283	5133283	150119000231	1/19/2015	13:52:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	9.84	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539672	-84.871216	Sports Utility Vehicle (SUV)	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear			
5134400	5134400	150120000121	1/20/2015	8:16:00	N/A	N/A	MUSCOGEE	US 80	1.49	0	RIVER RD	Angle	Motor Vehicle In Motion	3	0	32.523356	-84.985391	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		US Route	
5134515	5134515	150120000190	1/20/2015	11:38:00	N/A	N/A	MUSCOGEE	7608 SCHOMBURG RD	1.57	0		Head On	Motor Vehicle In Motion - In Other Roadway	0	0	32.558281	-84.90614	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear			
5134549	5134549	150120000141	1/20/2015	9:02:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY PKWY	1.31	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.521523	-84.989026	Tractor/Trailer	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy			
5134863	5134863	150120000386	1/20/2015	18:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.2	0	JR ALLEN EB RAMP	Rear End	Motor Vehicle In Motion	0	0	32.545994	-84.952175	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear			
5134867	5134867	150120000337	1/20/2015	16:55:00	N/A	N/A	MUSCOGEE	JR ALLEN EB PKWY	0	0	MOON ROAD OFF RAMP	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.554482	-84.906077	Passenger Car	Passenger Car	Distracted	No Contributing Factors	N/A	Clear			
5134892	5134892	150120000378	1/20/2015	18:25:00	N/A	N/A	MUSCOGEE	U.S. 80 EASTBOUND WESTBOUND ACCESS RD	0.19	0	BLACKMON RD	Not A Collision with Motor Vehicle	Deer	0	0	32.555208	-84.90136	Van	N/A	No Contributing Factors		N/A	Clear			
5135553	5135553	150121000179	1/21/2015	12:29:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507288	-84.989586	Passenger Car	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Clear			
5135825	5135825	150121000386	1/21/2015	19:46:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.521759	-84.986946	Passenger Car	N/A	Exceeding Speed Limit,Too Fast For Conditions		N/A	Clear			
5135982	5135982	150121000403	1/21/2015	20:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM DR	Rear End	Motor Vehicle In Motion	0	0	32.544808	-84.952842	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear			
5137071	5137071	150122000061	1/22/2015	6:08:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.510371	-84.989486	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear			
5137123	5137123	150122000068	1/22/2015	6:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.513281	-84.992305	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5137339	5137339	150123000052	1/23/2015	7:25:00	N/A	N/A	MUSCOGEE	JR ALLEN EASTBOUND PKWY	14.41	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain			
5137369	5137369	150123000072	1/23/2015	8:09:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.42	0	S STADIUM DR	Rear End	Motor Vehicle In Motion	0	0	32.556178	-84.905832	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Rain			
5138026	5138026	150123000246	1/23/2015	16:00:00	N/A	N/A	MUSCOGEE	I 185 N	10	0		Rear End	Motor Vehicle In Motion	0	0	32.539777	-84.959915	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain	Interstate		
5138121	5138121	150121000376	1/21/2015	19:16:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0.01	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507359	-84.989699	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5138125	5138125	150123000399	1/23/2015	21:15:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0.01	0	MOON RD	Rear End	Motor Vehicle In Motion	3	0	32.550494	-84.926985	Passenger Car	Passenger Car	Following too Close,Weather Conditions	No Contributing Factors	N/A	Rain			
5138128	5138128	150123000391	1/23/2015	20:57:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	J. R. ALLEN (WB) PKWY	Rear End	Motor Vehicle In Motion	1	0	32.548179	-84.951057	Van	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Rain			
5139497	5139497	150125000310	1/25/2015	17:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.48	0	FLATROCK RD	Rear End	Motor Vehicle In Motion	1	0	32.544506	-84.873313	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear			
5139645	5139645	150126000013	1/26/2015	0:01:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	5.89	0	MOON RD	Not A Collision with Motor Vehicle	Ditch	0	0	32.55308	-84.926567	Motorcycle	N/A	No Contributing Factors		N/A	Clear			
5139706	5139706	150126000049	1/26/2015	3:35:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0.45	1		Angle	Motor Vehicle In Motion	1	0	32.516754	-84.992745	Pickup Truck	Passenger Car	Under the Influence (U.I.)	No Contributing Factors	N/A	Clear			
5141005	5141005	150127000292	1/27/2015	14:00:00	N/A	N/A	MUSCOGEE	I 185 RP N	0.21	1	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54654	-84.95589	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear		Interstate	
5141021	5141021	150127000297	1/27/2015	15:00:00	N/A	N/A	MUSCOGEE	JR ALLEN WB ON RP	0	1		Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.555295	-84.90628	Pickup Truck	Pickup Truck	Improper Turn	No Contributing Factors	N/A	Clear			
5141069	5141069	150127000278	1/27/2015	14:05:00	N/A	N/A	MUSCOGEE	JR ALLEN HWY	0	0	MOON RD	Not A Collision with Motor Vehicle	Median Barrier	0	0	32.554175	-84.926516	Passenger Car	N/A	Under the Influence (U.I.)		N/A	Clear			
5141078	5141078	150127000279	1/27/2015	14:09:00	N/A	N/A	MUSCOGEE	MOON RD	5.89	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.553081	-84.926568	Passenger Car	Passenger Car	Mechanical Or Vehicle Failure	No Contributing Factors	N/A	Clear			
5143418	5143418	150126000405	1/26/2015	17:25:00	N/A	N/A	MUSCOGEE	JR ALLEN EAST ACCESS RD	7.56	0	BLACKMON RD	Angle	Motor Vehicle In Motion	0	0	32.555494	-84.898365	Single Unit Truck	Sports Utility Vehicle (SUV)	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear			
5143434	5143434	150127000420	1/27/2015	18:50:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN EB RAMP RD	Angle	Motor Vehicle In Motion	0	0	32.553422	-84.905344	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield,Misjudged Clearance	No Contributing Factors	N/A	Clear			
5144205	5144205	150128000085	1/28/2015	7:30:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.550686	-84.94748	Pickup Truck	Van	Following too Close	No Contributing Factors	N/A	Clear			
5144387	5144387	150127000221	1/27/2015	12:40:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear			
5144759	5144759	150128000194	1/28/2015	12:00:00	N/A	N/A	MUSCOGEE	JR ALLEN EB RAMP	7.12	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.554239	-84.90556	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear			
5148594	5148594	150129000136	1/29/2015	9:12:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0.27	0	JR ALLEN WEST BOUND EXPY	Rear End	Motor Vehicle In Motion	0	0	32.541593	-84.872827	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear			
5151714	5151714	150130000114	1/30/2015	0:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RP	0.02	1		Rear End	Motor Vehicle In Motion	0	0	32.555305	-84.90609	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5152067	5152067	150130000176	1/30/2015	11:10:00	N/A	N/A	MUSCOGEE	US 80	5.18	0	MOON RD	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.553258	-84.926623	Sports Utility Vehicle (SUV)	N/A	Reaction to Object or Animal		N/A	Clear		US Route	
5152187	5152187	150130000325	1/30/2015	16:36:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.17	0	ADAMS FARM DR	Rear End	Motor Vehicle In Motion	1	0	32.546253	-84.952033	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear			
5152320	5152320	150130000335	1/30/2015	16:55:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.61	0	DOUBLE CHURCHES RD			0	0	32.550876	-84.949486	N/A	N/A			N/A	N/A			
5152827	5152827	150131000197	1/31/2015	12:35:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.16	0	JR ALLEN (OFF RAMP) PKWY	Angle	Motor Vehicle In Motion	0	0	32.553518	-84.905489	Sports Utility Vehicle (SUV)	Pickup Truck	Disregard Stop Sign/Signal,Cell Phone,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear			
5152998	5152998	150131000386	1/31/2015	0:00:00	N/A	N/A	MUSCOGEE	VETERAN'S PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.550804	-84.949546	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear			
5153037	5153037	150201000218	2/1/2015	12:38:00	N/A	N/A	MUSCOGEE	6600 FLAT ROCK RD	9.5	0		Not A Collision with Motor Vehicle	Other Post/Pole Support	0	0	32.544141	-84.873665	Passenger Car	N/A	Misjudged Clearance		N/A	Cloudy			
5155400	5155400	150202000183	2/2/2015	12:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507278	-84.989567	Passenger Car	Passenger Car	Reaction to Object or Animal	No Contributing Factors	N/A	Clear			
5156320	5156320	150201000460	2/1/2015	22:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	5.89	0	MOON RD	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.553081	-84.926568	Sports Utility Vehicle (SUV)	N/A	Weather Conditions		N/A	Rain			
5156901	5156901	150201000343	2/1/2015	18:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY CD RAMP	14.42	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551136	-84.949071	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain			
5157815	5157815	150202000291	2/2/2015	15:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	2.49	0	BRADLEY PARK DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.531845	-84.974328	Passenger Car	Passenger Car	Failed to Yield,Changed Lanes Improperly	No Contributing Factors	N/A	Clear			
5157816	5157816	150202000293	2/2/2015	15:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	2.49	0	BRADLEY PARK DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.531845	-84.974328	Passenger Car	Passenger Car	Failed to Yield,Changed Lanes Improperly	No Contributing Factors	N/A	Clear			
5162627	5162627	150203000208	2/3/2015	13:45:00	N/A	N/A	MUSCOGEE	RIVER RD	1.31	0	JR ALLEN WEST BOUND PKWY	Angle	Motor Vehicle In Motion	0	0	32.521523	-84.989026	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear			
5163683	5163683	150203000103	2/3/2015	8:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.64	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551173	-84.9494	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear			
5164603	5164603	150203000243	2/3/2015	14:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	1.31	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.52152	-84.98903	Van	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear			
5165033	5165033	150203000424	2/3/2015	21:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507261	-84.989516	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5167772	5167772	150205000279	2/5/2015	14:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.64	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551173	-84.9494	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear			
5168127	5168127	150205000503	2/5/2015	22:25:00	N/A	N/A	MUSCOGEE	U.S. 80 EASTBOUND WESTBOUND	0.02	0	2ND AVE	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.507332	-84.998924	Passenger Car	N/A	No Contributing Factors		N/A	Clear			
5168431	5168431	150206000133	2/6/2015	8:43:00	N/A	N/A	MUSCOGEE	J R ALLEN RAMP	2.49	0	BRADLEY PARK DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.531845	-84.974328	Pickup Truck	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear			
5168595	5168595	150206000211	2/6/2015	11:50:00	N/A	694943	MUSCOGEE	J R ALLEN PKWY	0	0	BRADLEY PARK DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.535272	-84.97457	Sports Utility Vehicle (SUV)	Tractor/Trailer	Changed Lanes Improperly	No Contributing Factors	N/A	Clear			
5169492	5169492	150206000422	2/6/2015	18:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J.R. ALLEN ACCESS RAMP	Rear End	Motor Vehicle In Motion	1	0	32.545825	-84.952366	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5169841	5169841	150207000264	2/7/2015	11:58:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.539679	-84.871011	Passenger Car	Pickup Truck	Misjudged Clearance	No Contributing Factors	N/A	Clear			
5170088	5170088	150207000346	2/7/2015	14:58:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	JR ALLEN EB ON RAMP	Rear End	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5170091	5170091	150207000455	2/7/2015	18:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551592	-84.949132	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear			
5170131	5170131	150207000554	2/7/2015	23:49:00	N/A	N/A	MUSCOGEE	HWY 80 US	1.13	0	VETERANS PKWY	Angle	Motor Vehicle In Motion	0	0	32.549015	-84.950193	Passenger Car	Passenger Car	Misjudged Clearance	No Contributing Factors	N/A	Clear		US Route	
5170408	5170408	150208000233	2/8/2015	15:07:00	N/A	N/A	MUSCOGEE	MANCHESTER - WB EX

5186147	5186147	150220000234	2/20/2015	13:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	14.41	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	1	0	32.548179	-84.951057	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5186332	5186332	150219000481	2/19/2015	21:33:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	9.81	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	3	0	32.5402	-84.87164	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
5186645	5186645	150220000380	2/20/2015	18:08:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	1	0	32.507408	-84.98984	N/A	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
5187984	5187984	150218000327	2/18/2015	16:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.68	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551404	-84.949287	Pickup Truck	Pickup Truck	No Contributing Factors	No Contributing Factors	N/A	Clear						
5188039	5188039	150220000357	2/20/2015	17:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.550571	-84.949663	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
5192046	5192046	150221000251	2/21/2015	13:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.59	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.550411	-84.94969	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5192252	5192252	150221000376	2/21/2015	17:49:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	5.89	0	MOON RD	Angle	Motor Vehicle In Motion	1	0	32.553081	-84.926568	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear						
5193724	5193724	150223000066	2/23/2015	7:30:00	N/A	N/A	MUSCOGEE	RIVER RD	1.31	0	J.R. ALLEN PKWY	Not A Collision with Motor Vehicle	Deer	0	0	32.52152	-84.98903	Passenger Car	N/A	No Contributing Factors	No Contributing Factors	N/A	Cloudy						
5196075	5196075	150224000167	2/24/2015	12:29:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	3.8	0	I 185	Rear End	Motor Vehicle In Motion	0	0	32.544861	-84.960772	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy	Interstate					
5196349	5196349	150224000267	2/24/2015	16:05:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ALLEN EB ACCESS RD	Rear End	Motor Vehicle In Motion	0	0	32.553561	-84.898261	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy						
5196836	5196836	150225000107	2/25/2015	6:59:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551377	-84.949338	N/A	Pickup Truck	Improper Backing	No Contributing Factors	N/A	Cloudy						
5197146	5197146	150225000287	2/25/2015	18:10:00	N/A	N/A	MUSCOGEE	U.S. 80 EASTBOUND HWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541853	-84.873478	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Weather Conditions,Too Fast For Conditions	No Contributing Factors	N/A	Rain						
5197248	5197248	150224000314	2/24/2015	17:56:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST BOUND RP	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.554974	-84.894902	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5197257	5197257	150225000317	2/25/2015	16:02:00	N/A	N/A	MUSCOGEE	JR ALLEN WB PKWY	2.44	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Guard Rail End	0	0	32.537266	-84.974559	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control,Too Fast For Conditions	No Contributing Factors	N/A	Rain						
5197258	5197258	150225000426	2/25/2015	19:53:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0.01	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507236	-84.98929	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Too Fast For Conditions	No Contributing Factors	N/A	Rain						
5197939	5197939	150226000179	2/26/2015	12:05:00	N/A	N/A	MUSCOGEE	JR ALLEN EASTBOUND PKWY	0	0	INTERSTATE 185 HWY	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.54172	-84.967543	Passenger Car	N/A	Under the Influence (U.I.)		N/A	Clear						
5199718	5199718	150227000194	2/27/2015	12:25:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	9.81	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540202	-84.871642	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5199868	5199868	150226000271	2/26/2015	16:35:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	14.64	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551173	-84.9494	Passenger Car	Bus	Following too Close	No Contributing Factors	N/A	Clear						
5200096	5200096	150227000231	2/27/2015	13:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	2.49	0	BRADLEY PARK RAMP	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.531845	-84.974328	Van	Sports Utility Vehicle (SUV)	Distracted	No Contributing Factors	N/A	Clear						
5200317	5200317	150227000470	2/27/2015	21:35:00	N/A	N/A	MUSCOGEE	I 185 RP S	1.9	1		Not A Collision with Motor Vehicle	Guard Rail End	1	0	32.544872	-84.962084	Passenger Car	N/A	Driver Lost Control,Other		N/A	Clear			Interstate			
5200321	5200321	150227000398	2/27/2015	18:53:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.01	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	1	0	32.548026	-84.951664	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
5200366	5200366	150227000291	2/27/2015	15:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.64	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.55117	-84.9494	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5200758	5200758	150228000158	2/28/2015	3:00:00	N/A	N/A	MUSCOGEE	US 80	2.59	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.532022	-84.974324	Passenger Car	N/A	No Contributing Factors		N/A	Cloudy			US Route			
5200759	5200759	150228000289	2/28/2015	14:05:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	9.68	1		Rear End	Motor Vehicle In Motion	1	0	32.541603	-84.872881	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
5201343	5201343	150301000107	3/1/2015	9:15:00	N/A	N/A	MUSCOGEE	JR ALLEN EXPRESSWAY RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.522471	-84.989545	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Weather Conditions	No Contributing Factors	N/A	Rain						
5201563	5201563	150301000218	3/1/2015	16:10:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.37	0	JR ALLEN ON RP	Rear End	Motor Vehicle In Motion	0	0	32.555557	-84.905777	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy						
5202237	5202237	150302000172	3/2/2015	12:10:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EXPWY	Angle	Motor Vehicle In Motion	0	0	32.507103	-84.989642	Pickup Truck	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear						
5202934	5202934	150302000358	3/2/2015	17:45:00	N/A	N/A	MUSCOGEE	JR ALLEN WESTBOUND ON RAMP RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.550873	-84.948644	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy						
5204233	5204233	150303000234	3/3/2015	15:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54818	-84.95106	N/A	Pickup Truck	No Contributing Factors	No Contributing Factors	N/A	Clear						
5204316	5204316	150303000230	3/3/2015	14:50:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.50731	-84.989643	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5204317	5204317	150303000241	3/3/2015	15:35:00	N/A	N/A	MUSCOGEE	VETERANS PARK	14.41	0	JR ALLEN EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.54818	-84.95106	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear						
5204318	5204318	150303000251	3/3/2015	15:43:00	N/A	N/A	MUSCOGEE	VETERANS PARK	14.64	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.55117	-84.9494	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear						
5204555	5204555	150303000317	3/3/2015	17:57:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.81	0	MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	0	0	32.540202	-84.871642	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5205589	5205589	150304000351	3/4/2015	16:33:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	SOUTH RAMP JR. ALLEN RAMP	Angle	Motor Vehicle In Motion	0	0	32.553398	-84.905388	Passenger Car	Passenger Car	Failed to Yield		N/A	Clear						
5205856	5205856	150304000401	3/4/2015	18:03:00	N/A	N/A	MUSCOGEE	JR ALLEN WB ACCESS RD	0.12	0	VETERANS PARKWAY WB ENTRANCE RAMP	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.549313	-84.949288	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
5205889	5205889	150304000454	3/4/2015	20:00:00	N/A	N/A	MUSCOGEE	GATEWAY RD	9.68	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	1	0	32.541197	-84.872993	Sports Utility Vehicle (SUV)	Passenger Car	Other		N/A	Clear						
5206524	5206524	150305000220	3/5/2015	13:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507317	-84.989615	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Cloudy						
5206890	5206890	150305000311	3/5/2015	16:10:00	N/A	N/A	MUSCOGEE	I 185 N	3.8	0	JR ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.544861	-84.960772	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear			Interstate			
5207161	5207161	150305000307	3/5/2015	17:35:00	N/A	N/A	MUSCOGEE	J.R. ALLEN (WEST BOUND OFF) RAMP	2.49	0	BRADLEY PARK DR	Rear End	Motor Vehicle In Motion	0	0	32.531845	-84.974328	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
5208263	5208263	150306000544	3/6/2015	22:25:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	9.98	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.538771	-84.869342	Passenger Car	Passenger Car	Following too Close,Other	No Contributing Factors	N/A	Cloudy						
5208288	5208288	150306000528	3/6/2015	22:00:00	N/A	N/A	MUSCOGEE	J. R. ALLEN RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.511228	-84.989795	Passenger Car	Passenger Car	Following too Close		N/A	Clear						
5208683	5208683	150307000133	3/7/2015	9:45:00	288323	N/A	MUSCOGEE	JR ALLEN WEST BOUND PKWY	0.69	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544484	-84.873326	Tractor/Trailer	Pickup Truck	Improper Backing		N/A	Clear						
5208794	5208794	150307000123	3/7/2015	9:15:00	N/A	N/A	MUSCOGEE	HWY 80 US	9.67	0	GATEWAY RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.5411	-84.872554	Pickup Truck	Passenger Car	Changed Lanes Improperly		N/A	Clear			US Route			
5209231	5209231	150308000233	3/8/2015	15:00:00	N/A	N/A	MUSCOGEE	J R ALLEN RP	0	1		Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.549282	-84.949412	Passenger Car	N/A	Other		N/A	Clear						
5209257	5209257	150308000235	3/8/2015	15:06:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	STONEMILL DR	Rear End	Motor Vehicle In Motion	0	0	32.550206	-84.926657	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5209770	5209770	150308000195	3/8/2015	13:18:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.22	0	JR ALLEN E/B HWY	Rear End	Motor Vehicle In Motion	0	0	32.54575	-84.952354	Pickup Truck	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
5210795	5210795	150309000391	3/9/2015	17:55:00	N/A	N/A	MUSCOGEE	JR ALLEN WESTBOUND ON RAMP RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.550893	-84.948775	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
5212132	5212132	150310000360	3/10/2015	16:59:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Angle	Motor Vehicle In Motion	0	0	32.552136	-84.926892	Single Unit Truck	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
5212141	5212141	150310000338	3/10/2015	16:26:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY NORTH OFF RAMP	0.18	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539698	-84.871027	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Failed to Yield	No Contributing Factors	N/A	Clear						
5212220	5213110000078	150311000078	3/11/2015	5:00:00	N/A	N/A	MUSCOGEE	I-185 (NORTHBOUND) OFF RP	0	1	J.R. ALLEN PARKWAY (EB) PKWY	Not A Collision with Motor Vehicle	Deer	1	0	32.54622	-84.955696	N/A	N/A	Reaction to Object or Animal		N/A	Clear						
5213103	5213103	150311000103	3/11/2015	7:55:00	N/A	0268723	MUSCOGEE	FLATROCK RD	0.63	0	FLATROCK CT	Sideswipe-Opposite Direction	Motor Vehicle In Motion	0	0	32.544685	-84.872256	Passenger Car	Tractor/Trailer	Other	No Contributing Factors	N/A	Cloudy						
5213160	5213160	150310000334	3/10/2015	14:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	14.41	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Van	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear						
5213446	5213446	150311000387	3/11/2015	17:10:00	N/A	N/A	MUSCOGEE	MOON RD	5.89	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.553081	-84.926568	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Cloudy						
5214352	5214352	150312000092	3/12/2015	8:10:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.15	0	BRIDLEWOOD DR	Angle	Motor Vehicle In Motion	0	0	32.552206	-84.905269	Passenger Car	Pickup Truck	Failed to Yield		N/A	Clear						
5215033	5215033	150312000368	3/12/2015	17:30:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	13.01	0	BULLET BLVD	Rear End	Motor Vehicle In Motion	0	0	32.537494	-84.870097	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Rain						
5215074	5215074	150313000049	3/13/2015	2:15:00	N/A	N/A	MUSCOGEE	HWY 80 US	0.04	0	I 185	Not A Collision with Motor Vehicle	Guard Rail End	0	0	32.545206	-84.959286	Passenger Car	N/A	Improper Turn,Too Fast For Conditions		N/A	Rain		Interstate		US Route		
5215927	5215927	150312000367	3/12/2015	17:47:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.507187	-84.989571	Sports Utility Vehicle (SUV)	Passenger Car	Too Fast For Conditions	No Contributing Factors	N/A	Rain						
5216142	5216142	150313000291	3/13/2015	16:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN WB PKWY	Rear End	Motor Vehicle In Motion	0	0	32.547245	-84.951497	Single Unit Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5216144	5216144	150313000342	3/13/2015	18:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	1.19	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548109	-84.951033	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain						
5216146	5216146	150313000383	3/13/2015	19:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY EASTBOUND RAMP	14.41	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Passenger Car	Single Unit Truck	Inattentive or Other Distracti	No Contributing Factors	N/A	Rain						
5216158	5216158	150313000354	3/13/2015	18:35:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0.01	0	MALLARD DR	Rear End	Motor Vehicle In Motion	0	0	32.537932	-84.86511	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
5216459	5216459	150314000222	3/14/2015	11:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	2.46	0	BRADLEY PARK DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.537163	-84.97412	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear						
5216536	5216536	150314000224	3/14/2015	11:45:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY RP	0	1		Rear End	Motor Vehicle In Motion	1	0	32.5416	-84.87294	Passenger Car	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Cloudy						
5216752	5216752	150314000478	3/14/2015	20:41:00	N/A	N/A	MUSCOGEE	JR ALLEN (WB) PKWY	2.49	0	BRADLEY PARK DR	Rear End	Motor Vehicle In Motion	1	0	32.531845	-84.974328	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
5216763	5216763	150314000484	3/14/2015	20:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY, EB OFF RAMP PKWY	14.41	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54818	-84.95106	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5216781	5216781	150314000473	3/14/2015	20:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.15	0	ADAMS FARM DR	Rear End	Motor Vehicle In Motion	0	0	32.544743	-84.952878	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
5217077	5217077	150315000231	3/15/2015	12:04:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.27	0	ADAMS FARM DR	Rear End	Motor Vehicle In Motion	1	0	32.545399	-84.952615	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
5217361	5217361	150315000416	3/15/2015	18:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Head On	Motor Vehicle In Motion	1	0	32.507136	-84.989823	Passenger Car	Motorcycle	Failed to Yield	No Contributing Factors	N/A	Clear						
5217377	5217377	150315000310	3/15/2015	15:05:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0.68	0	J.R. ALLEN PARK	Rear End	Motor Vehicle In Motion	0	0	32.55352	-84.898208	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5217380	5217380	150315000472	3/15/2015	20:17:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN PKWY EASTBOUND ON RAMP	Rear End	Motor Vehicle In Motion	0	0	32.552116	-84.92654	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
5217874	5217874	150316000107	3/16/2015	8:20:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	9.66	1		Rear End	Motor Vehicle In Motion	0	0	32.541598	-84.872888	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
5219498	5219498	150317000300	3/17/2015	12:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	NORTH LAKE PKWY	Angle	Motor Vehicle In Motion	0	0	32.552889	-84.948371	Sports Utility Vehicle (SUV)	Pickup Truck	Disregard Stop Sign/Signal		N/A	Clear						
5220237	5220237	150318000227	3/18/2015	13:05:00	N/A	N/A	MUSCOGEE	GATEWAY RD	9.7	0	JR ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.541263	-84.872982	Passenger Car	Pickup Truck	Improper Passing		N/A	Clear						
5220314	5220314	150318000170	3/18/2015	10:25:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.50726	-84.989618	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5220645	5220645	150318000389	3/18/2015	17:30:00	N/A	N/A	MUSCOGEE	FLATROCK RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.544706	-84.873076	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5221231	5221231	150319000145	3/19/2015	10:12:00	N/A	N/A	MUSCOGEE	US 27 ALT	9.68	0	US 80	Rear End	Motor Vehicle In Motion	2	0	32.540149	-84.870929	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy	US Route		US Route			
5221249	5221249	150317000102	3/17/2015	8:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.509072	-84.993691	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5221466	5221466	150319000087	3/19/2015	8:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLATROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544984	-84.873374	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
5221547	5221547	150319000087	3/19/2015	7:15:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.42	0	SOUTH STADIUM DR	Rear End	Motor Vehicle In Motion	0	0	32.556178	-84.905832	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close,Weather Conditions	No Contributing Factors	N/A	Rain						
5222587	5222587	150319000329	3/19/2015	17:00:00	N/A	N/A	MUSCOGEE	I 185 N	3.8	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.544861	-84.960772	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy			Interstate			
5222588	5222588	150319000343	3/19/2015	17:00:00	N/A	N/A	MUSCOGEE	I 185 N	3.8	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.544861	-84.960772	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy			Interstate			
5222589	5222589	150319000346	3/19/2015	17:00:00	N/A	N/A	MUSCOGEE	I 185 N	3.8	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.544861	-84.960772	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy			Interstate			
5222601	5223790032	150319000332	3/19/2015	17:10:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	13.06	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.538138	-84.86972	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5223772	5223772	150320000286	3/20/2015	15:11:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0.37	0	JR ALLEN ACCESS RD	Rear End	Motor Vehicle In Motion	0	0	32.55361	-84.905477	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
5223784	5223784	150320000462	3/20/2015	21:05:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.53876	-84.869313	Passenger Car	Van	No Contributing Factors	No Contributing Factors	N/A	Clear						
5223785	5223785	150320000443	3/20/2015	21:00:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.53876	-84.869313	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5223794	5223794	150320000310	3/20/2015	16:10:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.86	0	MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	0	0	32.539879	-84.870775	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Cloudy						
5223798	5223798	150320000453	3/20/2015	21:05:00	N/A	N/A	MUSCOGEE	FLATROCK RD	4.06	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538398	-84.86951	Pickup Truck	Passenger Car	Other	No Contributing Factors	N/A	Clear						
5224851	5224851	150321000368	3/21/2015	18:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.81	0	MANCHESTER EXPRESSWAY RAMP	Angle	Motor Vehicle In Motion	2	0	32.540202	-84.871642	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear						
5225563	5225563	150322000248	3/22/2015	15:38:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0.02	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.550434	-84.926971	Pickup Truck	Passenger Car	Other	No Contributing Factors	N/A	Rain						
5225566	5223790032	150322000255	3/22/2015	16:15:00	N/A	N/A	MUSCOGEE	B

5242144	5242144	150406000056	4/6/2015	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN ACCESS WEST BOUND PKWY	0.74	0	VETERANS PKWY	Not A Collision with Motor Vehicle	Deer	0	0	32.550436	-84.943627	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors		N/A	Clear								
5243107	5243107	150406000323	4/6/2015	15:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	1.31	0	RIVER RD	Angle	Motor Vehicle In Motion	1	0	32.521523	-84.989026	Pickup Truck	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear								
5243145	5243145	150406000312	4/6/2015	15:25:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.552021	-84.926576	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Cloudy								
5243549	5243549	150407000065	4/7/2015	1:09:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	3.72	0	VETERAN'S PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548676	-84.950495	Pickup Truck	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Clear								
5245764	5245764	150407000195	4/7/2015	10:23:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	1.04	0	MOON RD	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.552176	-84.926544	Passenger Car	N/A	Driver Lost Control		N/A	Clear								
5245765	5245765	150407000186	4/7/2015	11:45:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551288	-84.949168	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5245916	5245916	150407000369	4/7/2015	16:55:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	14.64	0	VETERANS PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551173	-84.9494	N/A	Passenger Car	Other	No Contributing Factors	N/A	Clear								
5245918	5245918	150407000374	4/7/2015	16:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	2.49	0	BRADLEY PARK DR	Rear End	Motor Vehicle In Motion	0	0	32.531845	-84.974328	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5246034	5246034	150407000417	4/7/2015	18:05:00	N/A	N/A	MUSCOGEE	JR ALLEN E/B PKWY	7.12	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.55424	-84.90556	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5246035	5246035	150407000438	4/7/2015	18:40:00	N/A	N/A	MUSCOGEE	JR ALLEN E/B PKWY	7.12	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.554239	-84.90556	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5247054	5247054	150408000219	4/8/2015	11:50:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507279	-84.989577	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5247059	5247059	150408000444	4/8/2015	18:20:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.552302	-84.926552	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5247088	5247088	150407000477	4/7/2015	19:38:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND. AVE	Rear End	Motor Vehicle In Motion	0	0	32.507178	-84.989783	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5248531	5248531	150410000126	4/10/2015	8:01:00	N/A	N/A	MUSCOGEE	J R ALLEN EASTBOUND ACCESS ROAD PKWY	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.553534	-84.898252	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5248910	5248910	150410000312	4/10/2015	13:51:00	N/A	N/A	MUSCOGEE	J R ALLEN (EAST BOUND) RP	0	0	1	Not A Collision with Motor Vehicle	Tree	0	0	32.542153	-84.959096	Pickup Truck	N/A	Too Fast For Conditions		N/153	Cloudy								
5249232	5249232	150410000465	4/10/2015	17:56:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	1.03	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	1	0	32.518219	-84.991786	N/A	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy								
5249588	5249588	150411000300	4/11/2015	14:35:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507142	-84.989819	Van	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5249597	5249597	150411000155	4/11/2015	10:03:00	N/A	N/A	MUSCOGEE	US 27 ALT SW RP	9.71	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.541593	-84.87282	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy								
5249609	5249609	150411000228	4/11/2015	11:55:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	14.64	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551173	-84.9494	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5249642	5249642	150411000297	4/11/2015	0:00:00	N/A	N/A	MUSCOGEE	RIVER RD	1.31	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.521523	-84.989026	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear								
5249731	5249731	150411000381	4/11/2015	17:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD RP	0.01	1		Rear End	Motor Vehicle In Motion	0	0	32.539684	-84.87084	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5249762	5249762	150411000463	4/11/2015	20:09:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.550427	-84.926671	Passenger Car	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear								
5249841	5249841	150411001368	4/11/2015	17:10:00	N/A	N/A	MUSCOGEE	MOON RD	0.9	0	JR ALLEN	Angle	Motor Vehicle In Motion	0	0	32.554122	-84.926752	Sports Utility Vehicle (SUV)	Motorcycle	Improper Turn	No Contributing Factors	N/A	Clear								
5249874	5249874	150411000581	4/11/2015	23:46:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.54	0	2 ND AVE ON RP	Not A Collision with Motor Vehicle	Ditch	3	0	32.510276	-84.992765	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control,Too Fast For Conditions		N/A	Clear								
5250191	5250191	150412000267	4/12/2015	14:07:00	N/A	N/A	MUSCOGEE	JR ALLEN SB RAMP	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.553561	-84.898278	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5250211	5250211	150412000263	4/12/2015	14:00:00	N/A	N/A	MUSCOGEE	VETERANS PARK	0	0	ADAMS FARM DR	Rear End	Motor Vehicle In Motion	0	0	32.545504	-84.952551	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Cloudy								
5250421	5250421	150412000364	4/12/2015	17:23:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	I185 HWY	Not A Collision with Motor Vehicle	Tree	4	0	32.545199	-84.959564	Passenger Car	N/A	Distracted		N/A	Cloudy								
5251189	5251189	150413000149	4/13/2015	11:15:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	2	0	32.509388	-84.993676	N/A	Pickup Truck	Following too Close	No Contributing Factors	N/A	Rain								
5251190	5251190	150413000146	4/13/2015	11:10:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	2ND AVE	Angle	Motor Vehicle In Motion	3	0	32.50927	-84.993829	Sports Utility Vehicle (SUV)	Pickup Truck	Driver Lost Control,Too Fast For Conditions	No Contributing Factors	N/927	Rain								
5251270	5251270	150413000253	4/13/2015	15:50:00	N/A	N/A	MUSCOGEE	JR. ALLEN PKWY	0	0	FLAT ROCK RD	Angle	Motor Vehicle In Motion	0	0	32.544782	-84.872122	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear								
5251373	5251373	150413000274	4/13/2015	16:04:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.92	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538763	-84.869325	Sports Utility Vehicle (SUV)	Van	Following too Close	No Contributing Factors	N/A	Cloudy								
5251630	5251630	150413000451	4/13/2015	23:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.45	0	2 ND AVE	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.509295	-84.993801	Passenger Car	N/A	Driver Lost Control,Too Fast For Conditions		N/A	Rain								
5252317	5252317	150414000091	4/14/2015	7:30:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	1	0	32.510193	-84.989441	Passenger Car	Passenger Car	Improper Backing	No Contributing Factors	N/A	Cloudy								
5252703	5252703	150414000139	4/14/2015	9:15:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST BOUND PKWY	0	0	BLACKMON ON RAMP RD	Rear End	Motor Vehicle In Motion	0	0	32.555042	-84.893821	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5252898	5252898	150414000501	4/14/2015	20:55:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	14.64	0	VETERANS PARK	Angle	Motor Vehicle In Motion	0	0	32.55117	-84.9494	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Rain								
5253498	5253498	150415000147	4/15/2015	8:50:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	1.04	0	MOON RD	Not A Collision with Motor Vehicle	Median Barrier	0	0	32.552176	-84.926544	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain								
5255126	5255126	150416000127	4/15/2015	15:30:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY OFF RP E	14.31	1	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546983	-84.951622	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5255453	5255453	150415000436	4/15/2015	18:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	5.89	0	MOON RD	Rear End	Motor Vehicle In Motion	1	0	32.553081	-84.926568	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5256108	5256108	150417000185	4/17/2015	12:40:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.547157	-84.951684	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Rain								
5256246	5256246	150417000164	4/17/2015	0:00:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	1.84	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541451	-84.873161	Passenger Car	Passenger Car	Following too Close,Weather Conditions	No Contributing Factors	N/A	Rain								
5256270	5256270	150417000252	4/17/2015	14:45:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	2.49	0	BRADLEY PARK RAMP	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.531845	-84.974328	Passenger Car	N/A	Weather Conditions,Too Fast For Conditions		N/A	Rain								
5257533	5257533	150419000117	4/19/2015	7:28:00	N/A	N/A	MUSCOGEE	I-185 (SB) HWY	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Guard Rail Face	1	0	32.543469	-84.960886	Passenger Car	N/A	Driver Condition		N/A	Cloudy								
5257545	5257545	150419000363	4/19/2015	14:35:00	1282285	N/A	MUSCOGEE	FLAT ROCK RD	0.09	0	BULLET BLVD	Angle	Motor Vehicle In Motion	0	0	32.537501	-84.870094	Tractor/Trailer	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	N/A	Cloudy								
5258223	5258223	150420000175	4/20/2015	9:55:00	N/A	N/A	MUSCOGEE	J R ALLEN EASTBOUND PKWY	0	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.515357	-84.992455	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy								
5258443	5258443	150419000005	4/19/2015	0:09:00	N/A	N/A	MUSCOGEE	BRADLEY PARK DR	0.58	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	2	0	32.531742	-84.974539	Pickup Truck	Pickup Truck	Too Fast For Conditions	No Contributing Factors	N/A	Rain								
5258638	5258638	150420000562	4/20/2015	20:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	7.16	0	BLACKMON RD	Not A Collision with Motor Vehicle	Animal	2	0	32.554531	-84.89986	Passenger Car	N/A	No Contributing Factors		N/631	Clear								
5258950	5258950	150421000064	4/21/2015	4:46:00	N/A	N/A	MUSCOGEE	J R ALLEN WEST BOUND ACCESS PKWY	0	0	VETERANS PKWY	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	32.550068	-84.945654	N/A	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Clear								
5260072	5260072	150421000239	4/21/2015	12:49:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.537752	-84.86989	Passenger Car	Passenger Car	Improper Turn,Misjudged Clearance	No Contributing Factors	N/A	Clear								
5260204	5260204	150421000281	4/21/2015	14:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.548179	-84.951057	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5260253	5260253	150421000414	4/21/2015	17:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.543755	-84.873746	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5260263	5260263	150421000405	4/21/2015	17:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.543755	-84.873746	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
5260428	5260428	150421000464	4/21/2015	19:27:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	9.81	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.540202	-84.871642	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5261416	5261416	150422000036	4/22/2015	16:28:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY. RAMP	7.12	0	SCHOMBURG RD	Angle	Motor Vehicle In Motion	0	0	32.55424	-84.90556	Pickup Truck	Passenger Car	Failed to Yield,Improper Turn	No Contributing Factors	N/A	Clear								
5261427	5261427	150422000451	4/22/2015	20:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	9.81	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	1	0	32.540202	-84.871642	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear								
5261767	5261767	150423000106	4/23/2015	7:40:00	N/A	N/A	MUSCOGEE	SCHMOBURG RD	1.15	0	BRIDLEWOOD DR	Angle	Motor Vehicle In Motion	0	0	32.552206	-84.905269	Sports Utility Vehicle (SUV)	Van	Failed to Yield	No Contributing Factors	N/A	Clear								
5261895	5261895	150422000222	4/23/2015	12:07:00	N/A	N/A	MUSCOGEE	6770 VETERANS PKWY	0	0		Angle	Motor Vehicle In Motion	0	0	32.55206	-84.94885	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear								
5265698	5265698	150423000280	4/24/2015	14:27:00	N/A	N/A	MUSCOGEE	LAKE OLIVER RD	2.02	0	RIVER RD	Angle	Motor Vehicle In Motion	0	0	32.522436	-84.98972	Passenger Car	Sports Utility Vehicle (SUV)	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
5265945	5265945	150424000361	4/24/2015	16:55:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	JR ALLEN PARK	Rear End	Motor Vehicle In Motion	0	0	32.544715	-84.873469	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5265979	5265979	150424000436	4/24/2015	19:02:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP	0.4	1	US 80	Rear End	Motor Vehicle In Motion	1	0	32.554383	-84.921456	Passenger Car	Passenger Car	Following too Close,Misjudged Clearance	No Contributing Factors	N/A	Cloudy	US Route							
5266291	5266291	150425000147	4/25/2015	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN EB HWY	2.49	0	BRADLEY PARK EAST DR	Not A Collision with Motor Vehicle	Animal	0	0	32.531845	-84.974328	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain								
5266575	5266575	150425000339	4/25/2015	16:33:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND. AVE	Rear End	Motor Vehicle In Motion	0	0	32.541602	-84.872825	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5266890	5266890	150426000236	4/26/2015	12:53:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY OFF- RP E	14.31	1	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546955	-84.951601	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5267113	5267113	150426000441	4/26/2015	20:14:00	N/A	N/A	MUSCOGEE	N. LAKE PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.552808	-84.948034	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5267799	5267799	150427000221	4/27/2015	13:05:00	N/A	N/A	MUSCOGEE	6750 VETERANS PKWY	0	0		Angle	Motor Vehicle In Motion	0	0	32.553201	-84.94889	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear								
5269055	5269055	150428000129	4/28/2015	7:47:00	N/A	N/A	MUSCOGEE	JR ALLEN HWY	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	1	0	32.55448	-84.898096	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5269263	5269263	150428000386	4/28/2015	17:24:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	1.25	0	MOON RD	Angle	Motor Vehicle In Motion	0	0	32.549045	-84.926782	Van	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy								
5269896	5269896	150429000103	4/29/2015	8:44:00	N/A	N/A	MUSCOGEE	J R ALLEN EASTBOUND PKWY	0	0	FLATROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544978	-84.873451	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain								
5270436	5270436	150429000309	4/29/2015	16:15:00	N/A	N/A	MUSCOGEE	2ND RP	0	1	JR ALLEN WEST HWY	Rear End	Motor Vehicle In Motion	0	0	32.512447	-84.991405	Passenger Car	Passenger Car	Too Fast For Conditions	No Contributing Factors	N/A	Cloudy								
5270451	5270451	150429000219	4/29/2015	12:30:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST BOUND OFF RAMP RAMP	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.552152	-84.927012	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5270452	5270452	150427000266	4/29/2015	14:30:00	N/A	1067244	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.543755	-84.873746	Passenger Car	Tractor/Trailer	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5270554	5270554	150429000300	4/29/2015	15:50:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST BOUND RP	0	1	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.509598	-84.993531	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5270617	5270617	150428000366	4/28/2015	15:00:00	N/A	N/A	MUSCOGEE	I-185 HWY	0	0	I-80 HWY	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.546701	-84.961388	Passenger Car	N/A	No Contributing Factors		N/A	Clear								
5270686	5270686	150429000509	4/30/2015	0:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	9.81	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	1	0	32.540201	-84.871642	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
5271817	5271817	150430000147	4/30/2015	9:10:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.81	0	MANCHESTER EXPRESSWAY NB OFF RAMP	Rear End	Motor Vehicle In Motion	0	0	32.540202	-84.871642	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Failed to Yield	No Contributing Factors	N/202	Clear								
5271818	5271818	150430000118	4/30/2015	8:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.50714	-84.98982	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Fog								
5271879	5271879	150430000256	4/30/2015	13:44:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	J R ALLEN WESTBOUND PKWY	Rear End	Motor Vehicle In Motion	0	0	32.553813	-84.926653	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5272099	5272099	150430000271	4/30/2015	14:00:00	N/A	N/A	MUSCOGEE	J R ALLEN WESTBOUND HWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.512616	-84.991844	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
5272165	5272165	150429000497	4/29/2015	23:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	6.72	0	RP	Not A Collision with Motor Vehicle	Animal	0	0	32.554626	-84.912392	Passenger Car	N/A	No Contributing Factors		N/A	Clear								
5272480	5272480	150430000516	4/30/2015	22:21:00	N/A	N/A	MUSCOGEE	J R ALLEN RP	0.21	1	MOON RD	Not A Collision with Motor Vehicle	Animal	1	0	32.55306	-84.923226	Motorcycle	N/A	No Contributing Factors		N/A	Clear								
5273539	5273539	150501000271	5/1/2015	14:40:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	4.41	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548169	-84.951089	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5273593	5273593	150501000115	5/1/2015	8:17:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY E	0.7	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.545009	-84.873419	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Distracted	No Contributing Factors	N/A	Clear								
5273811	5273811	150501000342	5/1/2015	16:50:00	N/A	N/A	MUSCOGEE	GATEWAY RD	9.7	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.541263	-84.872982	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5273812	5273812	150501000379	5/1/2015	17:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	7.12	0	SCHOMBURG RD	Not A Collision with Motor Vehicle	Guard Rail End	0	0	32.554239	-84.90556	Pickup Truck	N/A	Driver Lost Control		N/A	Clear								
5274543	5274543	150502000275	5/2/2015	14:55:00	N/A	N/A	MUSCOGEE	7401 BLACKMON RD	0	0		Angle	Parked Motor Vehicle	0	0	32.557902	-84.898096	Passenger Car	Pickup Truck	Improper Backing	No Contributing Factors	N/A	Clear								
5274552	5274552	150502000400	5/2/2015	20:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.55448	-84.898096	Passenger Car	N/A	No Contributing Factors		N/A	Clear								
5274993	5274993	150503000291	5/3/2015	15:15:00	N/A	178538	MUSCOGEE	JR ALLEN PKWY	5.95	0	VETERANS PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.549492	-84.945907	Van	Tractor/Trailer	Failed to Yield	No Contributing Factors	N/A	Clear								
5275228	5275228	150503000509	5/4/2015	0:00:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0.15	0	2ND AVE	Not A Collision with Motor Vehicle	Guard Rail End	0	0	32.509336	-84.989536	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A	Clear								
5275731	5275731	150504000122	5/4/2015	9:35:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.539681	-84.871038	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear								
5276330	5276330	150504000352	5/4/2015	16:50:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.7	0	GATEWAY DR	Rear End	Motor Vehicle In Motion	0	0	32.541263	-84.872982	Van	Passenger Car	Other	No Contributing Factors	N/A	Clear								
5276959	5276959	150505000106	5/5/2015	8:05:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Angle	Median Barrier	0	0	32.54376	-84.87375	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Driver Lost Control	No Contributing Factors	N/A	Clear								
5277

5295820	5295820	150519000422	5/19/2015	18:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	J.R. ALLEN EXPY	Rear End	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Rain								
5296602	5296602	150520000215	5/20/2015	12:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5296656	5296656	150520000221	5/20/2015	12:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Passenger Car	Pickup Truck	Following too Close	No Signal/Improper Signal	N/A	Clear								
5296724	5296724	150520000212	5/20/2015	11:50:00	N/A	N/A	MUSCOGEE	JR ALLEN ENTRANCE RAMP RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.523499	-84.988291	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5296884	5296884	150520000300	5/20/2015	14:35:00	74432	N/A	MUSCOGEE	FLAT ROCK RD	9.92	0	BEAVER RUN RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.539313	-84.870167	Tractor/Trailer	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
5296963	5296963	150520000334	5/20/2015	15:35:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	7.12	0	JR ALLEN RAMP	Rear End	Motor Vehicle In Motion	0	0	32.554239	-84.90556	Sports Utility Vehicle (SUV)	Van	Following too Close	No Contributing Factors	N/A	Clear								
5297331	5297331	150521000067	5/21/2015	5:45:00	N/A	N/A	MUSCOGEE	J R ALLEN WEST BOUND PKWY	0.03	0	BRADLEY PARK EAST EXT	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.530565	-84.974994	Passenger Car	N/A	Reaction to Object or Animal		N/A	Clear								
5298474	5298474	150521000476	5/21/2015	20:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.81	0	MANCHESTER EXPWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.542032	-84.871642	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5299872	5299872	150522000163	5/22/2015	11:22:00	N/A	N/A	MUSCOGEE	MOON RD RP	0.91	1	J R ALLEN PKWY RP	Angle	Motor Vehicle In Motion	0	0	32.55408	-84.92671	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear								
5300155	5300155	150522000489	5/22/2015	22:00:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Not A Collision with Motor Vehicle	Deer	0	0	32.550427	-84.926671	Passenger Car	N/A	Reaction to Object or Animal		N/A	Clear								
5300169	5300169	150522000381	5/22/2015	18:30:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.539676	-84.870998	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5301314	5301314	150524000327	5/24/2015	16:40:00	N/A	N/A	MUSCOGEE	J R ALLEN (SHOMBURG EXIT EB) RP	0	1		Not A Collision with Motor Vehicle	Tree	1	0	32.554067	-84.908208	Pickup Truck	N/A	Cell Phone		N/A	Clear								
5302009	5302009	150525000321	5/25/2015	16:00:00	N/A	N/A	MUSCOGEE	US 80	0.29	0	2 ND AVE	Angle	Motor Vehicle In Motion	0	0	32.508585	-84.99458	Passenger Car	Sports Utility Vehicle (SUV)	Weather Conditions	No Contributing Factors	N/A	Rain							US Route	
5304398	5304398	150526000371	5/26/2015	15:34:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	9.81	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.540202	-84.871642	Passenger Car	Panel Truck	No Contributing Factors	No Contributing Factors	N/A	Rain								
5304416	5304416	150526000350	5/26/2015	15:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.31	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.508682	-84.994358	Passenger Car	Passenger Car	Weather Conditions,Driver Lost Control,Too Fast For Conditions	No Contributing Factors	N/A	Rain								
5304430	5304430	150526000434	5/26/2015	16:30:00	N/A	N/A	MUSCOGEE	GATEWAY RD	9.7	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.541263	-84.872982	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5304667	5304667	150527000077	5/27/2015	7:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	5.89	0	MOON RD	Not A Collision with Motor Vehicle	Ditch	0	0	32.553081	-84.926568	Passenger Car	N/A	Mechanical Or Vehicle Failure		N/A	Clear								
5305208	5305208	150527000230	5/27/2015	12:35:00	N/A	N/A	MUSCOGEE	RIVER RD	0.03	0	J.R. ALLEN EXIT RAMP	Angle	Motor Vehicle In Motion	0	0	32.522087	-84.990092	Passenger Car	Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Cloudy								
5305395	5305395	150527000298	5/27/2015	15:00:00	N/A	N/A	MUSCOGEE	MANCHESTER WEST BOUND EXIT RP	9.81	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.540202	-84.871642	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
5305396	5305396	150527000372	5/27/2015	17:25:00	N/A	N/A	MUSCOGEE	6783 VETERANS PKWY	0	0		Angle	Motor Vehicle In Motion	0	0	32.551246	-84.949359	Passenger Car	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear								
5306104	5306104	150528000097	5/28/2015	8:00:00	N/A	N/A	MUSCOGEE	I-185 SOUTH BOUND RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.545784	-84.961521	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5306488	5306488	150528000035	5/28/2015	15:25:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507142	-84.989819	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5306497	5306497	150528000300	5/28/2015	14:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.64	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551173	-84.9494	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5307577	5307577	150529000219	5/29/2015	12:22:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	9.95	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.539008	-84.869704	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5307578	5307578	150529000269	5/29/2015	14:24:00	N/A	N/A	MUSCOGEE	7320 VETERANS PKWY	14.8	0		Angle	Motor Vehicle In Motion	0	0	32.553301	-84.947988	Sports Utility Vehicle (SUV)	Passenger Car	Driverless Vehicle	No Contributing Factors	N/A	Clear								
5307930	5307930	150529000480	5/29/2015	21:09:00	N/A	N/A	MUSCOGEE	SCHOMBURG RP	0	1	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.553403	-84.90575	Passenger Car	Pickup Truck	Under the Influence (U.I.),Following too Close	No Contributing Factors	N/A	Clear								
5308059	5308059	150529000150	5/29/2015	10:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0.28	1		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.541591	-84.872916	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
5308563	5308563	150530000306	5/30/2015	16:00:00	N/A	N/A	MUSCOGEE	ALT US 27 RP	0.28	1	US 80	Rear End	Motor Vehicle In Motion	0	0	32.541511	-84.872769	Passenger Car	Passenger Car	Under the Influence (U.I.),Following too Close	No Contributing Factors	N/A	Cloudy		US Route		US Route				
5308851	5308851	150531000262	5/31/2015	14:00:00	N/A	N/A	MUSCOGEE	JR ALLEN WB ON RP	0	1		Not A Collision with Motor Vehicle	Embankment	2	0	32.523835	-84.986515	Motorcycle	N/A	Driver Lost Control		N/A	Clear								
5309158	5309158	150531000426	5/31/2015	19:30:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.544663	-84.958284	Passenger Car	N/A	Driver Lost Control,Too Fast For Conditions		N/A	Rain								
5310278	5310278	150601000245	6/1/2015	12:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.64	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.547838	-84.951247	Pickup Truck	Van	Following too Close	No Contributing Factors	N/A	Clear								
5310636	5310636	150601000351	6/1/2015	16:35:00	N/A	N/A	MUSCOGEE	MOON RD	1.16	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550805	-84.926629	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain								
5311467	5311467	150601000189	6/1/2015	10:35:00	N/A	N/A	MUSCOGEE	6750 VETERANS PKWY	14.7	0		Rear End	Motor Vehicle In Motion	0	0	32.552012	-84.948885	Passenger Car	Pickup Truck	Misjudged Clearance	No Contributing Factors	N/A	Clear								
5311974	5311974	150602000527	6/2/2015	22:30:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP	0.05	1	I 185	Angle	Motor Vehicle In Motion	0	0	32.541159	-84.968665	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear		Interstate						
5312013	5312013	150602000552	6/2/2015	23:15:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	0.06	0	BRADLEY PARK DR	Rear End	Motor Vehicle In Motion	0	0	32.527809	-84.976168	Passenger Car	Passenger Car	Under the Influence (U.I.),Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy								
5312947	5312947	150603000190	6/3/2015	10:10:00	N/A	N/A	MUSCOGEE	2ND AVE	2.56	0	MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	0	0	32.507142	-84.989819	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5313352	5313352	150603000329	6/3/2015	14:44:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1	I 185	Rear End	Motor Vehicle In Motion	0	0	32.540917	-84.970001	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		Interstate						
5313363	5313363	4345	6/3/2015	15:50:00	N/A	N/A	MUSCOGEE	1ST AVE	0.37	0	10TH ST	Angle	Motor Vehicle In Motion	0	0	32.509967	-84.989539	Pickup Truck	Passenger Car	Misjudged Clearance,Improper Backing	No Contributing Factors	N/A	Clear								
5313608	5313608	150603000473	6/3/2015	19:26:00	N/A	N/A	MUSCOGEE	US 80	9.68	0	US 27	Rear End	Motor Vehicle In Motion	0	0	32.541594	-84.872835	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		US Route		US Route				
5314362	5314362	150604000321	6/4/2015	14:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.77	0	NORTH LAKE PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.553043	-84.948184	Pickup Truck	Passenger Car	Improper Passing	Distracted	N/A	Clear								
5314419	5314419	150604000283	6/4/2015	13:12:00	187041	N/A	MUSCOGEE	JR ALLEN PKWY	9.52	0	2ND AVE	Not A Collision with Motor Vehicle	Overturn	1	0	32.509345	-84.993755	Logging Truck	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Cloudy								
5314544	5314544	150604000392	6/4/2015	16:31:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	2.03	0	BRADLEY PARK DR	Rear End	Motor Vehicle In Motion	0	0	32.524513	-84.981032	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5314570	5314570	150604000309	6/4/2015	13:50:00	N/A	N/A	MUSCOGEE	NORTH LAKE PKWY	14.77	0	VETERANS PKWY	Angle	Motor Vehicle In Motion	0	0	32.55288	-84.948208	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
5315520	5315520	150605000431	6/5/2015	18:12:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539086	-84.869225	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5315568	5315568	150605000360	6/5/2015	16:20:00	N/A	N/A	MUSCOGEE	7160 MOON RD	0.8	0		Angle	Motor Vehicle In Motion	0	0	32.55575	-84.92682	Pickup Truck	Passenger Car	Parked Improperly	No Contributing Factors	N/A	Clear								
5316153	5316153	150606000336	6/6/2015	16:01:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	US 80	Rear End	Motor Vehicle In Motion	1	0	32.540897	-84.872787	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		US Route						
5316227	5316227	150607000094	6/7/2015	3:02:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY EAST ACCESS RP	0	1		Not A Collision with Motor Vehicle	Overturn	1	0	32.552047	-84.928077	N/A	N/A	Driver Lost Control		N/A	Clear								
5317608	5317608	150608000305	6/8/2015	15:04:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.78	0	NORTHLAKE PKWY	Angle	Motor Vehicle In Motion	1	0	32.552912	-84.948253	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal,Distracted	No Contributing Factors	N/A	Clear								
5317899	5317899	150608000409	6/8/2015	17:56:00	N/A	N/A	MUSCOGEE	BRADLEY PARK DR	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.537441	-84.973499	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5318790	5318790	150609000400	6/9/2015	17:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	2.56	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507142	-84.989819	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain								
5319024	5319024	150609000374	6/9/2015	16:25:00	N/A	N/A	MUSCOGEE	J R ALLEN PARKWAY WB RP	0.52	0	BRADLEY PARK WEST DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.527385	-84.976931	Passenger Car	Passenger Car	Too Fast For Conditions	No Contributing Factors	N/A	Rain								
5319775	5319775	150610000112	6/10/2015	9:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	4.42	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551026	-84.948732	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5320407	5320407	150610000267	6/10/2015	15:05:00	1419040	N/A	MUSCOGEE	J R ALLEN PKWY	9.52	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.511122	-84.992301	Single Unit Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5320474	5320474	150610000320	6/10/2015	17:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	4.42	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.547732	-84.951303	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5321521	5321521	150611000379	6/11/2015	17:40:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.546894	-84.951528	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5321547	5321547	150611000395	6/11/2015	18:30:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	0.52	0	BRADLEY PARK DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.529204	-84.975229	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5321727	5321727	150611000475	6/11/2015	20:45:00	N/A	N/A	MUSCOGEE	J R ALLEN WEST BOUND PKWY	0	0	BLACKMON RD	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.554932	-84.88055	Passenger Car	Passenger Car	Too Fast For Conditions		N/A	Rain								
5321731	5321731	150611000453	6/11/2015	20:10:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.29	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.555186	-84.90563	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5322345	5322345	150612000221	6/12/2015	11:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM DR	Rear End	Motor Vehicle In Motion	0	0	32.545043	-84.952809	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5322754	5322754	150612000397	6/12/2015	17:33:00	N/A	N/A	MUSCOGEE	J. R. ALLEN PKWY	0.66	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.511164	-84.992305	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5322762	5322762	150612000549	6/12/2015	23:00:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.528837	-84.975775	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain								
5323143	5323143	150613000259	6/13/2015	12:31:00	N/A	N/A	MUSCOGEE	MOON RD	0.98	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.552084	-84.926829	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5323156	5323156	150613000176	6/13/2015	9:10:00	N/A	N/A	MUSCOGEE	6750 VETERANS PKWY	0	0		Angle	Motor Vehicle In Motion - In Other Roadway	0	0	32.552012	-84.948885	Pickup Truck	Passenger Car	Misjudged Clearance	No Contributing Factors	N/A	Clear								
5323365	5323365	150613000441	6/13/2015	19:00:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550102	-84.926666	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy								
5323371	5323371	150613000474	6/13/2015	20:10:00	N/A	N/A	MUSCOGEE	GATEWAY RD	9.71	0	US 80	Rear End	Motor Vehicle In Motion	0	0	32.540898	-84.872784	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		US Route						
5323387	5323387	150613000437	6/13/2015	18:50:00	N/A	N/A	MUSCOGEE	VETERANS PARK	14.4	0	JR ALLEN PARK	Rear End	Motor Vehicle In Motion	0	0	32.547345	-84.951526	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5323637	5323637	150614000223	6/14/2015	11:58:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN (OFF RAMP) PKWY	Rear End	Motor Vehicle In Motion	0	0	32.55422	-84.926846	Van	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear								
5325130	5325130	150615000521	6/15/2015	22:49:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	MOON RD	Not A Collision with Motor Vehicle	Tree	1	0	32.552161	-84.932611	Passenger Car	N/A	Weather Conditions,Driver Lost Control		N/A	Rain								
5325174	5325174	150616000051	6/16/2015	4:30:00	N/A	N/A	MUSCOGEE	SR 22 CONN	0.18	0	2 ND AVE	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.509426	-84.993191	Passenger Car	N/A	Too Fast For Conditions		N/A	Clear						State Route		
5326826	5326826	150615000405	6/15/2015	18:30:00	N/A	N/A	MUSCOGEE	FLAT ROCK CT	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.544715	-84.873469	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5327201	5327201	150616000042	6/16/2015	18:00:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG RD	0	0		Angle	Motor Vehicle In Motion	0	0	32.556178	-84.905832	Passenger Car	Sports Utility Vehicle (SUV)	Improper Backing	No Contributing Factors	N/A	Clear								
5327233	5327233	150616000332	6/16/2015	17:45:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	1.29	1	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.5534	-84.905658	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5327281	5327281	150616000283	6/16/2015	16:10:00	N/A	N/A	MUSCOGEE	RIVER RD	1.86	0	J. R. ALLEN PKWY	Angle	Motor Vehicle In Motion	2	0	32.520558	-84.988218	Pickup Truck	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear								
5327781	5327781	150617000141	6/17/2015	9:48:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551907	-84.948965	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5328754	5328754	150614000398	6/14/2015	18:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	8.23	0	BLACKMON RD	Angle	Motor Vehicle In Motion	0	0	32.555357	-84.888071	Sports Utility Vehicle (SUV)	Pickup Truck	Driver Lost Control	No Contributing Factors	N/A	Rain								
5328775	5328775	150618000136	6/18/2015	10:20:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	10.27	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Tree	1	0	32.543511	-84.868991	Passenger Car	N/A	No Contributing Factors		N/A	Clear								
5328784	5328784	150618000165	6/18/2015	11:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0.3	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541601	-84.87294	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5328933	5328933	150618000225	6/18/2015	14:00:00	N/A	N/A	MUSCOGEE	I 185 IS	0	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540598	-84.960008	Sports Utility Vehicle (SUV)	Van	Following too Close	No Contributing Factors	N/A	Clear								
5328934	5328934	150618000193	6/18/2015	12:55:00	N/A	N/A	MUSCOGEE	J.R.ALLEN PKWY	9.52	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.510972	-84.992371	Passenger Car	Van	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy								
5329693	5329693	150619000088	6/19/2015	7:24:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.29	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	1	0	32.555303	-84.905784	Sports Utility Vehicle (SUV)	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
5329722	5329722	150619000252	6/19/2015	13:18:00	N/A	N/A	MUSCOGEE	6770 VETERANS PKWY	0	0		Angle	Motor Vehicle In Motion	0	0	32.552063	-84.948849	Sports Utility Vehicle (SUV)	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear								
5329888	5329888	150619000312	6/19/2015	15:20:00	N/A	N/A	MUSCOGEE	6750 VETERANS PKWY	0	0		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.552012	-84.948885	Pickup Truck	Pickup Truck	Other	No Contributing Factors	N/A	Clear								
5329889	5329889	150619000313	6/19/2015	15:30:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551221	-84.949582	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5330036	5330036	150619000363	6/19/2015	16:50:00	2187563	N/A	MUSCOGEE	FLAT ROCK RD	9.92	0	BEAVER RUN RD	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.538278	-84.869638	Tractor/Trailer	N/A	Improper Turn,Misjudged Clearance		N/A	Clear								
5330462	5330462	150620000166	6/20/2015	9:36:00	N/A	N/A	MUSCOGEE	JR ALLEN EB OFF RP	0	1	RIVER RD	Rear End	Motor Vehicle In Motion	2	0	32.520662	-84.988624	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5330569	5330569	150620000371	6/20/2015	17:31:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Not A Collision with Motor Vehicle	Guard Rail Face	1	0	32.544858	-84.962641	Passenger Car	N/A	Too Fast For Conditions		N/A	Clear								
5331119	5331119	150621000330	6/21/2015	16:10:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	0.11	1		Rear End	Motor Vehicle In Motion	0	0	32.539666	-84.871001	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5332455	5332455	150622000275	6/22/2015	13:40:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG RD	0	0		Angle	Motor Vehicle In Motion	0	0	32.556178	-84.905832	Passenger Car	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear								
5332470	5332470	150622000118	6/22/2015	7:51:00	N/A	N/A	MUSCOGEE	US 80	9.3	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	1	0	32.545545	-84.873249	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear				US Route				
5332548	5332548	150622000328	6/22/2015	15:20:00	N/A	N/A	MUSCOGEE	MOON RD	1.16	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550988	-84.926628	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								

5347075	5347075	150706000200	7/6/2015	11:30:00	N/A	N/A	MUSCOGEE	I 185 S	3.8	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.544861	-84.960772	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy			Interstate
5347209	5347209	150705000208	7/4/2015	14:05:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.508016	-84.997578	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear				
5347252	5347252	150706000297	7/6/2015	14:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	3.8	0	I 185	Rear End	Motor Vehicle In Motion	0	0	32.544861	-84.960772	Passenger Car	Van	Following too Close	No Contributing Factors	N/A	Clear	Interstate			
5347263	5347263	150706000283	7/6/2015	13:30:00	N/A	N/A	MUSCOGEE	I R ALLEN PKWY	0	0	I 185 IS	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.545782	-84.959094	Passenger Car	N/A	Driver Lost Control,Distracted		N/A	Clear				
5349786	5349786	150708000258	7/8/2015	13:32:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507345	-84.989698	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5349980	5349980	150708000382	7/8/2015	18:00:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	1.16	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.550427	-84.926671	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear				
5350063	5350063	150708000431	7/8/2015	19:05:00	N/A	N/A	MUSCOGEE	J.R. ALLEN RP	0	1		Rear End	Motor Vehicle In Motion	3	0	32.554298	-84.925691	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear				
5350363	5350363	150709000142	7/9/2015	8:10:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	1	0	32.548636	-84.926849	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5350381	5350381	150709000155	7/9/2015	8:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	1.04	0	WHITESVILLE RD	Rear End	Motor Vehicle In Motion	0	0	32.540959	-84.969905	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5350957	5350957	150709000410	7/9/2015	16:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	4.42	0	JR ALLEN RP	Angle	Motor Vehicle In Motion	0	0	32.546945	-84.951726	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy				
5351914	5351914	150710000280	7/10/2015	13:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.89	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541545	-84.873242	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy				
5351976	5351976	150710000308	7/10/2015	14:15:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EXPWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.507007	-84.989827	Van	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear				
5352071	5352071	150710000357	7/10/2015	15:52:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Angle	Motor Vehicle In Motion	0	0	32.50714	-84.989804	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Cloudy				
5352270	5352270	150710000536	7/10/2015	21:30:00	1714870	N/A	MUSCOGEE	US 80	9.79	0	BEAVER RUN RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.541417	-84.873146	Truck Tractor (Bobtail)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			US Route	
5352955	5352955	150711000333	7/11/2015	15:35:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	US HWY 80 HWY	Rear End	Motor Vehicle In Motion	0	0	32.539686	-84.870941	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear				
5353596	5353596	150710000377	7/10/2015	16:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.75	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	1	0	32.551175	-84.949479	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5354551	5354551	150713000351	7/13/2015	16:10:00	N/A	N/A	MUSCOGEE	6750 VETERANS PKWY	14.7	0		Angle	Motor Vehicle In Motion	0	0	32.552012	-84.948885	Sports Utility Vehicle (SUV)	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear				
5356171	5356171	150714000115	7/14/2015	8:20:00	N/A	N/A	MUSCOGEE	2ND AVE	2.56	0	MANCHESTER EXPWY	Angle	Motor Vehicle In Motion	2	0	32.507142	-84.989819	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear				
5356347	5356347	150714000202	7/14/2015	12:15:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.552079	-84.926789	Sports Utility Vehicle (SUV)	Vehicle With Trailer	Following too Close	No Contributing Factors	N/A	Clear				
5358261	5358261	150716000103	7/16/2015	8:35:00	N/A	N/A	MUSCOGEE	JR ALLEN WB HWY	1.31	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.522531	-84.987723	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5358977	5358977	150716000171	7/16/2015	11:08:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	4.42	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	2	0	32.546876	-84.951769	Van	Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear				
5358978	5358978	150715000321	7/16/2015	17:00:00	N/A	N/A	MUSCOGEE	SR 27 W	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539674	-84.871041	Passenger Car	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	N/A	Clear			State Route	
5358981	5358981	150716000369	7/16/2015	18:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.554601	-84.917606	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear				
5358984	5358984	150716000341	7/16/2015	17:50:00	N/A	N/A	MUSCOGEE	SR 80 E	1.3	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	2	0	32.55425	-84.905802	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			State Route	
5359035	5359035	150710000350	7/10/2015	16:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.11	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551175	-84.949253	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5359273	5359273	150716000490	7/16/2015	23:35:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551158	-84.949401	Pickup Truck	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	N/A	Clear				
5359380	5359380	150717000110	7/17/2015	7:10:00	1452338	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXPY EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.539309	-84.870235	Tractor/Trailer	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5359926	5359926	150717000349	7/17/2015	16:15:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	BRADLEY PARK DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.537443	-84.973927	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear				
5359954	5359954	150717000353	7/17/2015	16:40:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	54TH ST	Angle	Motor Vehicle In Motion	0	0	32.519928	-84.987676	Passenger Car	Passenger Car	Failed to Yield,Improper Turn	No Contributing Factors	N/A	Clear				
5360507	5360507	150718000278	7/18/2015	13:30:00	N/A	N/A	MUSCOGEE	SCHOMBURG RP	1.29	1	J R ALLEN (SHOMBURG EXIT EB)	Rear End	Motor Vehicle In Motion	0	0	32.554239	-84.90556	Passenger Car	Sports Utility Vehicle (SUV)	Improper Backing	No Contributing Factors	N/A	Clear				
5360515	5360515	150718000235	7/18/2015	11:55:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0.01	1		Rear End	Motor Vehicle In Motion	0	0	32.541593	-84.873006	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5361007	5361007	150717000307	7/17/2015	14:35:00	N/A	N/A	MUSCOGEE	5550 WHITTLESEY BLVD	0.04	0		Rear End	Motor Vehicle In Motion - In Other Roadway	0	0	32.54654	-84.95112	Passenger Car	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear				
5361812	5361812	150720000195	7/20/2015	10:40:00	N/A	N/A	MUSCOGEE	JR ALLEN EXPWY	9.81	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.539674	-84.871041	Passenger Car	Van	Following too Close	No Contributing Factors	N/A	Clear				
5363574	5363574	150721000355	7/21/2015	17:30:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	1.31	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.521648	-84.989329	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5363589	5363589	150721000370	7/21/2015	17:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.512625	-84.992154	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear				
5363629	5363629	150721000444	7/21/2015	12:00:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG RD	0	0		Angle	Motor Vehicle In Motion	0	0	32.556178	-84.905832	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear				
5365063	5365063	150722000221	7/22/2015	12:30:00	N/A	N/A	MUSCOGEE	RIVER RD	1.31	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.520576	-84.988222	Van	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	N/A	Clear				
5365516	5365516	150722000183	7/21/2015	20:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.55227	-84.94871	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear				
5365567	5365567	150722000330	7/22/2015	16:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507285	-84.989627	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5366361	5366361	150723000205	7/23/2015	12:10:00	N/A	N/A	MUSCOGEE	BEAVER RUN	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538702	-84.868811	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5366781	5366781	150723000404	7/23/2015	19:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	13.04	1		Rear End	Motor Vehicle In Motion	0	0	32.541595	-84.872816	Passenger Car	Passenger Car	Too Fast For Conditions,Inattentive or Other Distracti	No Contributing Factors	N/A	Rain				
5370613	5370613	150727000370	7/27/2015	15:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548483	-84.950893	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear				
5371501	5371501	150728000229	7/28/2015	11:57:00	N/A	N/A	MUSCOGEE	RIVER RD	1.31	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	2	0	32.520574	-84.98823	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear				
5371773	5371773	150728000442	7/28/2015	18:00:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	1.31	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.52384	-84.983122	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain				
5371964	5371964	150728000533	7/28/2015	21:15:00	N/A	N/A	MUSCOGEE	VETERANS PARK	14.87	0	NORTHLAKE PARK	Rear End	Motor Vehicle In Motion	0	0	32.552645	-84.948457	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5372695	5372695	150729000273	7/29/2015	15:07:00	N/A	N/A	MUSCOGEE	I R ALLEN PKWY	0	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.507731	-84.989863	Pickup Truck	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear				
5372789	5372789	150729000340	7/29/2015	17:45:00	N/A	N/A	MUSCOGEE	SR 80 W	0	0	RIVER RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.522155	-84.988832	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy			State Route	
5372801	5372801	150729000210	7/29/2015	12:50:00	N/A	N/A	MUSCOGEE	SR 80 E	0	0	VETERANS PKWY	Angle	Motor Vehicle In Motion	0	0	32.55125	-84.949115	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear			State Route	
5373019	5373019	150729000368	7/29/2015	18:25:00	N/A	N/A	MUSCOGEE	I 185 S	3.8	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.540043	-84.960497	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Distracted	No Contributing Factors	N/A	Clear			Interstate	
5373092	5373092	150729000347	7/29/2015	17:55:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0.11	1		Rear End	Motor Vehicle In Motion	0	0	32.541595	-84.872885	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy				
5374130	5374130	150730000414	7/30/2015	18:25:00	N/A	N/A	MUSCOGEE	SR 80 W	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.529062	-84.975654	Pickup Truck	N/A	No Contributing Factors		N/A	Cloudy			State Route	
5374180	5374180	150730000442	7/30/2015	19:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY EASTBOUND ON-RAMP RP	0.23	1		Angle	Motor Vehicle In Motion	0	0	32.546327	-84.950417	Sports Utility Vehicle (SUV)	Passenger Car	Other	No Contributing Factors	N/A	Clear				
5377317	5377317	150726000164	7/26/2015	9:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.7	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541608	-84.872971	Passenger Car	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Clear				
5377618	5377618	150803000184	8/3/2015	10:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	14.41	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.550893	-84.94886	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear				
5377886	5377886	150803000096	8/3/2015	7:26:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	9.5	0	FLATROCK RD	Rear End	Motor Vehicle In Motion	1	0	32.541586	-84.872883	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear				
5377887	5377887	150803000259	8/3/2015	12:55:00	446292	N/A	MUSCOGEE	VETERANS PKWY	0.03	0	DOUBLECHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551245	-84.949379	Single Unit Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear				
5378047	5378047	150803000342	8/3/2015	15:45:00	N/A	N/A	MUSCOGEE	US 80 RP W	0	1		Rear End	Motor Vehicle In Motion	0	0	32.550876	-84.948643	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear			US Route	
5378050	5378050	150803000339	8/3/2015	15:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.98	0	KITTEN LAKE DR	Rear End	Motor Vehicle In Motion	0	0	32.538857	-84.869084	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear				
5378068	5378068	150803000410	8/3/2015	17:35:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.64	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551288	-84.949346	Pickup Truck	Pickup Truck	Other	No Contributing Factors	N/A	Clear				
5378094	5378094	150803000437	8/3/2015	18:15:00	N/A	N/A	MUSCOGEE	I R ALLEN PKWY	0	0	SCHOMBURGH RD	Rear End	Motor Vehicle In Motion	0	0	32.55455	-84.911104	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5379515	5379515	150804000107	8/4/2015	8:50:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP	0.58	1	MOON RD	Angle	Motor Vehicle In Motion	0	0	32.552076	-84.926779	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5379525	5379525	150804000124	8/4/2015	10:10:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.92	0	FLAT ROCK RD	Angle	Motor Vehicle In Motion	0	0	32.538841	-84.869259	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear				
5380165	5380165	150805000101	8/5/2015	8:35:00	N/A	N/A	MUSCOGEE	JR ALLEN RAMP	14.41	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551323	-84.949155	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear				
5382737	5382737	150803220886	8/6/2015	7:55:00	N/A	N/A	MUSCOGEE	ENTRANCE 10 I 185 RP S	0.7	1		Rear End	Motor Vehicle In Motion	0	0	32.543453	-84.96302	Passenger Car	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Cloudy			Interstate	
5383106	5383106	150807000319	8/7/2015	0:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0.01	1		Rear End	Motor Vehicle In Motion	0	0	32.54141	-84.872826	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti		N/A	Clear				
5383109	5383109	150807000343	8/7/2015	17:50:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN PKWY, EB OFF RAMP PKWY	Rear End	Motor Vehicle In Motion	0	0	32.552082	-84.926683	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy				
5383142	5383142	150807000376	8/7/2015	19:00:00	N/A	N/A	MUSCOGEE	VETERANS PARK	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	1	0	32.551173	-84.9494	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear				
5383632	5383632	150808000349	8/8/2015	16:55:00	N/A	N/A	MUSCOGEE	VETERANS PARK	0	0	DOUBLE CHURCHES RD	Head On	Motor Vehicle In Motion	0	0	32.551173	-84.9494	Sports Utility Vehicle (SUV)	Passenger Car	No Contributing Factors		N/A	Clear				
5383676	5383676	150808000383	8/8/2015	18:00:00	N/A	N/A	MUSCOGEE	US 27 ALT	9.86	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.53968	-84.870992	Passenger Car	Passenger Car	Misadjged Clearance		No Contributing Factors	Clear			US Route	
5383725	5383725	150808000409	8/8/2015	19:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0.3	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541263	-84.872982	Single Unit Truck	Passenger Car	Following too Close		No Contributing Factors	Clear				
5384174	5384174	150809000260	8/8/2015	12:00:00	N/A	N/A	MUSCOGEE	6750 VETERANS PKWY	14.7	0		Angle	Motor Vehicle In Motion	0	0	32.552012	-84.948885	N/A	Other	N/A		No Contributing Factors	Clear				
5384191	5384191	150809000242	8/9/2015	13:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	4.42	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	Clear				
5384305	5384305	150809000327	8/9/2015	17:00:00	N/A	N/A	MUSCOGEE	6770 VETERANS PKWY	14.71	0		Angle	Motor Vehicle In Motion	0	0	32.552063	-84.948849	N/A	N/A	Sports Utility Vehicle (SUV)		No Contributing Factors	Clear				
5386294	5386294	150811000131	8/11/2015	8:00:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG RD	0.01	0		Rear End	Motor Vehicle In Motion - In Other Roadway	0	0	32.556176	-84.905928	Passenger Car	Passenger Car	Improper Backing		No Contributing Factors	Clear				
5386512	5386512	150811000204	8/11/2015	0:10:00	N/A	N/A	MUSCOGEE	I 185 RP N	0	1	MACON RD	Rear End	Motor Vehicle In Motion	1	0	32.55032	-84.961536	Pickup Truck	Sports Utility Vehicle (SUV)	Weather Conditions,Other		No Contributing Factors	N/A	Rain		Interstate	
5387619	5387619	150812000120	8/12/2015	8:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.52	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.511795	-84.992182	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear			
5387856	5387856	150812	8/12/2015	17:45:00	N/A	N/A	MUSCOGEE	I 185 N	3.8	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.544861	-84.960772	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear		Interstate	
5388009	5388009	150813000246	8/12/2015	16:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0.38	1		Rear End	Motor Vehicle In Motion	0	0	32.540301	-84.960617	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear			
5388467	5388467	150812000221	8/13/2015	9:25:00	N/A	N/A	MUSCOGEE	7251 BLACKMON RD	0.16	0		Sideswipe-Opposite Direction	Motor Vehicle In Motion	0	0	32.556775	-84.898084	Bus	Passenger Car	No Contributing Factors		No Contributing Factors	Clear				
5388608	5388608	150813000111	8/13/2015	7:57:00	N/A	N/A	MUSCOGEE	BLACKMON RD	7.56	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	1	0	32.555603	-84.897905	Passenger Car	Van	Failed to Yield,Improper Turn		No Contributing Factors	N/A	Clear			
5389066	5389066	150813000454	8/13/2015	19:25:00	N/A	N/A	MUSCOGEE	MILGEN RD	1.74	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.538293	-84.868456	Sports Utility Vehicle (SUV)	Pickup Truck	Other		No Contributing Factors	N/A	Clear			
5389975	5389975	150814000357	8/14/2015	16:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551173	-84.9494	Pickup Truck	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear			
5389976	5389976	150814000329	8/14/2015	15:20:00	N/A	N/A	MUSCOGEE	BRIDLEWOOD DR	1.15	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.552206	-84.905269	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear			
5389977	5389977	150814000346	8/14/2015	15:45:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	SOUTH STADIUM DR	Angle	Motor Vehicle In Motion	0	0	32.556178	-84.905832	Passenger Car	Passenger Car	Failed to Yield		No Contributing Factors	N/A	Clear			
5391223	5391223	150816000125	8/16/2015	7:00:00	N/A	N/A	MUSCOGEE	J R ALLEN US 80	8.88	0	WARM SPRINGS RD	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.546941	-84.8732	Pickup Truck	N/A	Exceeding Speed Limit,Driver Lost Control,Driver Condition			Clear			US Route	
5391280	5391280	150815000485	8/15/2015	6:30:00	N/A	N/A	MUSCOGEE	BRIDLEWOOD DR	1.15	0	SCHOMBURG RD	Not A Collision with Motor Vehicle	Tree	0	0	32.552243	-84.905327	Pickup Truck	N/A	No Contributing Factors			Clear				
5391364	5391364	150815000468	8/15/2015	21:30:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	9.45	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544715	-84.873469	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear			
5391588	5391588	150815000439	8/15/2015	20:06:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	9.52	0	2ND AVE	Not A Collision with Motor Vehicle	Ditch	1	0	32.516131	-84.992501	Motorcycle	N/A	Other			N/A	Clear			
5392670	5392670	150817000322	8/17/2015	16:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538897	-84.869562	Passenger Car	Pickup Truck	Following too Close		No Contributing Factors	N/A	Rain			
5392720	5392720	150817000375	8/17/2015	17:30:00	N/A	N/A	MUSCOGEE	SR 80 W	0	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.509337	-84.993716	Pickup Truck	Sports Utility Vehicle (SUV)	Driver Lost Control,Other		No Contributing Factors	N/A	Rain		State Route	
5395381	5395381	150818000136	8/18/2015	10:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.507275	-84.989586	Van	Passenger Car	Improper Passing		No Contributing Factors	N/A	Clear			
5395835	5395835	150818000468	8/18/2015	22:00:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0.7	0	JR ALLEN	Angle	Motor Vehicle In Motion	0	0	32.544725	-84.873485	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear			
5397842	5397842	150820000270	8/20/2015	14:09:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0

5412375	5412375	C000299209	8/21/2015	23:00:00	N/A	N/A	MUSCOGEE	SR 1	14.27	0		Rear End	Motor Vehicle In Motion	0	0	32.546272	-84.951934	Sports Utility Vehicle (SUV)	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear						State Route	
5412460	5412460	150902000320	9/2/2015	14:40:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507281	-84.989579	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear							
5412675	5412675	150902000263	9/2/2015	12:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.81	0	MANCHESTER EXPWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.540379	-84.871501	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear							
5412678	5412678	150902000395	9/2/2015	17:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	9.81	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539694	-84.870957	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5412682	5412682	150902000416	9/2/2015	17:53:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLATROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.545095	-84.873333	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear							
5412706	5412706	150902000435	9/2/2015	17:53:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLATROCK RD	Rear End	Motor Vehicle In Motion	2	0	32.545062	-84.873341	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5412908	5412908	150902000458	9/2/2015	19:11:00	N/A	187041	MUSCOGEE	JR ALLEN WB PKWY	0	0	2ND WB ON RAMP TO JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.50932	-84.993733	Pickup Truck	Logging Tractor/Trailer	Changed Lanes Improperly	No Contributing Factors	N/A	Clear							
5413792	5413792	150903000131	9/3/2015	9:15:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.509303	-84.993326	Van	Pickup Truck	Mechanical Or Vehicle Failure	No Contributing Factors	N/A	Clear							
5414056	5414056	150903000364	9/3/2015	17:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.509027	-84.994216	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear							
5414505	5414505	150830000041	8/30/2015	1:25:00	N/A	N/A	MUSCOGEE	I185 RP	0	1		Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.545179	-84.959317	Passenger Car	N/A	Mechanical Or Vehicle Failure			Rain							
5415129	5415129	150904000297	9/4/2015	14:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EB RAMP RP	9.81	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.538864	-84.869522	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear							
5416012	5416012	150906000058	9/6/2015	2:00:00	N/A	N/A	MUSCOGEE	J.R. ALLEN (WEST BOUND OFF) RP	0	1		Not A Collision with Motor Vehicle	Guard Rail End	0	0	32.544863	-84.962085	Pickup Truck	N/A	Under the Influence (U.I.),Other			N/A							
5416194	5416194	150906000183	9/6/2015	10:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	2.95	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551227	-84.949555	Passenger Car	Passenger Car	Failed to Yield,Improper Turn,Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy							
5416907	5416907	150907000320	9/7/2015	18:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0.01	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.507356	-84.989693	Passenger Car	Passenger Car	Following too Close,Distracted	No Contributing Factors	N/A	Clear							
5417258	5417258	150908000268	9/8/2015	6:00:00	N/A	N/A	MUSCOGEE	I185 N	0	0	SR 85	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.543584	-84.960515	Passenger Car	N/A	No Contributing Factors	No Contributing Factors	N/A	Clear			State Route		Interstate		
5417505	5417505	150908000446	9/8/2015	17:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.510912	-84.992413	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain							
5417506	5417506	150908000458	9/8/2015	18:10:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	14.64	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546234	-84.952147	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain							
5418407	5418407	150909000463	9/9/2015	18:15:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.55044	-84.926911	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Cloudy							
5418412	5418412	150909000541	9/9/2015	20:27:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541455	-84.873183	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy							
5418741	5418741	150910000140	9/10/2015	8:35:00	N/A	N/A	MUSCOGEE	J. R. ALLEN PKWY	0	0	I-185 IS	Rear End	Motor Vehicle In Motion	1	0	32.546843	-84.954667	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear							
5418930	5418930	150910000138	9/10/2015	8:45:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.98	0	KITTEN LAKE DR	Rear End	Motor Vehicle In Motion	0	0	32.538973	-84.869009	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear							
5419191	5419191	150910000276	9/10/2015	13:50:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544006	-84.87347	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear							
5422149	5422149	150911000414	9/11/2015	19:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.510033	-84.992981	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain							
5422798	5422798	150912000036	9/12/2015	17:50:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PARK	0	0	MOON RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.552198	-84.926732	Pickup Truck	Passenger Car	Improper Turn	No Contributing Factors	N/A	Cloudy							
5422896	5422896	150912000310	9/12/2015	15:08:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND, AVE	Rear End	Motor Vehicle In Motion	0	0	32.507291	-84.989612	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy							
5422904	5422904	150912000437	9/12/2015	20:18:00	N/A	N/A	MUSCOGEE	I 185 RP N	0	1	J R ALLEN PARKWAY WB PKWY	Not A Collision with Motor Vehicle	Ditch	2	0	32.546825	-84.960747	Passenger Car	N/A	Driver Lost Control,Too Fast For Conditions			Clear						Interstate	
5422907	5422907	150912000483	9/12/2015	21:38:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507282	-84.989569	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5423209	5423209	150913000188	9/13/2015	11:15:00	N/A	N/A	MUSCOGEE	6761 VETERANS PKWY	14.6	0		Angle	Motor Vehicle In Motion	0	0	32.550742	-84.949645	Passenger Car	Passenger Car	Improper Backing,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear							
5423210	5423210	150913000223	9/13/2015	12:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.55018	-84.949945	Van	Passenger Car	Following too Close,Too Fast For Conditions	No Contributing Factors	N/A	Clear							
5423769	5423769	150913000257	9/13/2015	14:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	10.27	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.541595	-84.872837	Passenger Car	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear							
5424524	5424524	150914000304	9/14/2015	14:13:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY. RP	4.42	1	VETERANS PKWY	Rear End	Motor Vehicle In Motion	1	0	32.550881	-84.948733	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear							
5424834	5424834	150914000343	9/14/2015	15:35:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Motor Vehicle In Motion	0	0	32.532118	-84.974366	Single Unit Truck	Pickup Truck	Under the Influence (U.I.),Driver Lost Control	No Contributing Factors	N/A	Clear							
5424836	5424836	150914000491	9/14/2015	21:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY EB RP	0	1		Not A Collision with Motor Vehicle	Motor Vehicle In Motion - In Other Roadway	0	0	32.529697	-84.873322	Passenger Car	Passenger Car	Driver Lost Control	No Contributing Factors	N/A	Clear							
5425420	5425420	150915000177	9/15/2015	10:15:00	N/A	N/A	MUSCOGEE	JR ALLEN RAMP RAMP	4.42	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546909	-84.951573	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5425886	5425886	150913000332	9/13/2015	17:45:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	10.27	0	MANCHESTER EXPWY	Angle	Motor Vehicle In Motion	1	0	32.541366	-84.872849	Passenger Car	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear							
5425904	5425904	150915000368	9/15/2015	17:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	1.29	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.554566	-84.911431	Passenger Car	Van	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear							
5425949	5425949	150915000315	9/15/2015	15:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.77	0	NORTH LAKE PKWY	Rear End	Motor Vehicle In Motion	0	0	32.552908	-84.948267	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear							
5426322	5426322	150916000155	9/16/2015	8:50:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	9.45	0	FLAT ROCK RD	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.555388	-84.882443	Passenger Car	N/A	No Contributing Factors			Clear							
5427576	5427576	150917000237	9/17/2015	12:40:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	J R ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.522451	-84.989674	Pickup Truck	Passenger Car	Failed to Yield,Improper Turn	No Contributing Factors	N/A	Clear							
5427781	5427781	150917000367	9/17/2015	17:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.3	0	GATEWAY RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.540822	-84.872645	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear							
5427847	5427847	150917000394	9/17/2015	17:25:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.509391	-84.993769	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear							
5428305	5428305	150918000109	9/18/2015	8:05:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	1.29	1	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.55482	-84.911218	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5429030	5429030	150918000171	9/18/2015	10:30:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	54TH ST	Angle	Motor Vehicle In Motion	4	0	32.519928	-84.987676	Passenger Car	Passenger Car	Failed to Yield,Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear							
5429538	5429538	150918000358	9/18/2015	18:10:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN PARK	Rear End	Motor Vehicle In Motion	0	0	32.553918	-84.926721	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear							
5429783	5429783	150919000149	9/19/2015	7:25:00	N/A	121058	MUSCOGEE	I 185 RP S	0	1		Angle	Motor Vehicle In Motion	0	0	32.548562	-84.962074	Passenger Car	Passenger Car	Tractor w/Twin Trailers	Failed to Yield	No Contributing Factors	N/A	Clear						Interstate	
5429908	5429908	150919000339	9/19/2015	16:05:00	N/A	N/A	MUSCOGEE	VETERANS PARK	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	3	0	32.551167	-84.949345	Sports Utility Vehicle (SUV)	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear							
5429932	5429932	150919000360	9/19/2015	17:00:00	N/A	N/A	MUSCOGEE	6750 VETERANS PKWY	14.7	0		Angle	Motor Vehicle In Motion - In Other Roadway	0	0	32.552012	-84.948885	Passenger Car	Sports Utility Vehicle (SUV)	Improper Backing	Improper Backing	N/A	Clear							
5430010	5430010	150919000512	9/19/2015	22:20:00	N/A	N/A	MUSCOGEE	VETERANS PARK	14.77	0	NORTH LAKE PARK	Rear End	Motor Vehicle In Motion	0	0	32.552908	-84.948267	N/A	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Clear							
5430191	5430191	150920000202	9/20/2015	11:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	2.56	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507142	-84.989819	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5430238	5430238	150920000245	9/20/2015	12:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.34	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546983	-84.951718	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy							
5431283	5431283	150921000268	9/21/2015	13:55:00	N/A	N/A	MUSCOGEE	J R ALLEN PARKWAY WB RP	0.52	1	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Overturn	0	0	32.531027	-84.974855	Passenger Car	N/A	Inattentive or Other Distracti			Cloudy							
5431407	5431407	150921000360	9/21/2015	17:40:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	SOUTH STADIUM DR	Angle	Motor Vehicle In Motion	0	0	32.556178	-84.905832	Passenger Car	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear							
5431507	5431507	150921000351	9/21/2015	17:10:00	N/A	N/A	MUSCOGEE	JR ALLEN EB PKWY	0.06	0	SCHOMBURG RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.55458	-84.911536	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5431682	5431682	150921000465	9/21/2015	21:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	4.42	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.546696	-84.951866	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear							
5432478	5432478	150922000128	9/22/2015	10:07:00	N/A	N/A	MUSCOGEE	2ND AVE	2.56	0	MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	1	0	32.507142	-84.989819	Van	Passenger Car	Under the Influence (U.I.),Following too Close	No Contributing Factors	N/A	Clear							
5432496	5432496	150922000083	9/22/2015	8:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	10.27	0	MANCHESTER - EASTBOUND PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540474	-84.87206	N/A	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5432561	5432561	150922000067	9/22/2015	7:09:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.15	0	BRIDLEWOOD DR	Rear End	Motor Vehicle In Motion	0	0	32.552267	-84.905206	Pickup Truck	Passenger Car	Following too Close,Other	No Contributing Factors	N/A	Rain							
5440750	5440750	150923000395	9/23/2015	18:30:00	N/A	N/A	MUSCOGEE	MOON RD	1.04	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.552104	-84.926578	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear							
5440751	5440751	150923000330	9/23/2015	16:25:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.29	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	1	0	32.554096	-84.905472	Passenger Car	Passenger Car	Changed Lanes Improperly,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear							
5441330	5441330	150924000120	9/24/2015	8:25:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539077	-84.869305	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy							
5441559	5441559	150924000246	9/24/2015	13:55:00	N/A	N/A	MUSCOGEE	RIVER RD	1.31	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.521621	-84.989119	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear							
5441564	5441564	150924000339	9/24/2015	17:30:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	S STADIUM DR	Angle	Motor Vehicle In Motion	0	0	32.556107	-84.905872	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Rain							
5441939	5441939	150925000082	9/25/2015	7:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY EXIT RAMP RAMP	12.18	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.541414	-84.872845	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain							
5442461	5442461	150925000100	9/25/2015	7:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PARK	10.27	0	MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	0	0	32.539687	-84.871019	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain							
5442497	5442497	150925000178	9/25/2015	11:00:00	229748	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538238	-84.86968	Tractor/Trailer	Pickup Truck	Improper Turn	No Contributing Factors	N/A	Cloudy							
5443817	5443817	150926000411	9/26/2015	17:58:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN EB OFF RAMP	Rear End	Motor Vehicle In Motion	2	0	32.554322	-84.926873	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Distracted	No Contributing Factors	N/A	Clear							
5443829	5443829	150926000561	9/26/2015	22:55:00	N/A	N/A	MUSCOGEE	JR ALLEN (WB) PKWY	0.52	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.531186	-84.974823	Pickup Truck	N/A	Reaction to Other or Animal			Clear							
5443830	5443830	150926000546	9/26/2015	22:59:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	1	0	32.547247	-84.954035	Passenger Car	Passenger Car	Changed Lanes Improperly										
5445764	5445764	150928000111	9/28/2015	7:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551546	-84.949196	Pickup Truck	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	Distracted	N/A	Clear							
5446388	5446388	150928000325	9/28/2015	16:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551231	-84.949386	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Rain							
5446460	5446460	150928000338	9/28/2015	16:48:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538464	-84.868413	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Rain							
5446627	5446627	150928000483	9/28/2015	22:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	4.42	0	VETERANS PKWY	Angle	Motor Vehicle In Motion	0	0	32.551315	-84.949159	Pickup Truck	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear							
5447651	5447651	150929000172	9/29/2015	11:00:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550682	-84.926736	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close			Rain							
5447769	5447769	150929000323	9/29/2015	9:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD RAMP RP	0	1		Not A Collision with Motor Vehicle	Ditch	0	0	32.541916	-84.87145	Passenger Car	N/A	Other Conditions	No Contributing Factors	N/A	Rain							
5448354	5448354	150929000349	9/29/2015	0:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Rear End	Motor Vehicle In Motion	1	0	32.540481	-84.872027	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain							
5448355	5448355	150929000374	9/29/2015	18:30:00	N/A	N/A	MUSCOGEE	MOON RD	1.04	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551973	-84.926581	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain							
5448563	5448563	150929000403	9/29/2015	19:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.507209	-84.989214	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Rain							
5449304	5449304	150930000131	9/30/2015	10:55:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	FLAT ROCK CT	Angle	Motor Vehicle In Motion	1	0	32.544799	-84.872143	Pickup Truck	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear							
5449815	5449815	150930000396	9/30/2015	17:50:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.553571	-84.898392	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Failed to Yield	No Contributing Factors	N/A	Clear							
5449881	5449881	150930000311	9/30/2015	14:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.13	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.538672	-84.973135	Passenger Car	N/A	Driver Lost Control,Other			Cloudy							
5450741	5450741	151001000245	1/18/2015	11:00:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY ON RP	4.42	1	VETERANS PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.549338	-84.949187	Motorcycle	N/A	Changed Lanes Improperly	No Contributing Factors	N/A	Clear							
5451046	5451046	151001000369	10/1/2015	17:15:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	SOUTH STADIUM DR	Angle	Motor Vehicle In Motion	1	0	32.556101	-84.905863	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Failed to Yield			N/A							
5452705	5452705	151002000240	10/2/2015	14:55:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY SB EXIT RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.541589	-84.872872	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy							
5452714	5452714	151002000313	10/2/2015	17:09:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.55044	-84.949818	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy							
5452764	5452764	151002000352	10/2/2015	18:08:00	N/A	N/A	MUSCOGEE	I 185 N	9.17	0	JR ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.540703	-84.960249	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Cloudy						Interstate	
5454840	5454840	151003000459	10/3/2015	20:25:00	N/A	N/A	MUSCOGEE	I-185 (SOUTHBOUND) HWY	0	0	J.R. ALLEN (EAST BOUND) RAMP	Rear End	Motor Vehicle In Motion	2	0	32.542918	-84.960968	Passenger Car	Passenger Car	Following too Close,Weather Conditions,Other	No Contributing Factors	N/A	Rain							
5456927	5457090	151005000137	10/5/2015	8:15:00	N/A	N/A	MUSCOGEE	J.R.ALLEN PARKWAY RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.541607	-84.872996	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy							
5457090	5457090	151005000222	10/5/2015	11:25:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0.3	0	GATEWAY RD	Rear End	Median Barrier	1	0	32.541204	-84.872977	Passenger Car	Pickup Truck	Other	No Contributing Factors	N/A	Clear							
5458326	5458326	151005000511	10/5/2015	21:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.64	0	DOUBLE CHURCHES RD	Rear End	Other Object (Not Fixed)	0	0	32.551227	-84.949496	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Cloudy							
5459444	5459444	151006000424	10/6/2015	16:50:00	N/

5473907	5473907	151019000112	10/19/2015	9:10:00	N/A	N/A	MUSCOGEE	MANCHESTER RAMP RP	0	1	US 80	Angle	Motor Vehicle In Motion	0	0	32.541593	-84.872843	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	US Route							
5473908	5473908	151019000165	10/19/2015	11:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.3	0	GATEWAY RD	Angle	Motor Vehicle In Motion	0	0	32.541195	-84.872955	Passenger Car	Pickup Truck	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear								
5474065	5474065	151019000259	10/19/2015	14:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	1	0	32.548677	-84.950784	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5474397	5474397	151019000378	10/19/2015	18:15:00	N/A	N/A	MUSCOGEE	6770 VETERANS PKWY	14.71	0		Angle	Motor Vehicle In Motion	0	0	32.552063	-84.948849	Passenger Car	Van	Other	No Contributing Factors	N/A	Clear								
5476362	5476362	151020000319	10/20/2015	16:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	7.56	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.554467	-84.89815	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5476414	5476414	151020000358	10/20/2015	18:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.31	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.546948	-84.951735	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5478441	5478441	151021000363	10/21/2015	17:40:00	N/A	N/A	MUSCOGEE	I-185 NB IS	0	0	J. R. ALLEN PKWY	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.539542	-84.959854	Sports Utility Vehicle (SUV)	N/A	Other	No Contributing Factors	N/A	Clear								
5479476	5479476	151022000426	10/22/2015	21:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.507304	-84.989639	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5481157	5481157	151023000204	10/23/2015	12:05:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	12.95	0	MILGEN RD	Rear End	Motor Vehicle In Motion	2	0	32.537311	-84.870094	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5481327	5481327	151023000412	10/23/2015	0:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	BRIDLEWOOD DR	Angle	Motor Vehicle In Motion	1	0	32.552326	-84.905346	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	N/A	Clear								
5481922	5481922	151024000170	10/24/2015	10:43:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	0	0	32.541607	-84.873015	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5482553	5482553	151025000180	10/25/2015	12:53:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	2.56	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507142	-84.989819	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5482571	5482571	151025000201	10/25/2015	14:06:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Angle	Motor Vehicle In Motion	0	0	32.537076	-84.974116	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5483186	5483186	151026000137	10/26/2015	9:10:00	N/A	N/A	MUSCOGEE	GATEWAY RD	9.71	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54089	-84.872671	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy								
5483471	5483471	151026000101	10/26/2015	7:40:00	N/A	N/A	MUSCOGEE	NORTH RAMP J R ALLEN PKWY	7.56	0	BLACKMON RD	Angle	Motor Vehicle In Motion	1	0	32.555532	-84.898085	Pickup Truck	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	N/A	Clear								
5483858	5483858	151026000139	10/26/2015	9:18:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551261	-84.949646	Passenger Car	Pickup Truck	Distracted	No Contributing Factors	N/A	Rain								
5484088	5484088	151026000279	10/26/2015	14:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	2.56	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.507142	-84.989819	Sports Utility Vehicle (SUV)	Pickup Truck	Too Fast For Conditions	No Contributing Factors	N/A	Rain								
5484143	5484143	151026000385	10/26/2015	18:13:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.29	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.553278	-84.905499	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5484178	5484178	151026000348	10/26/2015	16:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.52	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	1	0	32.50948	-84.993539	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Rain								
5484181	5484181	151026000353	10/26/2015	16:55:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.509428	-84.989658	Pickup Truck	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Rain								
5484455	5484455	151026000089	10/26/2015	6:50:00	N/A	N/A	MUSCOGEE	FLATROCK RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.53852	-84.869461	Passenger Car	Passenger Car	Weather Conditions,Too Fast For Conditions	No Contributing Factors	N/A	Rain								
5485396	5485396	151027000083	10/27/2015	8:10:00	N/A	N/A	MUSCOGEE	J.R. ALLEN RP	0	1		Rear End	Immersion	0	0	32.554361	-84.902033	Passenger Car	Passenger Car	Cell Phone	No Contributing Factors	N/A	Cloudy								
5485664	5485664	151027000166	10/27/2015	11:30:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	9.45	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544616	-84.873306	Pickup Truck	Van	No Contributing Factors	No Contributing Factors	N/A	Cloudy								
5486761	5486761	151028000153	10/28/2015	9:20:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	1.04	0	MOON RD	Not A Collision with Motor Vehicle	Tree	0	0	32.552961	-84.927163	Pickup Truck	N/A	Driver Lost Control,Too Fast For Conditions		N/A	Cloudy								
5487323	5487323	151028000367	10/28/2015	17:20:00	N/A	N/A	MUSCOGEE	I-185 N	3.8	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.53945	-84.959843	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear							Interstate	
5487663	5487663	151028000385	10/28/2015	17:38:00	N/A	N/A	MUSCOGEE	J.R. ALLEN WESTBOUND PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.512176	-84.99213	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5487744	5487744	151029000059	10/29/2015	5:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	1.29	0	SCHOMBURG RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.554288	-84.906202	Pickup Truck	Passenger Car	Driver Lost Control	No Contributing Factors	N/A	Clear								
5488185	5488185	151029000147	10/29/2015	9:15:00	N/A	N/A	MUSCOGEE	2ND AVE	2.56	0	MANCHESTER EXPY	Angle	Motor Vehicle In Motion	3	0	32.507142	-84.989819	Passenger Car	Passenger Car	Exceeding Speed Limit,Driver Lost Control	No Contributing Factors	N/A	Clear								
5489657	5489657	151030000138	10/30/2015	9:07:00	N/A	N/A	MUSCOGEE	JR ALLEN EAST BOUND PKWY	4.42	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551464	-84.949214	Sports Utility Vehicle (SUV)	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
5490025	5490025	151030000212	10/30/2015	12:47:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551347	-84.949314	Passenger Car	Pickup Truck	Other	No Contributing Factors	N/A	Clear								
5490240	5490240	153030002915	10/30/2015	16:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	11.43	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.550248	-84.94992	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5490366	5490366	151030000383	10/30/2015	19:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.49	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.543852	-84.873531	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5490539	5490539	151030000519	10/30/2015	23:50:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	10.27	0	BEAVER RUN RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.540202	-84.871642	N/A	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
5490640	5490640	151031000021	10/31/2015	1:25:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	10.27	0	MANCHESTER EXPY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.540202	-84.871642	N/A	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5491625	5491625	151031000244	10/31/2015	13:30:00	N/A	N/A	MUSCOGEE	I185 NORTH RP	0	1		Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.54517	-84.959332	Passenger Car	N/A	Driver Lost Control		N/A	Cloudy								
5491954	5491954	151031000310	10/31/2015	15:59:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.550556	-84.949759	N/A	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5491990	5491990	151010100046	11/1/2015	1:00:00	2637431	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.538771	-84.869342	Truck Tractor (Bobtail)	Passenger Car	Weather Conditions	Weather Conditions	N/A	Rain								
5492294	5492294	151010000182	11/1/2015	11:05:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	2.57	0	2ND AVE	Angle	Motor Vehicle In Motion	1	0	32.50714	-84.989572	Passenger Car	Van	Following too Close,Distracted	No Contributing Factors	N/A	Cloudy								
5492617	5492617	151010000324	11/1/2015	18:02:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY W	0.96	0	MOON RD	Rear End	Motor Vehicle In Motion	2	0	32.553259	-84.926434	Passenger Car	Motorcycle	Weather Conditions,Driver Lost Control,Too Fast For Conditions	No Contributing Factors	N/A	Rain								
5492717	5492717	151010000078	11/1/2015	2:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	10.27	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Ditch	0	0	32.543221	-84.88927	Passenger Car	Passenger Car	Driver Lost Control		N/A	Rain								
5493827	5493827	151102000085	11/2/2015	8:15:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.3	0	J R ALLEN PKWY	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.553421	-84.905364	Single Unit Truck	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Rain								
5493889	5493889	151102000094	11/2/2015	8:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	SCHOMBURG RD ACCESS RAMP RAMP	Angle	Motor Vehicle In Motion	0	0	32.553482	-84.905375	Bus	Passenger Car	Improper Turn	No Contributing Factors	N/A	Rain								
5494813	5494813	151102000402	11/2/2015	19:00:00	N/A	N/A	MUSCOGEE	I-185 NB OD	9.23	0	J. R. ALLEN RAMP	Head On	Motor Vehicle In Motion	2	0	32.539844	-84.959895	Passenger Car	Passenger Car	Following too Close,Too Fast For Conditions	No Contributing Factors	N/A	Clear								
5497034	5497034	151104000265	11/4/2015	7:45:00	N/A	N/A	MUSCOGEE	2ND AVE	2.56	0	MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	0	0	32.507142	-84.989819	Passenger Car	Pickup Truck	Following too Close,Cell Phone,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
5497542	5497542	151104000436	11/4/2015	13:00:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	US 80	Angle	Motor Vehicle In Motion	0	0	32.52068	-84.988113	Pickup Truck	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear	US Route							
5497545	5497545	151104000217	11/3/2015	17:05:00	N/A	N/A	MUSCOGEE	JR ALLEN WB HWY	1.29	0	SCHOMBURG RD	Angle	Motor Vehicle In Motion	0	0	32.554778	-84.911618	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	N/A	Clear								
5497913	5497913	151104000606	11/4/2015	18:39:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	2.25	0	WEST BRADLEY PARK ON RAMP DR	Not A Collision with Motor Vehicle	Deer	0	0	32.528583	-84.975626	Sports Utility Vehicle (SUV)	N/A	Reaction to Object or Animal		N/A	Cloudy								
5497937	5497937	151104000664	11/4/2015	21:17:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	4.42	0	JR ALLEN EB RAMP	Angle	Motor Vehicle In Motion	0	0	32.546827	-84.95179	Passenger Car	Pickup Truck	Failed to Yield,Improper Turn	No Contributing Factors	N/A	Cloudy								
5497998	5497998	151105000038	11/5/2015	0:01:00	N/A	N/A	MUSCOGEE	JR ALLEN US 80 PKWY	0.14	0	MOON RD	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.552399	-84.931581	Passenger Car	N/A	Misjudged Clearance		N/A	Rain							US Route	
5498098	5498098	151105000095	11/5/2015	7:40:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM RD	Rear End	Motor Vehicle In Motion	0	0	32.544792	-84.952982	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5499399	5499399	151105000272	11/5/2015	13:45:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.539133	-84.869525	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Rain								
5499488	5499488	151105000313	11/5/2015	15:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	10.27	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.539659	-84.870835	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5499596	5499596	151105000396	11/5/2015	18:18:00	N/A	N/A	MUSCOGEE	JR ALLEN WB RP	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.554682	-84.916627	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5499597	5499597	151104000641	11/4/2015	20:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	10.19	1		Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.54482	-84.962353	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain								
5499706	5499706	151105000395	11/5/2015	0:00:00	N/A	N/A	MUSCOGEE	J.R. ALLEN HWY	2.89	0	ON-RAMP FROM BRADLEY PARK TO J.R. ALLENE RAMP	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.53871	-84.9727	Passenger Car	N/A	Failed to Yield		N/A	Clear								
5501961	5501961	151107000247	11/6/2015	17:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	4.42	0	J.R. ALLEN (EAST BOUND) RAMP	Rear End	Motor Vehicle In Motion	4	0	32.545047	-84.952805	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5501963	5501963	151107000034	11/6/2015	14:47:00	N/A	N/A	MUSCOGEE	RIVER RD	1.31	0	J.R. ALLEN (EAST BOUND) RAMP	Angle	Motor Vehicle In Motion	2	0	32.520573	-84.988208	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear								
5502557	5502557	151108000272	11/8/2015	16:00:00	N/A	N/A	MUSCOGEE	MANCHESTER NB ON RAMP RP	9.89	1		Not A Collision with Motor Vehicle	Tree	0	0	32.54007	-84.870954	Sports Utility Vehicle (SUV)	N/A	Too Fast For Conditions		N/A	Rain								
5505518	5505518	151110000139	11/10/2015	9:55:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Rear End	Motor Vehicle In Motion	0	0	32.538884	-84.869154	Pickup Truck	Pickup Truck	No Contributing Factors	No Contributing Factors	N/A	Cloudy								
5506078	5506078	151110000480	11/10/2015	22:02:00	N/A	N/A	MUSCOGEE	J R ALLEN PARKWAY RP	0.18	1		Not A Collision with Motor Vehicle	Deer	0	0	32.552927	-84.92357	Pickup Truck	N/A	Reaction to Object or Animal		N/A	Fog								
5506943	5506943	C00356873	11/9/2015	16:15:00	N/A	N/A	MUSCOGEE	SR 22	9.71	0	GATEWAY RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.54125	-84.87278	Van	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Rain							State Route	
5507014	5507014	151111000417	11/11/2015	19:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	7.47	0	BLACKMON RD	Not A Collision with Motor Vehicle	Animal	0	0	32.554374	-84.899648	Sports Utility Vehicle (SUV)	N/A	Reaction to Object or Animal		N/A	Clear								
5507015	5507015	151111100336	11/11/2015	17:06:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY COLLECTOR DISTRIBUTOR RP W	0.02	1	I 185	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.54486	-84.962003	Passenger Car	N/A	Driver Lost Control		N/A	Clear	Interstate							
5507026	5507026	151111100272	11/11/2015	15:24:00	N/A	N/A	MUSCOGEE	2ND AD	0	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.508073	-84.989855	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5507045	5507045	151111100450	11/11/2015	21:30:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0.69	0	FLAT ROCK RD	Not A Collision with Motor Vehicle	Deer	0	0	32.54469	-84.873359	Passenger Car	N/A	No Contributing Factors		N/A	Clear								
5507134	5507134	151111100412	11/11/2015	19:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	1	0	32.55124	-84.949387	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5507562	5507562	151110000369	11/10/2015	18:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	1.29	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.554348	-84.907718	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5507987	5507987	151112000148	11/12/2015	9:45:00	N/A	N/A	MUSCOGEE	MOON RD	1.15	0	STONE MILL DR	Angle	Motor Vehicle In Motion	1	0	32.550557	-84.926608	Passenger Car	Passenger Car	Distracted	No Contributing Factors	N/A	Rain								
5508332	5508332	151112000382	11/12/2015	19:23:00	N/A	N/A	MUSCOGEE	JR ALLEN (WB) PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.509286	-84.993817	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5509333	5509333	151113000239	11/13/2015	13:00:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.551982	-84.926712	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5509341	5509341	151113000108	11/13/2015	7:45:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.538684	-84.869634	Bus	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	N/A	Clear								
5509708	5509708	151113000411	11/13/2015	19:16:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	9.94	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.53897	-84.86915	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear								
5510281	5510281	151114000133	11/14/2015	10:07:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	STONE MILL DR	Rear End	Motor Vehicle In Motion	0	0	32.550659	-84.926727	Passenger Car	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
5510578	5510578	151114000322	11/14/2015	17:00:00	N/A	N/A	MUSCOGEE	JR ALLEN WB PKWY	0	0	MOON RD	Not A Collision with Motor Vehicle	Ditch	1	0	32.554625	-84.918228	Passenger Car	N/A	Other		N/A	Clear								
5511258	5511258	151115000396	11/15/2015	20:03:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	10.27	0	MANCHESTER EXPY	Not A Collision with Motor Vehicle	Motor Vehicle In Motion	1	0	32.509959	-84.989503	N/A	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear								
5512018	5512018	151116000084	11/16/2015	8:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	S STADIUM DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.555973	-84.905726	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5512043	5512043	151116000156	11/16/2015	11:25:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0.3	0	GATEWAY RD	Angle	Motor Vehicle In Motion	0	0	32.54132	-84.872846	N/A	Ambulance	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5512333	5512333	151116000297	11/15/2015	16:30:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST BOUND EXIT EXPWY	0	0	MOON RD	Angle	Motor Vehicle In Motion	2	0	32.554619	-84.918631	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5512601	5512601	151116000265	11/16/2015	16:00:00	732064	N/A	MUSCOGEE	BEAVER RUN RD	9.89	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	1	0	32.538773	-84.869352	Tractor/Trailer	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5512606	5512606	151116000316	11/16/2015	17:25:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY RP N	9.86	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539684	-84.870986	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5512760	5512760	151116000412	11/16/2015	21:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0.29	0	JR ALLEN (EAST) RAMP	Rear End	Motor Vehicle In Motion	0	0	32.546789	-84.951805	Passenger Car	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	N/A	Clear								
5513862	5513862	151117000317	11/17/2015	15:55:00	N/A	N/A	MUSCOGEE	5555 WHITTLESEY BLVD	1.83	0		Angle	Motor Vehicle In Motion - In Other Roadway	0	0	32.550585	-84.939774	Panel Truck	Passenger Car	Other	No Contributing Factors	N/A	Clear								
5513959	5513959	151117000437	11/17/2015	20:09:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	SOUTH STADIUM DR	Angle	Motor Vehicle In Motion	0	0	32.556862	-84.905858	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear								
5513965	5513965	151117000343	11/17/2015	17:05:00	N/A	N/A	MUSCOGEE	I 185 N	9.7	0	I 185	Rear End	Motor Vehicle In Motion	0	0	32.540408	-84.959769	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Cloudy	Interstate		Interstate					
5514351	5514351	151117000383	11/17/2015	18:08:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.3	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.54352	-84.873572	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5515154	5515154	151118000338	11/18/2015	16:10:00	N/A	N/A	MUSCOGEE	I-185 NORTH HWY	0	0	J.R. ALLEN HWY	Rear End	Motor Vehicle In Motion	0	0	32.54404	-84.960575	Passenger Car	Van	Following too Close	No Contributing Factors	N/A	Clear								
5515285	5515285	151118000374	11/18/2015	18:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.68	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544882	-84.873431	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain								
5518246	5518246	151120000344	11/20/2015	16:30:00	N/A	N/A	MUSCOGEE	I-185 NB IS	5.32	0	JR ALLEN (OFF RAMP) RAMP	Angle	Motor Vehicle In Motion	0	0	32.539331	-84.959828	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Cloudy								
5520780	5512320780	151123000316	11/23/2015	16:40:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538288	-84.869719	Pickup Truck	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	N/A	Clear								
5520793	5520793	151123000328	11/23/2015	16:55:00

5542182	5542182	151208000300	12/8/2015	15:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.77	0	NORTH LAKE PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.552452	-84.948611	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5542480	5542480	151208000465	12/8/2015	22:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.02	0	I 185	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.541214	-84.968605	Passenger Car	Passenger Car	Other	Other	N/A	Clear	Interstate							
5544025	5544025	151209000327	12/9/2015	15:50:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.29	0	JR ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.554592	-84.90566	Bus	Bus	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5544123	5544123	151209000334	12/9/2015	15:50:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544616	-84.872494	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5544124	5544124	151209000403	12/9/2015	17:35:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RAMP	10.27	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539701	-84.871118	Van	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5544339	5544339	151209000381	12/9/2015	17:00:00	N/A	N/A	MUSCOGEE	JR ALLEN WB PKWY	4.42	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.550436	-84.942897	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5544917	5544917	151210000168	12/10/2015	9:35:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	1.31	0	RIVER RD	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.521164	-84.989502	Passenger Car	N/A	Driver Lost Control,Distracted											
5544944	5544944	151210000285	12/10/2015	12:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I-185 IS	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.543604	-84.963568	Sports Utility Vehicle (SUV)	N/A	Changed Lanes Improperly											
5545230	5545230	151210000408	12/10/2015	17:20:00	N/A	N/A	MUSCOGEE	JR ALLEN (WB) RP	0	1		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551157	-84.949245	Passenger Car	Passenger Car	Improper Passing	No Contributing Factors	N/A	Clear								
5545349	5545349	151210000491	12/10/2015	20:03:00	N/A	N/A	MUSCOGEE	GATEWAY RD	1.82	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	1	0	32.540825	-84.873167	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5545388	5545388	151210000433	12/10/2015	18:00:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	6.58	0	SCHOMBURG RD	Angle	Motor Vehicle In Motion	0	0	32.55473	-84.914838	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5545432	5545432	151211000053	12/11/2015	1:57:00	N/A	N/A	MUSCOGE	I 185 S	0.55	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Guard Rail End	1	0	32.545449	-84.961138	Van	N/A	Other		N/A	Cloudy							Interstate	
5546245	5546245	151211000410	12/11/2015	16:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.552411	-84.948637	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		N/A	Clear								
5546396	5546396	151211000588	12/11/2015	21:30:00	N/A	N/A	MUSCOGEE	J.R. ALLEN WESTBOUND RAMP	4.42	0	VETERANS PKWY	Not A Collision with Motor Vehicle	Highway Traffic Sign Post	0	0	32.550492	-84.943389	Passenger Car	N/A	Exceeding Speed Limit,Driver Lost Control,Mechanical Or Vehicle Failure		N/A	Clear								
5546468	5546468	151211000480	12/11/2015	18:05:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0.3	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540883	-84.872667	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5546507	5546507	151211000589	12/11/2015	21:45:00	N/A	N/A	MUSCOGEE	WHITTELSEY BLVD	1.16	0	MOON RD	Angle	Motor Vehicle In Motion	0	0	32.550443	-84.926966	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear								
5546831	5546831	151212000281	12/12/2015	14:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	1.12	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.519387	-84.991142	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5546927	5546927	151107000184	11/6/2015	15:30:00	N/A	N/A	MUSCOGEE	MOON RD	1.16	0	WHITTELSEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550585	-84.926745	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5547465	5547465	151213000214	12/13/2015	12:00:00	N/A	N/A	MUSCOGEE	BLACKMON RP	0	1		Angle	Motor Vehicle In Motion	0	0	32.555023	-84.891193	Van	Sports Utility Vehicle (SUV)	Misjudged Clearance	No Contributing Factors	N/A	Cloudy								
5547792	5547792	151212000381	12/12/2015	17:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.53	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.55093	-84.949538	Pickup Truck	Passenger Car	Distracted	No Contributing Factors	N/A	Cloudy								
5547793	5547793	151213000414	12/13/2015	20:35:00	N/A	N/A	MUSCOGEE	HWY 80 US	9.44	0	FLAT ROCK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.544917	-84.873427	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	Other	N/A	Cloudy							US Route	
5548810	5548810	151214000231	12/14/2015	13:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551173	-84.9494	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5548830	5548830	151214000230	12/14/2015	13:07:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction	Motor Vehicle In Motion	1	0	32.551173	-84.9494	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Rain								
5548914	5548914	151214000232	12/14/2015	13:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	4.42	0	VETERANS PKWY	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.548179	-84.951057	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A	Cloudy								
5549387	5549387	151214000302	12/14/2015	15:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	1	0	32.550549	-84.949743	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5553140	5553140	151215000251	12/15/2015	13:10:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	10.27	0	MANCHESTER EXPWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.540202	-84.871642	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5553497	5553497	151215000438	12/15/2015	19:17:00	N/A	N/A	MUSCOGEE	J R ALLEN HWY	9.52	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.543755	-84.873746	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5553574	5553574	151216000006	12/16/2015	0:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	2.98	0	US 80	Angle	Motor Vehicle In Motion	1	0	32.551186	-84.94939	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear	US Route							
5553786	5553786	151216000091	12/16/2015	7:30:00	N/A	N/A	MUSCOGEE	US 80	9.69	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	3	0	32.541456	-84.87315	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear	US Route							
5554570	5554570	151216000259	12/16/2015	14:10:00	N/A	N/A	MUSCOGEE	WHITTELSEY BLVD	1.16	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.550427	-84.926671	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5554599	5554599	151216000273	12/16/2015	14:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.52	0	BRADLEY PARK DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.531845	-84.974328	Pickup Truck	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Rain								
5554745	5554745	151216000218	12/16/2015	12:45:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.15	0	BRIDLEWOOD DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.552206	-84.905269	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5555317	5555317	151217000069	12/17/2015	5:54:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	10.27	0	MACON RD	Rear End	Motor Vehicle In Motion	0	0	32.540202	-84.871642	Passenger Car	Passenger Car	Weather Conditions,Too Fast For Conditions	No Contributing Factors	N/A	Rain								
5557077	5557077	151217000104	12/17/2015	7:30:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.55	0	N. STADIUM DR	Angle	Motor Vehicle In Motion	0	0	32.557941	-84.90609	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield		N/A	Rain								
5558810	5558810	151218000347	12/18/2015	16:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.23	0	J.R. ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.545842	-84.952306	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5559136	5559136	151219000002	12/19/2015	0:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0.01	0	2ND AVE	Head On	Motor Vehicle In Motion	0	0	32.507229	-84.989847	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear								
5559137	5559137	151219000046	12/19/2015	2:30:00	N/A	N/A	MUSCOGEE	I 185 N	1.05	0	J R ALLEN PKWY	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.545076	-84.960779	Passenger Car	N/A	Under the Influence (U.I.),Driver Lost Control		N/A	Clear							Interstate	
5559793	5559793	151219000429	12/19/2015	18:14:00	N/A	N/A	MUSCOGEE	JR ALLEN PARK	4.42	0	VETERANS PARK	Rear End	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5560207	5560207	151220000221	12/20/2015	2:00:00	N/A	N/A	MUSCOGEE	JR ALLEN EAST BOUND PKWY	0.36	0	2ND AVE	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.509091	-84.99364	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control,Inattentive or Other Distracti		N/A	Clear								
5561449	5561449	151220000231	12/21/2015	12:44:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.36	0	JR ALLEN EAST BOUND EXIT RAMP PKWY	Rear End	Motor Vehicle In Motion	0	0	32.547555	-84.951397	Pickup Truck	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
5561498	5561498	151221000271	12/21/2015	14:50:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	1	0	32.540787	-84.970128	Pickup Truck	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy								
5561705	5561705	151221000395	12/21/2015	18:36:00	N/A	N/A	MUSCOGEE	MOON RD	1.27	0	STONE MILL DR	Angle	Motor Vehicle In Motion	0	0	32.548781	-84.926803	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Failed to Yield		N/A	Rain								
5561749	5561749	151220000347	12/20/2015	18:51:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.52	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.543755	-84.873746	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5562332	5562332	151222000016	12/22/2015	1:15:00	N/A	N/A	MUSCOGEE	US 80 W	9.52	0	2ND AVE	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.543755	-84.873746	Passenger Car	N/A	Driver Lost Control		N/A	Rain							US Route	
5563021	5563021	151222000156	12/22/2015	12:00:00	N/A	N/A	MUSCOGEE	MOON RD	0.98	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.553081	-84.926568	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy								
5563569	5563569	151222000398	12/22/2015	22:16:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.92	0	KITTEN LAKE DR	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.539255	-84.870078	Passenger Car	N/A	Weather Conditions,Reaction to Object or Animal		N/A	Rain								
5563616	5563616	151222000235	12/22/2015	15:45:00	N/A	N/A	MUSCOGEE	2ND AVE	2.56	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.507142	-84.989819	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy								
5563630	5563630	151222000284	12/22/2015	17:20:00	N/A	N/A	MUSCOGEE	JR ALLEN (WB) PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	2	0	32.513297	-84.992236	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5564457	5564457	151223000168	12/23/2015	11:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	4.42	0	JR ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Rain								
5564950	5564950	151223000353	12/23/2015	17:19:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.52	0	2ND AVE	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.543755	-84.873746	Pickup Truck	N/A	Weather Conditions		N/A	Rain								
5564991	5564991	151223000348	12/23/2015	15:10:00	N/A	N/A	MUSCOGEE	JR ALLEN HWY	9.52	0	2ND AVE	Not A Collision with Motor Vehicle	Bridge Rail	0	0	32.543755	-84.873746	Sports Utility Vehicle (SUV)	N/A	Weather Conditions		N/A	Rain								
5565541	5565541	151224000163	12/24/2015	8:11:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.52	0	2ND AVE	Not A Collision with Motor Vehicle	Culvert	0	0	32.543755	-84.873746	Passenger Car	N/A	Weather Conditions		N/A	Rain								
5565959	5565959	151224000442	12/24/2015	18:30:00	N/A	N/A	MUSCOGEE	MACHESTER EXPWY	2.56	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507142	-84.989819	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain								
5566029	5566029	151224000565	12/24/2015	23:40:00	N/A	N/A	MUSCOGEE	JR. ALLEN PARKWAY EASTBOUND RP	0	1		Not A Collision with Motor Vehicle	Ditch	1	0	32.529293	-84.975217	Passenger Car	N/A	Weather Conditions		N/A	Rain								
5566196	5566196	151225000124	12/25/2015	8:30:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0.11	1		Not A Collision with Motor Vehicle	Ditch	1	0	32.55048	-84.948266	Passenger Car	N/A	Driver Lost Control		N/A	Clear								
5566655	5566655	151226000071	12/26/2015	4:45:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	0	1		Not A Collision with Motor Vehicle	Tree	1	0	32.542213	-84.871845	Pickup Truck	N/A	Weather Conditions,Driver Lost Control		N/A	Rain								
5567310	5567310	151226000178	12/26/2015	12:24:00	N/A	N/A	MUSCOGEE	MANCHESTER EXP ON RAMP EXPWY	10.27	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540202	-84.871642	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5567847	5567847	151227000276	12/23/2015	14:40:00	N/A	N/A	MUSCOGEE	5555 WHITTLESEY BLVD	0.16	0		Angle	Motor Vehicle In Motion - In Other Roadway	0	0	32.546639	-84.949272	Sports Utility Vehicle (SUV)	Passenger Car	Improper Backing	No Contributing Factors	N/A	Rain								
5568126	5568126	151227000437	12/27/2015	22:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.539077	-84.869828	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
5569342	5569342	151228000119	12/28/2015	9:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538782	-84.869367	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5571000	5571000	151228000212	12/28/2015	12:43:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538261	-84.86964	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Cloudy								
5571431	5571431	151228000296	12/28/2015	15:40:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	2.56	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507142	-84.989819	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5571787	5571787	151228000383	12/28/2015	18:27:00	N/A	273403	MUSCOGEE	JR ALLEN PKWY	0.52	0	BRADLEY PARK DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.531926	-84.974675	Passenger Car	Tractor/Trailer	Weather Conditions	No Contributing Factors	N/A	Rain								
5571800	5571800	151228000325	12/28/2015	16:34:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538623	-84.869417	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Rain								
5571809	5571809	151228000432	12/28/2015	20:05:00	N/A	N/A	MUSCOGEE	I 185 S	5.3	0	J R ALLEN PKWY	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.540084	-84.960279	Passenger Car	N/A	Weather Conditions,Driver Lost Control		N/A	Rain							Interstate	
5572770	5572770	151229000206	12/29/2015	11:40:00	N/A	N/A	MUSCOGE	SR 27 RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.540259	-84.870799	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5573461	5573461	151229000189	12/29/2015	17:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	4.42	0	J.R. ALLEN (WESTBOUND) RAMP	Rear End	Motor Vehicle In Motion	0	0	32.548282	-84.950994	Passenger Car	Passenger Car	Failed to Yield		N/A	Clear								
5573512	5573512	151229000433	12/29/2015	19:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	2.56	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507142	-84.989819	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy								
5575201	5575201	151230000288	12/30/2015	17:07:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.52	0	2ND AVE	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.510147	-84.992512	Passenger Car	N/A	Weather Conditions		N/A	Rain								
5575264	5575264	151230000315	12/30/2015	18:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.52	0	BRADLEY PARK	Not A Collision with Motor Vehicle	Bridge Rail	0	0	32.527878	-84.976097	Passenger Car	N/A	Weather Conditions		N/A	Rain								
5575785	5575785	151231000047	12/31/2015	10:45:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	I 185 HWY	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.545166	-84.959167	Passenger Car	N/A	Too Fast For Conditions		N/A	Cloudy								
5575786	5575786	151231000215	12/31/2015	12:30:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	I 185 HWY	Rear End	Motor Vehicle In Motion	0	0	32.54492	-84.961837	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy								
5575830	5575830	151231000237	12/31/2015	5:00:00	N/A	N/A	MUSCOGEE	SR 80 W	9.52	0	2ND AVE	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.509073	-84.994119	Passenger Car	N/A	No Contributing Factors		N/A	Rain							State Route	
5575892	5575892	151230000326	12/30/2015	18:46:00	N/A	N/A	MUSCOGEE	5555 WHITTLESEY BLVD	1.82	0		Angle	Motor Vehicle In Motion	0	0	32.550564	-84.939882	Passenger Car	Passenger Car	Misjudged Clearance	No Contributing Factors	N/A	Rain								
5575981	5575981	151231000207	12/31/2015	12:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.52	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.510433	-84.992966	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5576007	5576007	151231000297	12/31/2015	15:52:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.52	0	2ND AVE	Not A Collision with Motor Vehicle	Bridge Rail	0	0	32.507523	-84.99822	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control,Driver Condition		N/A	Cloudy								
5576242	5576242	151231000500	12/31/2015	22:04:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0.3	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541714	-84.873371	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5576310	5576310	151231000324	12/31/2015	21:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERAN'S PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548891	-84.949926	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5578180	5578180	160102000325	1/2/2016	16:55:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Rear End	Motor Vehicle In Motion	1	0	32.552115	-84.926819	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5578247	5578247	160102000489	1/2/2016	23:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546809	-84.951801	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5578446	5578446	160103000227	1/3/2016	13:56:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	2.56	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507142	-84.98979	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5579834	5579834	C000336044	11/14/2015	0:22:00	N/A	N/A	MUSCOGEE	APPROACHING MO SR 22	0	0		Sideswipe-Same Direction	Motor Vehicle In Motion	1	0	32.552797	-84.928155	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear							State Route	
5581024	5581024	160104000213	1/4/2016	13:00:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST BOUND PKWY	0	0	FLATROCK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.543733	-84.873534	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Failed to Yield		N/A	Clear								
5581083	5581083	160105000122	1/5/2016	8:45:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.555415	-84.898092	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		N/A	Clear								
5581474	5581474	160105000173	1/5/2016	11:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	10.27	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	1	0	32.540057	-84.871371	Sports Utility Vehicle (SUV)	Passenger Car	Other		N/A	Clear								
5582076	5582076	160105000376	1/5/2016	18:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.52	0	BRADLEY PARK DR	Rear End	Motor Vehicle In Motion	0	0	32.531995	-84.974651	Pickup Truck	Sports Utility Vehicle (SUV)	Misjudged Clearance		N/A	Cloudy								
5583577	5583577	160104000306	1/4/2016	16:20:00	N/A	N/A	MUSCOGEE	2 ND AVE	2.56	0	45TH ST	Rear End	Motor Vehicle In Motion	1	0	32.50712	-84.989848	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5584416	5584416	160106000377	1/6/2016	16:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	4.42	0	JR ALLEN EASTBOUND RAMP	Rear End	Motor Vehicle In Motion	0	0	32.54692	-84.951583	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5584981	5584981	160106000119	1/6/2016	7:55:00	N/A	N/A	MUSCOGEE	RIVER RD	1.31	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.522217	-84.989583	Passenger Car	Passenger Car	Following too Close,Other	No Contributing Factors	N/A	Cloudy								
5586228	5586228	160107000277	1/7/2016	15:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY WEST BOUND RP	0

5608178	5608178	160122000292	1/22/2016	14:40:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.539681	-84.871051	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Failed to Yield	No Contributing Factors	N/A	Cloudy		
5608621	5608621	160123000060	1/23/2016	2:50:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	7.12	0	SCHOMBURG RD	Not A Collision with Motor Vehicle	Ditch	1	0	32.554239	-84.90556	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control,Too Fast For Conditions		N/A	Clear		
5608892	5608892	160123000260	1/23/2016	12:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	1	0	32.551163	-84.949412	Passenger Car	Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Cloudy		
5609343	5609343	160124000225	1/24/2016	13:20:00	N/A	N/A	MUSCOGEE	6770 VETERANS PKWY	14.71	0		Rear End	Motor Vehicle In Motion	0	0	32.552063	-84.948849	Passenger Car	Sports Utility Vehicle (SUV)	Other	Other	N/A	Clear		
5609647	5609647	160125000010	1/25/2016	0:38:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	2.98	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.55103	-84.949464	Passenger Car	Single Unit Truck	Following too Close,Driver Condition	No Contributing Factors	N/A	Clear		
5610507	5610507	160125000230	1/25/2016	14:00:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	1.16	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.550455	-84.926957	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear		
5611674	5611674	160126000261	1/26/2016	13:00:00	202471	N/A	MUSCOGEE	BEAVER RUN RD	10.27	0	MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	0	0	32.540089	-84.871403	Single Unit Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
5611871	5611871	160126000415	1/26/2016	17:50:00	N/A	N/A	MUSCOGEE	FLAT ROCK CT	0	0	FLAT ROCK RD	Angle	Motor Vehicle In Motion	0	0	32.544799	-84.872143	Passenger Car	Passenger Car	Failed to Yield,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear		
5611990	5611990	160126000529	1/26/2016	21:42:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	9.92	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538637	-84.869415	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Rain		
5611992	5611992	160126000450	1/26/2016	18:40:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EXPWY	Angle	Motor Vehicle In Motion	1	0	32.507151	-84.989819	Van	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Cloudy		
5612674	5612674	160127000194	1/27/2016	10:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.76	0	BRADLEY PK DR	Not A Collision with Motor Vehicle	Ditch	0	0	32.530571	-84.974993	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain		
5612719	5612719	160127000136	1/27/2016	8:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.06	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.523022	-84.986318	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain		
5612720	5612720	160127000123	1/27/2016	7:50:00	N/A	N/A	MUSCOGEE	JR ALLEN ACCESS ROAD PKWY	0.1	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.555167	-84.90183	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain		
5613320	5613320	160128000107	1/28/2016	8:00:00	N/A	N/A	MUSCOGEE	FLATROCK RD	13.08	0	BEAVER RUN RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.537533	-84.870065	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy		
5617119	5617119	160129000440	1/29/2016	19:45:00	N/A	2267795	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PARK	Rear End	Motor Vehicle In Motion	0	0	32.546817	-84.951806	Sports Utility Vehicle (SUV)	Other	Following too Close,Distracted	No Contributing Factors	N/A	Clear		
5617240	5617240	160129000364	1/29/2016	17:40:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN EAST BOUND PARK	Angle	Motor Vehicle In Motion	0	0	32.522354	-84.989684	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear		
5617583	5617583	160129000350	1/29/2016	17:12:00	N/A	N/A	MUSCOGEE	I 185 NB HWY	9.27	0	JR. ALLEN PARKWAY HWY	Rear End	Motor Vehicle In Motion	0	0	32.537483	-84.959537	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
5617856	5617856	160130000452	1/30/2016	21:02:00	N/A	N/A	MUSCOGEE	J R ALLEN PARKWAY (US HWY 80) RP	0.45	1	I 185	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.54485	-84.962559	Motorcycle	N/A	Too Fast For Conditions		N/A	Clear		
5617859	5617859	160130000275	1/30/2016	15:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0.15	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551162	-84.949412	Passenger Car	Passenger Car	Failed to Yield,Improper Turn	No Contributing Factors	N/A	Clear		
5617975	5617975	160131000060	1/31/2016	3:30:00	N/A	N/A	MUSCOGEE	I 185 RP	0	1	JR ALLEN (OFF RAMP) PKWY	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.545162	-84.959107	Passenger Car	N/A	Wrong Side of Road,Inattentive or Other Distracti		N/A	Clear		
5618155	5618155	160131000236	1/31/2016	13:35:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	2.56	0	2 ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507319	-84.989645	Passenger Car	Van	Following too Close	No Contributing Factors	N/A	Clear		
5619123	5619123	160201000203	2/1/2016	11:45:00	N/A	N/A	MUSCOGEE	US 80 RP	0.29	1	GATEWAY RD	Not A Collision with Motor Vehicle	Ditch	0	0	32.541454	-84.87318	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain		US Route
5619409	5619409	160201000179	2/1/2016	10:45:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	2ND AVE	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.509509	-84.993091	Pickup Truck	N/A	Weather Conditions		N/A	Rain		
5619736	5619736	160201000109	2/1/2016	7:20:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	7.16	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.554135	-84.90548	Pickup Truck	Passenger Car	Following too Close		N/A	Clear		
5619737	5619737	160201000110	2/1/2016	7:20:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	7.16	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.554145	-84.905484	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5620958	5620958	160202000155	2/2/2016	13:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.553377	-84.925744	Pickup Truck	Passenger Car	Other	No Contributing Factors	N/A	Clear		
5621647	5621647	160203000021	2/3/2016	1:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	6.66	0	MOON RD	Not A Collision with Motor Vehicle	Guard Rail End	0	0	32.554461	-84.918853	Passenger Car	N/A	Under the Influence (U.I.)		N/A	Clear		
5622657	5622657	160203000307	2/3/2016	17:20:00	N/A	N/A	MUSCOGEE	J.R. ALLEN (US HWY 80) (EAST BOUND) RP	1.47	1	VETERANS PKWY	Head On	Motor Vehicle In Motion	2	0	32.547731	-84.948419	Pickup Truck	Van	Following too Close	No Contributing Factors	N/A	Rain		
5623329	5623329	160204000132	2/4/2016	9:30:00	275700	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.538494	-84.869485	Tractor/Trailer	Passenger Car	Other	Other	N/A	Clear		
5623361	5623361	160204000356	2/4/2016	15:44:00	N/A	N/A	MUSCOGEE	S. STADIUM DR	0	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.556112	-84.906127	Passenger Car	Passenger Car	Distracted	No Contributing Factors	N/A	Clear		
5623987	5623987	160204000402	2/4/2016	17:00:00	N/A	N/A	MUSCOGEE	GATEWAY RD	1.82	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540886	-84.87295	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		N/A	Clear		
5625363	5625363	160205000270	2/5/2016	15:00:00	N/A	N/A	MUSCOGEE	JR ALLEN EXIT RAMP	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.552085	-84.926783	Passenger Car	Passenger Car	Following too Close		N/A	Clear		
5626311	5626311	160205000419	2/5/2016	19:47:00	N/A	N/A	MUSCOGEE	VETERANS PKWY RP	14.62	1	US 80	Angle	Motor Vehicle In Motion	0	0	32.550851	-84.949214	Passenger Car	Sports Utility Vehicle (SUV)	Misjudged Clearance	No Contributing Factors	N/A	Clear	US Route	
5626367	5626367	160206000281	2/6/2016	15:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.72	0	BLACKMON RD	Not A Collision with Motor Vehicle	Median Barrier	1	0	32.554743	-84.915273	Motorcycle	N/A	No Contributing Factors		N/A	Clear		
5626386	5626386	160206000501	2/6/2016	22:30:00	N/A	N/A	MUSCOGEE	J. R. ALLEN (EAST BOUND) RP	0.72	1		Rear End	Motor Vehicle In Motion	2	0	32.553623	-84.89812	Passenger Car	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear		
5628862	5628862	160208000483	2/8/2016	20:15:00	N/A	N/A	MUSCOGEE	MOON RD	0.07	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550759	-84.926727	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5628863	5628863	160208000510	2/8/2016	21:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	6.57	0	VETARANS PARK	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.54805	-84.951654	Van	N/A	Other		N/A	Clear		
5629306	5629306	160209000076	2/9/2016	7:30:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	SOUTH STADIUM DR	Angle	Motor Vehicle In Motion	0	0	32.556112	-84.905848	Pickup Truck	Pickup Truck	Improper Turn	No Contributing Factors	N/A	Clear		
5631429	5631429	160209000364	2/9/2016	19:08:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.539683	-84.871019	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		
5632144	5632144	160210000085	2/10/2016	7:45:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST RP	0	1	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.554229	-84.926576	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5632324	5632324	160210000293	2/10/2016	15:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541602	-84.872774	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5632718	5632718	160210000479	2/10/2016	21:23:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	2.57	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.50714	-84.989561	Passenger Car	Pickup Truck	Following too Close		N/A	Clear		
5634371	5634371	160211000153	2/11/2016	12:55:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	MILGEN RD	Angle	Motor Vehicle In Motion	0	0	32.537509	-84.870068	Passenger Car	Passenger Car	Failed to Yield,Improper Turn		N/A	Clear		
5634372	5634372	160211000221	2/11/2016	11:50:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	1	0	32.538899	-84.869538	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear		
5636021	5636021	160213000177	2/13/2016	11:12:00	N/A	N/A	MUSCOGEE	JR ALLEN RP E	1.23	1	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.553345	-84.905581	Pickup Truck	Passenger Car	Following too Close		N/A	Clear		
5636356	5636356	160213000295	2/13/2016	15:35:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0.32	0	US 80	Rear End	Motor Vehicle In Motion	0	0	32.551295	-84.949341	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	US Route	
5636460	5636460	160213000517	2/13/2016	23:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	1.52	0	I-185 HWY	Not A Collision with Motor Vehicle	Overturn	3	0	32.546984	-84.956128	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A	Clear		
5636824	5636824	160214000310	2/14/2016	18:50:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	0.28	1		Rear End	Motor Vehicle In Motion	0	0	32.541639	-84.872653	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy		
5636961	5636961	160214000254	2/14/2016	16:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.78	0	KITTEN LAKE DR	Rear End	Motor Vehicle In Motion	0	0	32.538759	-84.86931	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
5636991	5636991	160213000309	2/13/2016	15:55:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0.6	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541593	-84.872828	Single Unit Truck	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear		
5638080	5638080	160215000411	2/15/2016	19:36:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.64	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	3	0	32.551221	-84.949386	Passenger Car	Passenger Car	Weather Conditions	Weather Conditions	N/A	Rain		
5638086	5638086	160215000439	2/15/2016	20:30:00	N/A	N/A	MUSCOGEE	US 80	2.37	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Overturn	0	0	32.536988	-84.97415	Sports Utility Vehicle (SUV)	N/A	Weather Conditions,Too Fast For Conditions		N/A	Rain		US Route
5638642	5638642	160216000174	2/16/2016	12:20:00	N/A	N/A	MUSCOGEE	MILGEN RD	10.04	0	BEAVER RUN RD	Head On	Motor Vehicle In Motion	0	0	32.538304	-84.868478	N/A	Passenger Car	No Contributing Factors		N/A	Clear		
5638681	5638681	160212000323	2/12/2016	17:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	5.72	0	MOON RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.553105	-84.927322	Pickup Truck	Passenger Car	Changed Lanes Improperly		N/A	Clear		
5638683	5638683	160212000391	2/12/2016	19:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0.3	1	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.554329	-84.925296	Pickup Truck	Pickup Truck	Following too Close		N/A	Clear		
5638838	5638838	160216000219	2/16/2016	13:45:00	N/A	N/A	MUSCOGEE	BEAVER RUN ROAD RD	0	0	FLAT ROCK ROAD RD	Rear End	Motor Vehicle In Motion	1	0	32.539576	-84.870619	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		N/A	Clear		
5639179	5639179	160216000369	2/16/2016	18:55:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.17	0	BRIDLEWOOD DR	Angle	Motor Vehicle In Motion	0	0	32.552234	-84.90533	Pickup Truck	Passenger Car	Failed to Yield		N/A	Clear		
5639193	5639193	160216000335	2/16/2016	17:35:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.46	0	S STADIUM DR	Rear End	Motor Vehicle In Motion	2	0	32.556872	-84.905871	Passenger Car	Passenger Car	Improper Turn		N/A	Clear		
5640131	5640131	160217000229	2/17/2016	13:10:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	0	0	32.539896	-84.870763	Pickup Truck	Passenger Car	Following too Close		N/A	Clear		
5640627	5640627	160217000505	2/17/2016	22:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0.03	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	1	0	32.551192	-84.949385	Passenger Car	Passenger Car	Failed to Yield,Improper Turn		N/A	Clear		
5640971	5640971	160218000179	2/18/2016	11:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	1	0	32.5073	-84.98965	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		N/A	Clear		
5641062	5641062	160218000097	2/18/2016	8:40:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0.02	0	BULLET BLVD	Angle	Motor Vehicle In Motion	0	0	32.537513	-84.87007	N/A	Passenger Car	Improper Turn		N/A	Clear		
5641122	5641122	160217000336	2/17/2016	16:42:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.78	0	N LAKE PKWY	Rear End	Motor Vehicle In Motion	0	0	32.553175	-84.948081	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		N/A	Clear		
5641140	5641140	160218000106	2/18/2016	12:00:00	N/A	N/A	MUSCOGEE	HIGHWAY 80 EAST RP	0	1	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.520761	-84.988132	Passenger Car	Passenger Car	Following too Close		N/A	Clear		
5641443	5641443	160218000373	2/18/2016	16:48:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.64	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	1	0	32.551158	-84.949416	Passenger Car	Passenger Car	Failed to Yield,Improper Turn		N/A	Clear		
5641464	5641464	160218000459	2/18/2016	19:03:00	N/A	N/A	MUSCOGEE	JR ALLEN PARK	14.36	0	VETERANS PARK	Rear End	Motor Vehicle In Motion	0	0	32.546932	-84.951587	Passenger Car	Passenger Car	Following too Close		N/A	Clear		
5641473	5641473	160218000353	2/18/2016	16:15:00	N/A	N/A	MUSCOGEE	VETERANS PARK	0	0	DOUBLE CHURCHS RD	Rear End	Motor Vehicle In Motion	0	0	32.549891	-84.950113	N/A	Sports Utility Vehicle (SUV)	Following too Close		N/A	Clear		
5641551	5641551	160218000406	2/18/2016	17:30:00	N/A	N/A	MUSCOGEE	J.R.ALLEN PKWY	1.15	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.549564	-84.947615	Passenger Car	Passenger Car	Following too Close		N/A	Clear		
5641560	5641560	160218000445	2/18/2016	19:00:00	N/A	N/A	MUSCOGEE	RIVER RD	1.86	0	JR ALLEN RAMP	Angle	Motor Vehicle In Motion	2	0	32.520572	-84.988219	Passenger Car	Passenger Car	Failed to Yield		N/A	Clear		
5642143	5642143	160219000136	2/19/2016	8:55:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	NORTH RAMP	Rear End	Motor Vehicle In Motion	0	0	32.55529	-84.905767	Passenger Car	Pickup Truck	Following too Close		N/A	Clear		
5642465	5642465	160219000104	2/19/2016	8:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.507155	-84.98943	Passenger Car	Passenger Car	Failed to Yield		N/A	Clear		
5642709	5642709	160219000358	2/19/2016	14:30:00	N/A	N/A	MUSCOGEE	JR ALLEN EASTBOUND CD RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.520755	-84.988165	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close,Failed to Yield		N/A	Clear		
5642710	5642710	160219000383	2/19/2016	16:00:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.507388	-84.989806	Passenger Car	Passenger Car	Changed Lanes Improperly		N/A	Clear		
5643002	5643002	160219000395	2/19/2016	16:15:00	N/A	N/A	MUSCOGEE	JR ALLEN EB PKWY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538754	-84.869309	Passenger Car	Passenger Car	Following too Close		N/A	Clear		
5643393	5643393	160220000280	2/20/2016	13:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J. R. ALLEN RAMP	Rear End	Motor Vehicle In Motion	0	0	32.54656	-84.951944	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		N/A	Cloudy		
5643695	5643695	160220000422	2/20/2016	18:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0.19	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.539679	-84.871022	Passenger Car	Passenger Car	Following too Close		N/A	Clear		
5643700	5643700	160220000517	2/20/2016	22:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Angle	Motor Vehicle In Motion - In Other Roadway	0	0	32.538916	-84.869206	Van	Passenger Car	Disregard Stop Sign/Signal,Improper Turn		N/A	Clear		
5644276	5644276	160221000423	2/21/2016	19:56:00	N/A	N/A	MUSCOGEE	2ND AVE	0.01	0	MANCHESTER EXPWY	Angle	Motor Vehicle In Motion	1	0	32.507151	-84.989819	Pickup Truck	Sports Utility Vehicle (SUV)	Failed to Yield		N/A	Cloudy		
5645850	5645850	160222000335	2/22/2016	17:27:00	N/A	N/A	MUSCOGEE	US 80	3.1	0	BRADLEY PARK DR	Angle	Motor Vehicle In Motion	0	0	32.533092	-84.974568	Passenger Car	Passenger Car	Failed to Yield		N/A	Cloudy		US Route
5645922	5645922	160222000469	2/22/2016	23:15:00	N/A	N/A	MUSCOGEE	I 185 N	8.13	0	MACON RD	Not A Collision with Motor Vehicle	Median Barrier	0	0	32.554683	-84.962334	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain		Interstate
5646949	5646949	160223000092	2/23/2016	8:04:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.47	0	STADIUM DR	Rear End	Motor Vehicle In Motion	0	0	32.556353	-84.905776	Passenger Car	Pickup Truck	Following too Close		N/A	Cloudy		
5647311	5647311	160223007473	2/23/2016	19:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PARK	0	0	I 185	Not A Collision with Motor Vehicle	Guard Rail Face	1	0	32.546996	-84.956096	Passenger Car	N/A	Weather Conditions,Too Fast For Conditions		N/A	Rain	Interstate	
5648202	5648202	160224000306	2/24/2016	13:20:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	1	0	32.550796	-84.926721	Pickup Truck	Passenger Car	Following too Close		N/A	Cloudy		
5648723	5648723	160224000529	2/24/2016	20:23:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1		Not A Collision with Motor Vehicle	Other - Fixed Object	1	0	32.549826	-84.948453	Pickup Truck	N/A	Driver Condition		N/A	Cloudy		
5650361	5650361	160226000086	2/26/2016	8:01:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY WEST BOUND EXIT RAMP	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.554247	-84.926503	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
5650653	5650653	160226000135	2/26/2016	10:10:00	1282243	N/A	MUSCOGEE	BEAVER RUN RD	0	0	GATEWAY RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.540891	-84.872627	Tractor/Trailer	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear		
5650866	5650866	160226000205	2/26/2016	12:59:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0.25	0	JR ALLEN EB RAMP	Rear End	Motor Vehicle In Motion	0	0	32.547049	-84.951678	Passenger Car	Passenger Car	Following too Close,Distracted	No Contributing Factors	N/A	Clear		
5650933	5650933	160226000172	2/26/2016	11:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	I-185 IS	Rear End	Motor Vehicle In Motion	0	0	32.548269	-84.951008	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5651128	5651128	160226000336	2/26/2016	18:00:00	N/A	N/A	MUSCOGEE	J R ALLEN RAMP	0	0	JR ALLEN RAMP	Rear End	Motor Vehicle In Motion	0	0	32.537845	-84.95958	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		N/A	Clear		
5652077	5652077	160226000306	2/26/2016	16:45:00	N/A	N/A	MUSCOGEE	GATEWAY RD	9.71	0	US 80	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.541089	-84.873156	N/A	Pickup Truck	Improper Turn	No Contributing Factors	N/A	Clear	US Route	
5652313	5652313	160227000302	2/27/2016	15:45:00	N/A	N/A	MUSCOGEE	I-185 SB EXIT RAMP RP	0.08	1		Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.542684	-84.962304	Pickup Truck	N/A	Too Fast For Conditions		N/A	Clear		
5652407	5652407	160228000538	2/28/2016	0:01:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.98	0	MOON RD	Not A Collision with Motor Vehicle	Ditch	0	0	32.55463	-84.918879	Passenger Car	N/A	Driver Lost Control		N/A	Clear		
5652717	5652717	160228000183	2/28/2016	12:09:00	N/A	N/A	MUSCOGEE	RIVER RD	0.03	0	JR ALLEN EXPWY	Angle	Motor Vehicle In Motion	0	0	32.522352	-84.989698	Passenger Car	Single Unit Truck	Failed to Yield	No Contributing Factors	N/A	Clear		
5652751	5652751	160227000288	2/27/2016	15:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.56	0	JR ALLEN PARKWAY HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.550289	-84.949888	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	US Route	
5652862	5652862	160228000367	2/28/2016	18:55:00	N/A	N/A	MUSCOGEE	JR ALLEN ACCESS RP	0.72	1	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.553546	-84.898272	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5653911	5653911	160229000153	2/29/2016

5670310	5670310	160311000118	3/11/2016	8:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.69	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541241	-84.873154	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
5670490	5670490	160311000407	3/11/2016	18:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.27	0	JR ALLEN EB ON RAMP	Rear End	Mailbox	0	0	32.546626	-84.951923	Passenger Car	Passenger Car	Distracted	No Contributing Factors	N/A	Clear		
5671079	5671079	160312000189	3/12/2016	11:43:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN PARKWAY WEST BOUND EXIT RAMP	Not A Collision with Motor Vehicle	Curb	1	0	32.554282	-84.926721	Motorcycle	N/A	Reaction to Object or Animal		N/A	Cloudy		
5672100	5672100	160311000337	3/11/2016	16:35:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES	2.96	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551233	-84.949607	Passenger Car	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear		
5672723	5672723	160314000166	3/14/2016	9:55:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.52057	-84.988227	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear		
5673626	5673626	160314000509	3/14/2016	18:20:00	N/A	N/A	MUSCOGEE	VETERANS PARK	14.69	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551488	-84.949219	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		
5673835	5673835	160314000403	3/14/2016	15:15:00	N/A	N/A	MUSCOGEE	EB EXIT RAMP J.R. ALLEN PKWY	0	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.529542	-84.974574	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear		
5674104	5674104	160315000163	3/15/2016	10:24:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Guard Rail Face	1	0	32.531321	-84.974786	Passenger Car	N/A	Driver Lost Control		N/A	Clear		
5674259	5674259	160315000070	3/15/2016	7:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551168	-84.949409	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield,Improper Turn	No Contributing Factors	N/A	Cloudy		
5674260	5674260	160315000312	3/15/2016	14:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54553	-84.952541	Passenger Car	Van	Following too Close	No Contributing Factors	N/A	Clear		
5674646	5674646	160315000502	3/15/2016	17:04:00	N/A	N/A	MUSCOGEE	VETERANS PARK	0	0	JR ALLEN PARK	Rear End	Motor Vehicle In Motion	0	0	32.546807	-84.951803	N/A	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear		
5674651	LPD160315000463		3/15/2016	18:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Angle	Motor Vehicle In Motion	0	0	32.54882	-84.950145	N/A	Van	No Contributing Factors	No Contributing Factors	N/A	Clear		
5675209	5675209	160316000153	3/16/2016	10:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	NORTH LAKE DR	Rear End	Motor Vehicle In Motion	0	0	32.55268	-84.948433	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5677058	5677058	160316000281	3/16/2016	13:00:00	N/A	N/A	MUSCOGEE	JR ALLEN EASTBOUND PKWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.54268	-84.873744	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5677513	5677513	160316000426	3/16/2016	17:40:00	N/A	N/A	MUSCOGEE	I-185 NB IS	9.19	0	JR ALLEN (EASTBOUND) PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540424	-84.959782	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
5677569	5677569	160316000382	3/16/2016	16:30:00	N/A	N/A	MUSCOGEE	US 80	9.47	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.543732	-84.873534	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear		US Route
5678130	5678130	160317000240	3/17/2016	11:50:00	N/A	N/A	MUSCOGEE	JR ALLEN RAMP	0	0	RIVER RD	Angle	Motor Vehicle In Motion	0	0	32.522326	-84.989685	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear		
5678719	5678719	160317000502	3/17/2016	19:51:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	3.1	0	I 185	Angle	Motor Vehicle In Motion	0	0	32.545787	-84.959584	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear	Interstate	
5678842	5678842	160317000514	3/17/2016	20:20:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY EXIT RAMP RP	0	1		Rear End	Motor Vehicle In Motion	1	0	32.539674	-84.870966	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain		
5679837	5679837	160318000249	3/18/2016	13:10:00	N/A	N/A	MUSCOGEE	BRADLEY PARK EAST CD RP	0	1		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.530768	-84.974623	Passenger Car	Passenger Car	Changed Lanes Improperly		N/A	Clear		
5680143	5680143	160318000405	3/18/2016	18:20:00	N/A	N/A	MUSCOGEE	RIVER RD	0.56	0	US HWY 80 WEST EXIT RAMP	Angle	Motor Vehicle In Motion	0	0	32.522344	-84.989686	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Cloudy		
5681986	5681986	160320000329	3/20/2016	16:21:00	N/A	N/A	MUSCOGEE	US 80	2.07	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.531082	-84.974532	Passenger Car	N/A	Reaction to Object or Animal		N/A	Clear		US Route
5682113	5682113	160320000392	3/20/2016	18:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551725	-84.949077	N/A	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5683553	5683553	160321000296	3/21/2016	15:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	NORTHLAKE PKWY	Rear End	Motor Vehicle In Motion	0	0	32.553022	-84.948177	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear		
5683656	5683656	160321000324	3/21/2016	15:50:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN EASTBOUND CD RAMP	Angle	Motor Vehicle In Motion	3	0	32.520568	-84.988214	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear		
5683857	5683857	160321000382	3/21/2016	17:55:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0.01	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.507295	-84.989612	Pickup Truck	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear		
5684563	5684563	160322000197	3/22/2016	11:55:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.545289	-84.952676	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5684777	5684777	160322000171	3/22/2016	11:30:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST RP	0	1	SCHOMBURG RD	Not A Collision with Motor Vehicle	Motor Vehicle In Motion	0	0	32.554819	-84.910853	Pickup Truck	N/A	Reaction to Object or Animal		N/A	Clear		
5685679	5685679	160319000149	3/19/2016	9:59:00	N/A	N/A	MUSCOGEE	1267 BEDFORD AVE	3.17	0		Not A Collision with Motor Vehicle		0	0	32.540384	-84.970262	Passenger Car	N/A	Exceeding Speed Limit,Disregard Police - Traffic Con		N/A	Clear		
5686037	5686037	160323000292	3/23/2016	14:00:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTELSEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.55045	-84.92689	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5686130	5686130	160323000349	3/23/2016	15:45:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN WEST BOUND RAMP	Angle	Motor Vehicle In Motion	1	0	32.522359	-84.989705	Passenger Car	Motorcycle	Failed to Yield	No Contributing Factors	N/A	Clear		
5686508	5686508	160324000057	3/24/2016	4:19:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	1.59	0	RIVER RD EXT	Not A Collision with Motor Vehicle	Deer	0	0	32.521274	-84.984796	Passenger Car	N/A	No Contributing Factors		N/A	Clear		
5687093	5687093	160324000434	3/24/2016	17:50:00	N/A	N/A	MUSCOGEE	RIVER RD	1.84	0	54TH ST	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.520198	-84.987924	Van	Pickup Truck	Other	No Contributing Factors	N/A	Rain		
5687755	5687755	160324000374	3/24/2016	15:57:00	N/A	N/A	MUSCOGEE	BEAVER RUN	9.95	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.539074	-84.869455	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy		
5687867	5687867	160324000401	3/24/2016	14:30:00	N/A	N/A	MUSCOGEE	FLATROCK RD	0	0	KITTEN LAKE RD	Rear End	Motor Vehicle In Motion	0	0	32.537538	-84.870064	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain		
5687868	5687868	160324000466	3/24/2016	18:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PARK	0	0	I 185 S RAMP	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.54565	-84.961463	Passenger Car	N/A	No Contributing Factors		N/A	Rain		
5688472	5688472	160325000217	3/25/2016	12:08:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ALLEN PARKWAY WEST BOUND EXIT RAMP	Angle	Motor Vehicle In Motion	0	0	32.555532	-84.898083	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Cloudy		
5688958	5688958	160325000456	3/25/2016	20:30:00	N/A	N/A	MUSCOGEE	WHITTELSEY BLVD	1.2	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.550451	-84.927082	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5689038	5689038	160326000036	3/26/2016	1:33:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.78	0	NORTHLAKE PKWY	Rear End	Motor Vehicle In Motion	0	0	32.553035	-84.948171	Farm or Construction Equip.	Passenger Car	Misadjged Clearance	No Contributing Factors	N/A	Clear		
5689130	5689130	160326000093	3/26/2016	7:10:00	N/A	N/A	MUSCOGEE	JR ALLEN EB PKWY	0	0	SCHOMBURG RD	Not A Collision with Motor Vehicle	Tree	0	0	32.554218	-84.905331	Passenger Car	N/A	No Contributing Factors		N/A	Rain		
5689271	5689271	160326000123	3/26/2016	8:55:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.52	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.547921	-84.951199	Pickup Truck	Pickup Truck	Misadjged Clearance	No Contributing Factors	N/A	Cloudy		
5689281	5689281	160326000150	3/26/2016	9:42:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0.65	0	JR ALLEN EB PKWY	Angle	Motor Vehicle In Motion	0	0	32.553535	-84.898259	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		
5689838	5689838	160327000269	3/27/2016	13:49:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0.03	0	VETERANS PKWY	Angle	Motor Vehicle In Motion	0	0	32.551012	-84.949519	Passenger Car	Passenger Car	Failed to Yield,Improper Turn	No Contributing Factors	N/A	Rain		
5690158	5690158	160326000417	3/26/2016	20:00:00	N/A	N/A	MUSCOGEE	MOON RD	0.96	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.554296	-84.926856	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
5690177	5690177	160327000444	3/27/2016	21:20:00	N/A	N/A	MUSCOGEE	6400 FLAT ROCK RD	0	0	6300 FLAT ROCK RD	Not A Collision with Motor Vehicle	Motor Vehicle In Motion	0	1	32.537568	-84.870056	N/A	N/A	Driver Lost Control		N/A	Cloudy		
5691297	5691297	160328000212	3/28/2016	12:30:00	N/A	N/A	MUSCOGEE	RAMP RP	0.29	1	HWY 80	Rear End	Motor Vehicle In Motion	1	0	32.541578	-84.872793	Pickup Truck	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	N/A	Clear	US Route	
5693343	5693343	160329000262	3/29/2016	13:40:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Angle	Motor Vehicle In Motion	0	0	32.551191	-84.949399	Passenger Car	Passenger Car	Failed to Yield,Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear		
5693955	5693955	160330000096	3/30/2016	6:45:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	10.27	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.540202	-84.871642	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear		
5694539	5694539	160330000221	3/30/2016	12:53:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	1	0	32.539692	-84.871025	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5695937	5695937	160401000005	4/1/2016	0:07:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.7	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551438	-84.94927	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain		
5695972	LPD160331000387		3/31/2016	17:55:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	1.7	0	RUFFIE WAY	Rear End	Motor Vehicle In Motion	0	0	32.538256	-84.867785	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear		
5695973	5695973	LPD160331000442	3/31/2016	20:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	1.81	0	MOON RD	Not A Collision with Motor Vehicle	Deer	0	0	32.550534	-84.940041	Passenger Car	Passenger Car	N/A	No Contributing Factors	N/A	Clear		
5696258	5696258	160401000124	4/1/2016	7:50:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538283	-84.869613	Passenger Car	Passenger Car	Failed to Yield,Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy		
5696840	5696840	160401000193	4/1/2016	10:15:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST RP	0.91	1	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.554152	-84.926594	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		
5697973	5697973	160401000349	4/1/2016	15:45:00	N/A	N/A	MUSCOGEE	BRADLEY PARK DR	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.531672	-84.975221	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain		
5698353	5698353	160401000410	4/1/2016	17:25:00	N/A	N/A	MUSCOGEE	JR ALLEN (WB) PKWY	0	0	BLACKMON RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.555192	-84.881139	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Rain		
5698646	5698646	160401000483	4/1/2016	19:26:00	N/A	N/A	MUSCOGEE	JR ALLEN (EASTBOUND) PKWY	0.01	0	MANCHESTER EXPY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.539866	-84.871041	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Rain		
5698647	5698647	160401000516	4/1/2016	20:47:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0.01	0	FLATROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538904	-84.869526	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Rain		
5698672	5698672	160401000562	4/1/2016	22:52:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.31	0	BRADLEY PARK DR	Rear End	Motor Vehicle In Motion	0	0	32.531457	-84.974749	N/A	Pickup Truck	No Contributing Factors	No Contributing Factors	N/A	Rain		
5698673	5698673	160401000400	4/1/2016	17:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	3.27	0	I-185 SOUTH EXIT RAMP	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.542664	-84.965642	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Rain		
5698748	5698748	160401000565	4/1/2016	23:05:00	N/A	N/A	MUSCOGEE	J. R. ALLEN PKWY	0	0	FLATROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544997	-84.873423	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy		
5699053	5699053	160402000267	4/2/2016	13:55:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	2.99	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551152	-84.949435	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear		
5699054	5699054	160402000228	4/2/2016	12:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY US 80	1.07	0	2 ND AVE	Not A Collision with Motor Vehicle	Other - Fixed Object	2	0	32.514987	-84.992373	Passenger Car	N/A	Exceeding Speed Limit,Distracted		N/A	Clear		US Route
5699575	5699575	LPD160402000255	4/2/2016	13:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.11	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.515318	-84.992461	Passenger Car	Pickup Truck	No Contributing Factors	No Contributing Factors	N/A	Clear		
5699588	5699588	160403000202	4/3/2016	11:15:00	N/A	N/A	MUSCOGEE	JR ALLEN RAMP	0	0	VETERANS PARK	Rear End	Motor Vehicle In Motion	0	0	32.551206	-84.949385	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5699826	5699826	160403000306	4/3/2016	15:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.539682	-84.871016	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5701140	5701140	160404000322	4/4/2016	15:15:00	N/A	N/A	MUSCOGEE	HWY 80 US	0.39	0	RP	Rear End	Motor Vehicle In Motion	0	0	32.522423	-84.98802	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear		US Route
5701177	5701177	160404000308	4/4/2016	14:20:00	N/A	N/A	MUSCOGEE	1185 HWY	0	0	MACON RD	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.549556	-84.96195	Passenger Car	N/A	No Contributing Factors		N/A	Clear		
5701274	5701274	160404000331	4/4/2016	15:15:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN WEST BOUND RAMP	Rear End	Motor Vehicle In Motion	0	0	32.555288	-84.905642	Sports Utility Vehicle (SUV)	Passenger Car	Driver Lost Control,Improper Turn,Driver Condition	No Contributing Factors	N/A	Clear		
5702583	5702583	160405000253	4/5/2016	12:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN HWY	Rear End	Motor Vehicle In Motion	0	0	32.546965	-84.951744	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5702849	5702849	160405000397	4/5/2016	17:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	6.76	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	1	0	32.554378	-84.907548	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
5704266	5704266	160407000129	4/7/2016	8:10:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.550473	-84.962095	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear		Interstate
5704731	5704731	160407000330	4/7/2016	15:45:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507252	-84.989484	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5705362	5705362	C000315450	4/6/2016	20:38:00	N/A	N/A	MUSCOGEE	VETERANS PARKWAY S OF DOUB	14.56	0		Rear End	Motor Vehicle In Motion	0	0	32.550175	-84.949966	Passenger Car	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Clear		
5706480	5706480	160408000236	4/8/2016	11:49:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.550458	-84.926945	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
5707505	5707505	160408000386	4/8/2016	16:14:00	N/A	N/A	MUSCOGEE	I-185 NORTHBOUND HWY	8.93	0		Angle	Motor Vehicle In Motion	0	0	32.537638	-84.959554	Passenger Car	Sports Utility Vehicle (SUV)	Reaction to Object or Animal	No Contributing Factors	N/A	Clear		
5707929	5707929	160409000414	4/9/2016	17:12:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	2.95	0	VETERANS PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551323	-84.949751	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear		
5708025	5708025	160409000432	4/9/2016	18:05:00	N/A	N/A	MUSCOGEE	7042 MOON RD	1.19	0		Sideswipe-Opposite Direction	Motor Vehicle In Motion	0	0	32.550006	-84.926705	Sports Utility Vehicle (SUV)	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear		
5708624	5708624	160410000318	4/10/2016	16:40:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	NORTHLAKE PKWY	Rear End	Motor Vehicle In Motion	4	0	32.553012	-84.948182	Passenger Car	Passenger Car	Under the Influence (U.I.),Following too Close,Driver Condition	No Contributing Factors	N/A	Clear		
5709650	5709650	160411000081	4/11/2016	7:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.9	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.554218	-84.926562	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear		
5709657	5709657	160411000108	4/11/2016	8:15:00	N/A	N/A	MUSCOGEE	INTERSTATE 185 SOUTH RP	0	1	JR ALLEN PARK	Rear End	Motor Vehicle In Motion	0	0	32.548983	-84.962053	Passenger Car	N/A	Driver Lost Control		N/A	Clear		
5710279	5710279	160411000399	4/11/2016	17:36:00	N/A	N/A	MUSCOGEE	J.R.ALLEN PKWY	0	0	FLAT ROCK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.543873	-84.873502	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy		
5710446	5710446	160411000094	4/11/2016	7:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.540208	-84.871207	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5710887	5710887	160412000225	4/12/2016	13:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.547181	-84.951617	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5710995	5710995	160412000170	4/12/2016	11:35:00	N/A	N/A	MUSCOGEE	2ND AVE	2.57	0	MANCHESTER EXPWY	Angle	Motor Vehicle In Motion	0	0	32.507141	-84.989661	Passenger Car	N/A	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Cloudy		
5711485	5711485	160412000514	4/12/2016	21:37:00	N/A	N/A	MUSCOGEE	RIVER RD	1.96	0	J.R. ALLEN (EASTBOUND) RAMP	Angle	Motor Vehicle In Motion	2	0	32.520577	-84.988232	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear		
5712259	5712259	160413000350	4/13/2016	16:30:00	N/A	N/A	MUSCOGEE	JR ALLEN (OFF RAMP) RP	0	1	MANCHESTER EXPY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.542356	-84.869742	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy		
5712281	5712281	160413000360	4/13/2016	16:28:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER OFF RAMP EXPWY	Rear End	Motor Vehicle In Motion	1	0	32.539849	-84.870682	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
5712687	5712687	160414000084	4/14/2016	5:30:00	N/A	N/A	MUSCOGEE	I-185 HWY	0.09	0	J.R. ALLEN EASTBOUND ON RAMP RAMP	Angle	Motor Vehicle In Motion	0	0	32.540423	-84.959783	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Rain		
5712692	5712692	160414000074	4/14/2016	5:30:00	N/A	N/A	MUSCOGEE	I-185 HWY	0	0	JR ALLEN EB ON RAMP	Angle	Motor Vehicle In Motion	0	0	32.539237	-84.959642	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Rain		
5712931	5712931	160414000108	4/14/2016	8:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546883	-84.95157	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain		
5713638	5713638	160413000153	4/13/2016	10:00:00	N/A	N/A	MUSCOGEE	4420 2ND AVE	0.16	0		Angle	Motor Vehicle In Motion	0	0	32.507143	-84.98989	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear		
5713855	5713855	160414000354	4/14/2016	17:55:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0.3	0	JR ALLEN PKWY	Angle	Motor V

5733793	5733793	160427000355	4/27/2016	17:05:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.53909	-84.869246	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy						
5733982	5733982	160427000480	4/27/2016	21:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551024	-84.949494	N/A	Passenger Car	Misadjged Clearance	No Contributing Factors	N/A	Rain						
5735614	5735614	160429000142	4/29/2016	8:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	BRIDLEWOOD DR	Rear End	Motor Vehicle In Motion	0	0	32.552385	-84.905233	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
5735719	5735719	160429000141	4/29/2016	8:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY, EB (OFF) RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.551253	-84.949073	Passenger Car	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
5736304	5736304	160429000521	4/29/2016	18:13:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG RD	1.53	0		Angle	Motor Vehicle In Motion	0	0	32.557718	-84.906058	Sports Utility Vehicle (SUV)	Passenger Car	Improper Backing,Inattentive or Other Distracti	Inattentive or Other Distracti	N/A	Clear						
5736373	5736373	160430000082	4/30/2016	0:01:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	1.95	0	RIVER RD	Not A Collision with Motor Vehicle	Motor Vehicle In Motion	1	0	32.521724	-84.989213	N/A	N/A	No Contributing Factors	No Contributing Factors	N/A	Cloudy						
5736686	5736686	160430000241	4/30/2016	11:45:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG RD	1.5	0		Angle	Motor Vehicle In Motion	0	0	32.557326	-84.906	Passenger Car	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear						
5736884	5736884	160430000397	4/30/2016	17:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	I 80	Rear End	Motor Vehicle In Motion	1	0	32.547899	-84.951213	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		Interstate				
5737152	5737152	160430000588	4/30/2016	23:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	5.28	0	NORTHLAKE PKWY	Angle	Motor Vehicle In Motion	0	0	32.552915	-84.94826	Sports Utility Vehicle (SUV)	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear						
5737948	5737948	160502000106	5/2/2016	7:05:00	N/A	N/A	MUSCOGEE	JR ALLEN WB PKWY	0	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.541589	-84.872832	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
5738778	5738778	160501000420	5/1/2016	19:05:00	N/A	N/A	MUSCOGEE	JR ALLEN (EB) RP	0	1		Rear End	Motor Vehicle In Motion	1	0	32.547897	-84.951499	Motorcycle	Motorcycle	Following too Close	No Contributing Factors	N/A	Clear						
5738832	5738832	160502000201	5/2/2016	10:45:00	N/A	N/A	MUSCOGEE	7300 BLACKMON RD	0.48	0		Angle	Motor Vehicle In Motion - In Other Roadway	0	0	32.55116	-84.89646	Sports Utility Vehicle (SUV)	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear						
5739432	5739432	160502000484	5/2/2016	20:41:00	N/A	N/A	MUSCOGEE	JR ALLEN EASTBOUND PKWY	3.37	0	I-185 HWY	Not A Collision with Motor Vehicle	Guard Rail End	0	0	32.541151	-84.968762	Passenger Car	N/A	Too Fast For Conditions	No Contributing Factors	N/A	Rain						
5741543	5741543	160504000150	5/4/2016	8:15:00	N/A	N/A	MUSCOGEE	I185 HWY	0	0	MACON RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.553627	-84.962586	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
5741687	5741687	160504000276	5/4/2016	12:35:00	0303521	N/A	MUSCOGEE	FLAT ROCK RD	13.1	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538644	-84.869395	Other	Passenger Car	Failed to Yield,Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear						
5741860	5741860	160504000392	5/4/2016	16:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551154	-84.949185	Van	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
5742596	5742596	160505000141	5/5/2016	8:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD RP	Rear End	Motor Vehicle In Motion	1	0	32.554772	-84.91741	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
5742835	5742835	160505000258	5/5/2016	12:35:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.44	0	S STADIUM DR	Angle	Motor Vehicle In Motion	0	0	32.55649	-84.905877	Van	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear						
5743220	5743220	160505000455	5/5/2016	18:50:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	2.56	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507142	-84.98981	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5743326	5743326	160505000466	5/5/2016	19:18:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	BRIDLEWOOD DR	Angle	Motor Vehicle In Motion	1	0	32.552251	-84.905312	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear						
5743355	5743355	160505000520	5/5/2016	21:33:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	4.42	0	VETERANS PKWY	Not A Collision with Motor Vehicle	Ditch	0	0	32.548051	-84.951645	Passenger Car	Passenger Car	N/A	No Contributing Factors	N/A	Clear						
5743375	5743375	C000182652	5/5/2016	2:32:00	N/A	N/A	MUSCOGEE	I85 N (MM10 X2)	0.66	0		Not A Collision with Motor Vehicle	Tree	1	0	32.54668	-84.960881	Passenger Car	Passenger Car	N/A	No Contributing Factors	N/A	Clear						
5743747	5743747	160506000115	5/6/2016	7:55:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0.11	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540892	-84.872919	Passenger Car	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
5744002	5744002	160506000133	5/6/2016	8:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PARK	0	0	2ND AVENUE AVE	Sideswipe-Same Direction	Other Object (Not Fixed)	1	0	32.518494	-84.991947	Pickup Truck	Passenger Car	Other	No Contributing Factors	N/A	Clear						
5744034	5744034	160506000113	5/6/2016	7:53:00	N/A	N/A	MUSCOGEE	JR ALLEN ACCESS RD W	0.05	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	2	0	32.555445	-84.898872	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
5744532	5744532	160506000316	5/6/2016	18:00:00	N/A	N/A	MUSCOGEE	6750 VETERANS PKWY	14.7	0		Angle	Motor Vehicle In Motion - In Other Roadway	0	0	32.552012	-84.948885	N/A	Pickup Truck	No Contributing Factors	No Contributing Factors	N/A	Clear						
5745397	5745397	160507000138	5/7/2016	7:45:00	N/A	N/A	MUSCOGEE	JR. ALLEN / HWY 80 PARK	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541359	-84.87284	N/A	N/A	Following too Close	No Contributing Factors	N/A	Clear						
5746430	5746430	160507000339	5/7/2016	15:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546805	-84.951809	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5747975	5747975	160509000123	5/9/2016	7:45:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0.11	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539682	-84.871156	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
5748207	5748207	160505000302	5/5/2016	14:10:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551326	-84.949712	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
5748283	5748283	160509000502	5/9/2016	19:14:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	1.03	0	MOON RD	Angle	Motor Vehicle In Motion	1	0	32.552215	-84.926565	Motorcycle	Passenger Car	Failed to Yield,Wrong Side of Road,Disregard Police - Traffic Con	No Contributing Factors	N/A	Clear						
5749835	5749835	160510000122	5/10/2016	7:45:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	9.92	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.539312	-84.870166	Pickup Truck	Pickup Truck	Improper Backing	No Contributing Factors	N/A	Cloudy						
5750415	5750415	160510000466	5/10/2016	19:47:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0.68	0	JR ALLEN EB PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.553628	-84.898119	Sports Utility Vehicle (SUV)	Passenger Car	Misadjged Clearance	No Contributing Factors	N/A	Clear						
5751884	5751884	160511000403	5/11/2016	18:24:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY WEST BOUND PKWY	0.26	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.509287	-84.993786	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	Other	N/A	Clear						
5752545	5752545	160512000250	5/12/2016	11:05:00	N/A	N/A	MUSCOGEE	ALT RAMP US 27 RP	0.28	1	HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.54266	-84.870238	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	US Route		US Route			
5753111	5753111	160512000387	5/12/2016	16:15:00	N/A	N/A	MUSCOGEE	JR ALLEN RAMP TO SCHOMBURG ROAD PKWY	0	0	SCHOMBURG RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.553343	-84.905589	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
5753116	5753116	160512000366	5/12/2016	15:20:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Angle	Motor Vehicle In Motion	0	0	32.538918	-84.869203	Passenger Car	Single Unit Truck	Improper Turn	No Contributing Factors	N/A	Clear						
5754516	5754516	160513000437	5/13/2016	18:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54847	-84.950903	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
5754900	5754900	160514000053	5/14/2016	2:21:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.27	0	J R ALLEN PKWY RP	Not A Collision with Motor Vehicle	Animal	0	0	32.54636	-84.952037	Sports Utility Vehicle (SUV)	N/A	Reaction to Object or Animal		N/A	Clear						
5755151	5755151	160514000241	5/14/2016	12:17:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.78	0	NORTHLAKE PKWY	Rear End	Motor Vehicle In Motion	0	0	32.552691	-84.948416	N/A	Bus	Following too Close	No Contributing Factors	N/A	Clear						
5755172	5755172	160514000278	5/14/2016	13:52:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0.01	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507297	-84.989618	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear						
5755191	5755191	160513000598	5/13/2016	23:17:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN EAST BOUND RAMP	Angle	Motor Vehicle In Motion	1	0	32.546873	-84.951773	Sports Utility Vehicle (SUV)	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear						
5756364	5756364	160515000034	5/15/2016	15:45:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0.12	1		Rear End	Motor Vehicle In Motion	0	0	32.520213	-84.990868	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5757389	5757389	160616000220	5/16/2016	12:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0.11	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.539675	-84.870863	Pickup Truck	Pickup Truck	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy						
5757547	5757547	160516000266	5/16/2016	14:22:00	N/A	715440	MUSCOGEE	JR ALLEN PKWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541457	-84.873185	Pickup Truck	Single Unit Truck	Following too Close	No Contributing Factors	N/A	Clear						
5757668	5757668	160516000296	5/16/2016	17:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.521926	-84.988915	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5757954	5757954	160516000367	5/17/2016	17:00:00	N/A	N/A	MUSCOGEE	6499 WHITTLESEY BLVD	0.04	0		Rear End	Motor Vehicle In Motion	0	0	32.551264	-84.935604	Single Unit Truck	Passenger Car	Improper Backing	N/A	Clear							
5758778	5758778	160517000205	5/17/2016	11:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	10.66	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Guard Rail Face	1	0	32.542652	-84.869704	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain						
5758796	5758796	160517000168	5/17/2016	9:40:00	N/A	N/A	MUSCOGEE	I 185 N	0.12	0	J R ALLEN PKWY	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.54383	-84.960563	Passenger Car	N/A	Reaction to Object or Animal		N/A	Rain				Interstate		
5758797	5758797	160517000204	5/17/2016	11:10:00	N/A	N/A	MUSCOGEE	HWY 80 US	7.63	0	BLACKMON RD	Not A Collision with Motor Vehicle	Ditch	0	0	32.554691	-84.89783	Pickup Truck	N/A	Weather Conditions		N/A	Rain				US Route		
5759035	5759035	160517001140	5/17/2016	8:00:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PARKWAY (EB) PKWY	2	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.530388	-84.975054	Pickup Truck	N/A	Too Fast For Conditions		N/A	Rain						
5759044	5759044	160517000170	5/17/2016	10:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0.01	0	US 80	Angle	Motor Vehicle In Motion	0	0	32.553209	-84.905334	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Rain	US Route					
5759715	5759715	160517000491	5/17/2016	21:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551211	-84.949389	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	N/A	Cloudy						
5760642	LPD1605180000182		5/18/2016	11:45:00	N/A	N/A	MUSCOGEE	JR ALLEN (OFF RAMP) PKWY	14.16	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546768	-84.951502	Van	Van	No Contributing Factors	No Contributing Factors	N/A	Clear						
5761083	5761083	160518000287	5/18/2016	15:25:00		N/A	MUSCOGEE	BRADLEY PARK	1.88	0	RIVER RD	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.52532	-84.979755	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear						
5761208	5761208	160518000389	5/18/2016	18:59:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	1.18	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.550447	-84.926963	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
5761209	5761209	160518000413	5/18/2016	19:56:00	N/A	N/A	MUSCOGEE	6575 WHITTLESEY BLVD	0.06	0		Sideswipe-Opposite Direction	Motor Vehicle In Motion	0	0	32.551286	-84.93354	Sports Utility Vehicle (SUV)	Panel Truck	Improper Backing	No Contributing Factors	N/A	Clear						
5761212	5761212	160518000359	5/18/2016	17:44:00	N/A	N/A	MUSCOGEE	JR ALLEN EB PKWY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	1	0	32.539385	-84.870305	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5762059	5762059	160505000206	4/29/2016	14:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PARK	7.56	0	BLACKMON RD	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.55448	-84.898096	Passenger Car	N/A	No Contributing Factors		N/A	Clear						
5762153	5762153	160519000105	5/19/2016	7:38:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	10.28	0	US 27	Angle	Motor Vehicle In Motion	0	0	32.540988	-84.872442	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain	US Route					
5762249	5762249	160519000361	5/19/2016	18:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.42	0	US 80	Angle	Motor Vehicle In Motion	0	0	32.546908	-84.951584	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	US Route					
5762301	5762301	160519000350	5/19/2016	18:38:00	N/A	N/A	MUSCOGEE	US 80	9.26	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544985	-84.873414	Passenger Car	Pickup Truck	Too Fast For Conditions	No Contributing Factors	N/A	Cloudy			US Route			
5762437	5762437	160519000329	5/19/2016	17:49:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	US 80	Rear End	Motor Vehicle In Motion	0	0	32.508329	-84.996348	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Weather Conditions	No Contributing Factors	N/A	Rain	US Route		US Route			
5763690	5763690	160520000235	5/20/2016	12:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PARK	9.65	0	GATEWAY RD	Rear End	Motor Vehicle In Motion - In Other Roadway	0	0	32.541641	-84.873305	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
5763892	5763892	160520000162	5/20/2016	9:10:00	N/A	N/A	MUSCOGEE	JR ALLEN	1.05	0	VETERANS PKWY	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.548136	-84.95081	Passenger Car	N/A	Other		N/A	Rain						
5764430	5764430	160520000529	5/20/2016	22:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.64	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551025	-84.949484	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
5765077	5765077	160520000510	5/20/2016	21:44:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	2.98	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551281	-84.949655	Pickup Truck	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
5765148	5765148	160521000380	5/21/2016	16:32:00	N/A	N/A	MUSCOGEE	GATEWAY RD	1.85	0	US 80	Rear End	Motor Vehicle In Motion	0	0	32.54103	-84.873103	Pickup Truck	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear	US Route					
5765149	5765149	160521000407	5/21/2016	17:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	1.03	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.552168	-84.926985	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	N/A	Clear						
5765254	5765254	160521000579	5/21/2016	23:12:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.539312	-84.872387	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy						
5765733	5765733	160521000595	5/21/2016	22:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.65	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551404	-84.949283	Passenger Car	Passenger Car	Under the Influence (U.I.)	No Contributing Factors	N/A	Clear						
5765838	5765838	160522000416	5/22/2016	17:50:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551223	-84.935957	N/A	Pickup Truck	Misadjged Clearance	No Contributing Factors	N/A	Clear						
5767734	5767734	160523000274	5/23/2016	13:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507275	-84.98958	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5768171	5768171	160523000404	5/23/2016	18:00:00	N/A	N/A	MUSCOGEE	2 ND AVE	0.61	0	US 80	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	1	0	32.551683	-84.992617	Motorcycle	N/A	No Contributing Factors	N/A	N/A	Clear	US Route					
5769728	5769728	160522000396	5/22/2016	17:15:00	N/A	N/A	MUSCOGEE	6750 VETERANS PKWY	14.7	0		Angle	Motor Vehicle In Motion	0	0	32.552012	-84.948885	Sports Utility Vehicle (SUV)	Van	Improper Backing	No Contributing Factors	N/A	Clear						
5769891	5769891	160524000333	5/24/2016	16:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.78	0	N LAKE PKWY	Rear End	Motor Vehicle In Motion	0	0	32.552766	-84.948362	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5770215	5770215	160524000395	5/24/2016	17:42:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0.68	0	US 80	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.544755	-84.873171	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	US Route					
5770232	5770232	160524000386	5/24/2016	18:00:00	N/A	N/A	MUSCOGEE	JR ALLEN EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507716	-84.990588	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
5770678	5770678	160525000161	5/25/2016	9:10:00	N/A	N/A	MUSCOGEE	HWY 80 US	1.25	0	RIVER RD	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.521491	-84.989535	Passenger Car	N/A	Misadjged Clearance		N/A	Clear					US Route	
5771133	5771133	160525000286	5/25/2016	13:30:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	NORTH RAMP	Rear End	Motor Vehicle In Motion	0	0	32.555287	-84.905642	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5771134	5771134	160525000329	5/25/2016	14:25:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.15	0	BRIDLEWOOD DR	Rear End	Motor Vehicle In Motion	0	0	32.552258	-84.90522	Van	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear						
5771275	5771275	160525000420	5/25/2016	17:45:00	N/A	N/A	MUSCOGEE	JR ALLEN EB ACCESS PKWY	0	0	MOON EXIT RAMP RD	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.551222	-84.93597	Pickup Truck	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	N/A	Clear						
5772393	5772393	160526000438	5/26/2016	0:00:00	N/A	N/A	MUSCOGEE	US 80 RP	0.41	1	SR 22	Rear End	Motor Vehicle In Motion	0	0	32.512093	-84.992241	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	State Route	US Route				
5772512	5772512	160526000410	5/26/2016	17:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.517375	-84.992517	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
5772597	5772597	160526000390	5/26/2016	16:44:00	N/A	N/A	MUSCOGEE	JR ALLEN WESTBOUND PKWY	0.43	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.51112	-84.992234	Sports Utility Vehicle (SUV)	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
5773299	5773299	160527000230	5/27/2016	11:56:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.53876	-84.869313	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5773330	5773330	160527000239	5/27/2016	12:05:00	N/A	N/A	MUSCOGEE	RIVER RD	0.01	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	1	0	32.522357	-84.989692	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Failed to Yield,Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear						
5774317	5774317	160527000326	5/27/2016	14:25:00	1092543	N/A	MUSCOGEE	VETERANS PARK	0	0	JR ALLEN RAMP	Rear End	Motor Vehicle In Motion	1	0	32.546188	-84.952156	Panel Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5774401	5774401	160527000292	5/27/2016	13:20:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0.06	0	MOON RD	Angle	Motor Vehicle In Motion	0	0	32.55046	-84.926948	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
5774408	5774408	160527000210	5/27/2016	11:00:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST BOUND EXPWY	1.62	0	RIVER ROAD EXT	Not A Collision with Motor Vehicle	Other Non-Collision	3	0	32.52088	-84.989864	N/A	N/A	Driver Lost Control,Changed Lanes Improperly		N/A	Clear						
5774695	5774695	160527000453	5/27/2

5785097	5785097	16066000178	6/6/2016	10:15:00	N/A	N/A	MUSCOGEE	HWY 80 US	8.58	0	FLAT ROCK RD	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.552092	-84.876992	Pickup Truck	N/A	Weather Conditions,Driver Lost Control		N/A	Rain							US Route
5785198	5785198	16066000183	6/6/2016	10:45:00	193891	N/A	MUSCOGEE	VETERANS PKWY	14.79	0	NORTH LAKE PKWY	Angle	Motor Vehicle In Motion	0	0	32.552999	-84.948198	Single Unit Truck	Passenger Car	Too Fast For Conditions		No Contributing Factors	N/A	Rain							
5785264	5785264	16066000273	6/6/2016	13:45:00	N/A	N/A	MUSCOGEE	MOON RD	1.15	0	WHITTLESEY BLVD	Angle	Median Barrier	0	0	32.55075	-84.926734	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly		No Contributing Factors	N/A	Rain							
5786042	5786042	16067000123	6/7/2016	7:50:00	N/A	N/A	MUSCOGEE	HWY 80 US	1.07	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.519638	-84.991295	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						US Route	
5787968	5787968	16052800493	5/28/2016	21:00:00	N/A	N/A	MUSCOGEE	JR ALLEN (EB) RP	0	0	1	Rear End	Motor Vehicle In Motion	0	0	32.553326	-84.905555	Van	Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	N/A	Clear							
5787979	5787979	16060800433	6/8/2016	17:46:00	N/A	N/A	MUSCOGEE	J.R.ALLEN PKWY	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.5409	-84.872883	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5787989	5787989	16060800572	6/8/2016	22:37:00	N/A	N/A	MUSCOGEE	DOUBLECHURCHES RD	0	0	VETERAN'S PKWY	Angle	Mailbox	0	0	32.551182	-84.94941	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Improper Turn		No Contributing Factors	N/A	Clear							
5788457	5788457	16060900165	6/9/2016	9:15:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.547771	-84.951885	N/A	Pickup Truck	Following too Close		No Contributing Factors	N/A	Clear							
5788975	5788975	16060900439	6/9/2016	17:00:00	N/A	N/A	MUSCOGEE	US 80	1.85	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541379	-84.873186	Passenger Car	Passenger Car	Other		No Contributing Factors	N/A	Clear						US Route	
5789034	5789034	16060900466	6/9/2016	17:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.514787	-84.992622	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5789363	5789363	16061000045	6/10/2016	3:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PARK	0.94	0	2ND AVE	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.517119	-84.992329	Motorcycle	N/A	Exceeding Speed Limit			N/A	Clear							
5789720	5789720	16061000245	6/10/2016	12:30:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0.05	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.53931	-84.868783	Sports Utility Vehicle (SUV)	Passenger Car	No Contributing Factors		No Contributing Factors	N/A	Clear							
5790090	5790090	16061000466	6/10/2016	18:35:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	13.11	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538878	-84.8695	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5790496	5790496	16061100227	6/11/2016	11:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.68	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.54444	-84.873353	Pickup Truck	Pickup Truck	Other		No Contributing Factors	N/A	Cloudy							
5790514	5790514	16061100318	6/11/2016	14:22:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	10.24	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541158	-84.872635	Van	Passenger Car	No Contributing Factors		No Contributing Factors	N/A	Clear							
5790709	5790709	16061100492	6/11/2016	20:30:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54089	-84.872632	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5791077	5791077	16061200210	6/12/2016	12:30:00	N/A	N/A	MUSCOGEE	VETERANS PARK	0.54	0	US 80	Angle	Motor Vehicle In Motion	2	0	32.551086	-84.948914	Passenger Car	Passenger Car	Improper Turn		No Contributing Factors	N/A	Clear	US Route						
5791119	5791119	LPD160612000268	6/12/2016	14:13:00	N/A	N/A	MUSCOGEE	VETERANS PARK	13.95	0	ADAMS FARM RD	Angle	Motor Vehicle In Motion	0	0	32.545037	-84.952829	Passenger Car	Passenger Car	No Contributing Factors		No Contributing Factors	N/A	Clear							
5791127	5791127	16061200217	6/12/2016	12:36:00	N/A	N/A	MUSCOGEE	2801 AIRPORT TRWY	0.03	0		Angle	Motor Vehicle In Motion	0	0	32.507622	-84.989838	Passenger Car	Pickup Truck	Misjudged Clearance		No Contributing Factors	N/A	Clear							
5791183	5791183	16061200315	6/12/2016	15:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546805	-84.951598	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5793297	5793297	16061300118	6/13/2016	8:25:00	N/A	N/A	MUSCOGEE	PRIVATE DR	9.53	0	HWY 80	Angle	Motor Vehicle In Motion	0	0	32.543643	-84.873759	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear	US Route						
5793381	5793381	16061300264	6/13/2016	12:15:00	N/A	N/A	MUSCOGEE	ALT US 27 RP	9.86	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539679	-84.871013	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	N/A	Clear						US Route	
5793750	5793750	16061300391	6/13/2016	0:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0.01	0	2 ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507301	-84.989604	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5793766	5793766	16061300422	6/13/2016	17:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.43	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54797	-84.95118	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5794589	5794589	16061400133	6/14/2016	9:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	3.02	0	BRADLEY PARK	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.531977	-84.974646	Passenger Car	N/A	No Contributing Factors			N/A	Clear							
5794918	5794918	16061400122	6/14/2016	9:00:00	182606	N/A	MUSCOGEE	US 80	9.45	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544707	-84.873485	Tractor/Trailer	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						US Route	
5795413	5795413	16015000096	6/15/2016	5:10:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP	0.05	1	I 185	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.544889	-84.962684	Passenger Car	N/A	Exceeding Speed Limit,Driver Lost Control			Cloudy		Interstate						
5795719	5795719	16061500234	6/15/2016	11:10:00	280351	N/A	MUSCOGEE	J R ALLEN RP	0	1		Rear End	Motor Vehicle In Motion	1	0	32.550894	-84.948985	Tractor/Trailer	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5795813	5795813	16061500281	6/15/2016	13:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.547009	-84.951725	N/A	Passenger Car	No Contributing Factors		No Contributing Factors	N/A	Clear							
5795895	5795895	16061500159	6/15/2016	8:30:00	N/A	N/A	MUSCOGEE	MACHESTER EXPY RP	0.28	1		Rear End	Motor Vehicle In Motion	0	0	32.541597	-84.872819	Pickup Truck	Pickup Truck	Following too Close		No Contributing Factors	N/A	Clear							
5796197	5796197	16061500276	6/15/2016	12:45:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	FLAT ROCK CT	Rear End	Motor Vehicle In Motion	3	0	32.53836	-84.869573	Pickup Truck	Passenger Car	Failed to Yield		No Contributing Factors	N/A	Cloudy							
5797301	5797301	16061600208	6/16/2016	10:30:00	N/A	N/A	MUSCOGEE	ALT-RAMP US 27 RP	0.29	1	HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.541613	-84.87272	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	N/A	Clear	US Route					US Route	
5797626	5797626	16061600422	6/16/2016	18:00:00	N/A	N/A	MUSCOGEE	7042 MOON RD	1.2	0	MOON RD	Angle	Motor Vehicle In Motion - In Other Roadway	0	0	32.549838	-84.867518	Passenger Car	Passenger Car	No Contributing Factors			N/A	Clear							
5798085	5798085	16061700186	6/17/2016	9:52:00	N/A	N/A	MUSCOGEE	MOON RD	0.12	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.5508	-84.926726	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5798148	5798148	16061700181	6/17/2016	9:30:00	N/A	N/A	MUSCOGEE	ALT-RAMP US 27 RP	0.18	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539698	-84.871026	Van	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						US Route	
5798931	5798931	16061700373	6/17/2016	17:08:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	2.79	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Other Non-Collision	1	0	32.531478	-84.974423	Motorcycle	N/A	Other			N/A	Clear							
5799203	5799203	16061700402	6/17/2016	17:45:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY RAMP	0.11	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.53967	-84.870881	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Cloudy							
5799217	5799217	16061700409	6/17/2016	17:52:00	N/A	N/A	MUSCOGEE	HWY 80 US	3.17	0	I 185	Rear End	Motor Vehicle In Motion	0	0	32.539874	-84.971302	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	N/A	Clear	Interstate	US Route					
5799219	5799219	16061700416	6/18/2016	17:00:00	N/A	N/A	MUSCOGEE	7595 MOON RD	1.13	0		Angle	Motor Vehicle In Motion	0	0	32.550807	-84.926658	Passenger Car	Passenger Car	Misjudged Clearance,Inattentive or Other Distracti		No Contributing Factors	N/A	Cloudy							
5799507	5799507	16061800301	6/18/2016	14:05:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	5.68	1	JR ALLEN WB PKWY	Rear End	Motor Vehicle In Motion	0	0	32.541602	-84.872799	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Cloudy							
5799687	5799687	16061800473	6/18/2016	19:40:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0.06	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.550453	-84.926912	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close		No Contributing Factors	N/A	Cloudy							
5800426	5800426	16061900380	6/19/2016	17:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507292	-84.989608	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5801457	LPD160622000109	6/20/2016	8:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.5	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.543732	-84.873533	Pickup Truck	Passenger Car	No Contributing Factors		No Contributing Factors	N/A	Clear							
5801734	5801734	16061500262	6/20/2016	7:38:00	N/A	N/A	MUSCOGEE	US 80 RP	0.09	1	2 ND AVE	Angle	Motor Vehicle In Motion	2	0	32.5097	-84.992893	Pickup Truck	Van	Following too Close		No Contributing Factors	N/A	Clear						US Route	
5801786	5801786	16061900513	6/19/2016	22:10:00	N/A	N/A	MUSCOGEE	MOON RD	0.08	0	J. R. ALLEN (EAST BOUND) EXPWY	Not A Collision with Motor Vehicle	Tree	0	0	32.552162	-84.926577	Passenger Car	N/A	Too Fast For Conditions			N/A	Clear							
5801996	5801996	16062000395	6/20/2016	18:15:00	N/A	N/A	MUSCOGEE	JR ALLEN RAMP	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.555542	-84.897905	Pickup Truck	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5802655	5802655	16062100117	6/21/2016	0:00:00	N/A	N/A	MUSCOGEE	2ND AVE	0.32	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.507697	-84.989821	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5802911	5802911	16062100235	6/21/2016	12:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.550667	-84.949691	Passenger Car	Van	Other		Other	N/A	Clear							
5804058	5804058	16062100241	6/21/2016	13:10:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	45TH ST	Rear End	Motor Vehicle In Motion	0	0	32.50729	-84.989611	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5804222	5804222	16062100295	6/21/2016	15:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG NO	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.555286	-84.905642	Pickup Truck	Pickup Truck	Improper Backing		No Contributing Factors	N/A	Clear							
5805603	5805603	16062100375	6/21/2016	17:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Not A Collision with Motor Vehicle	Guard Rail Face	1	0	32.512705	-84.991872	Passenger Car	N/A	Other			N/A	Clear							
5805687	5805687	16062100359	6/21/2016	17:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.549894	-84.950097	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5805805	5805805	16062100353	6/21/2016	17:01:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG RD	1.54	0		Rear End	Motor Vehicle In Motion	0	0	32.557792	-84.906068	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Misjudged Clearance		No Contributing Factors	N/A	Clear							
5807422	5807422	16062200383	6/22/2016	17:35:00	N/A	N/A	MUSCOGEE	US 80 RP	0.39	1	2 ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.512479	-84.990944	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	N/A	Clear						US Route	
5808913	5808913	16062300375	6/23/2016	16:00:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.55417	-84.926523	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	N/A	Clear							
5809095	5809095	16062300490	6/23/2016	19:24:00	N/A	N/A	MUSCOGEE	JR ALLEN (EASTBOUND) PKWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541191	-84.872961	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5809200	5809200	16062300601	6/23/2016	23:20:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	13.08	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538658	-84.86937	N/A	Van	No Contributing Factors		No Contributing Factors	N/A	Clear							
5809685	5809685	16062400270	6/24/2016	12:44:00	N/A	N/A	MUSCOGEE	RIVER RD	1.37	0	JR ALLEN RAMP PKWY	Angle	Motor Vehicle In Motion	1	0	32.520578	-84.988224	Pickup Truck	Pickup Truck	Failed to Yield		No Contributing Factors	N/A	Clear							
5809738	5809738	16062400330	6/24/2016	15:10:00	N/A	N/A	MUSCOGEE	JR ALLEN EB EXIT PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546934	-84.951587	Pickup Truck	Passenger Car	Following too Close,Inattentive or Other Distracti		No Contributing Factors	N/A	Clear							
5809743	5809743	16062400328	6/24/2016	14:58:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538579	-84.869259	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti		No Contributing Factors	N/A	Clear							
5809794	5809794	16062400376	6/24/2016	15:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	6.52	0	MOON RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.554635	-84.917335	Passenger Car	Passenger Car	Changed Lanes Improperly		No Contributing Factors	N/A	Clear							
5810727	5810727	16062500229	6/25/2016	11:38:00	N/A	N/A	MUSCOGEE	US 80 RP	0.04	1	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.550876	-84.94907	Passenger Car	Pickup Truck	Following too Close		No Contributing Factors	N/A	Clear						US Route	
5810742	5810742	16062500272	6/25/2016	13:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.51	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	1	0	32.543872	-84.873507	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Cloudy							
5810902	5810902	16062500415	6/25/2016	18:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551183	-84.949396	Passenger Car	Passenger Car	No Contributing Factors		No Contributing Factors	N/A	Clear							
5811033	5811033	16062500386	6/25/2016	17:30:00	N/A	N/A	MUSCOGEE	JR ALLEN (EB) EXPWY	0.03	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551034	-84.948985	Sports Utility Vehicle (SUV)	Passenger Car	Inattentive or Other Distracti		No Contributing Factors	N/A	Clear							
5812210	5812210	16062700183	6/27/2016	10:00:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0.04	0	6571 KITTEN LAKE DR	Angle	Motor Vehicle In Motion	0	0	32.539147	-84.868928	N/A	Passenger Car	Misjudged Clearance		No Contributing Factors	N/A	Clear							
5812721	5812721	16062700179	6/27/2016	11:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	NORTH LAKE CTR	Angle	Motor Vehicle In Motion	0	0	32.552915	-84.94826	Van	Passenger Car	Disregard Stop Sign/Signal		No Contributing Factors	N/A	Clear							
5813394	5813394	16062700377	6/27/2016	17:40:00	N/A	N/A	MUSCOGEE	MOON RD	1.93	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.55073	-84.92662	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5813402	5813402	16062700314	6/27/2016	15:00:00	N/A	N/A	MUSCOGEE	7300 BLACKMON RD	0.44	0	BLACKMON RD	Angle	Motor Vehicle In Motion	0	0	32.550835	-84.896062	N/A	Pickup Truck	No Contributing Factors		No Contributing Factors	N/A	Clear							
5814477	5814477	16062800326	6/28/2016	15:30:00	N/A	N/A	MUSCOGEE	2ND RP	0	1	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.515125	-84.992295	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	N/A	Clear							
5814575	5814575	16062800357	6/28/2016	17:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.516861	-84.992697	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5814656	5814656	16062800457	6/28/2016	0:00:00	N/A	N/A	MUSCOGEE	7401 BLACKMON RD	0.24	0		Angle	Motor Vehicle In Motion	0	0	32.557902	-84.898096	Passenger Car	Sports Utility Vehicle (SUV)	Misjudged Clearance		No Contributing Factors	N/A	Rain							
5814782	5814782	16062800459	6/28/2016	19:50:00	N/A	N/A	MUSCOGEE	J.R. ALLEN (EAST BOUND) RP	0	1	ACCESS RD	Not A Collision with Motor Vehicle	Guard Rail End	0	0	32.541541	-84.967685	Passenger Car	N/A	Too Fast For Conditions			N/A	Rain							
5815709	5815709	16062900521	6/29/2016	21:18:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I 185	Not A Collision with Motor Vehicle	Ditch	1	0	32.540539	-84.970031	Sports Utility Vehicle (SUV)	N/A	Other			N/A	Clear	Interstate						
5816440	5816440	16063000273	6/30/2016	14:45:00	N/A	N/A	MUSCOGEE	7101 STONE MILL DR	0.34	0		Sideswipe-Opposite Direction	Motor Vehicle In Motion	0	0	32.553829	-84.921084	Passenger Car	Passenger Car	Misjudged Clearance		No Contributing Factors	N/A	Cloudy							
5816812	5816812	16063000324	6/30/2016	16:30:00	N/A	N/A	MUSCOGEE	JR ALLEN WB OFF RAMP PKWY	0.31	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	1	0	32.551012	-84.948666	Passenger Car	Pickup Truck	Following too Close		No Contributing Factors	N/A	Cloudy							
5817434	5817434	16063000393	6/30/2016	19:10:00	N/A	N/A	MUSCOGEE	1591 BRADLEY PARK DR	0	0		Rear End	Motor Vehicle In Motion	0	0	32.531862	-84.973892	Passenger Car	Passenger Car	No Contributing Factors		No Contributing Factors	N/A	Clear							
5817894	5817894	16070100351	7/1/2016	16:59:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.94	0	KITTEN LAKE DR	Rear End	Motor Vehicle In Motion	0	0	32.539137	-84.869554	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear							
5817898	5817898	16070100308	7/1/2016	16:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.81	0	MANCHESTER EXPWY	Angle	Motor Vehicle In Motion	0	0	32.540202	-84.871642	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly,Misjudged Clearance			N/A	Clear							
5818308	5818308	16070200300	7/2/2016	13:47:00	N/A	N/A	MUSCOGEE	6900 BEAVER RUN RD	0	0		Rear End	Motor Vehicle In Motion - In Other Roadway	0	0	32.538362	-84.869788	Pickup Truck	Passenger Car	Improper Backing		No Contributing Factors	N/A	Clear							
5819168	5819168	16070300402	7/3/2016	0:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.38	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.555507	-84.905799	Passenger Car	Pickup Truck	Following too Close		No Contributing Factors	N/A	Clear							
5819659	5819659	16070400251	7/4/2016	14:37:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	1.17	0	RIVER RD	Not A Collision with Motor Vehicle	Tree	2	0	32.516836	-84.992402	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control,Driver Condition			N/A	Clear							
5819818	5819818	16070400104	7/4/2016	5:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY WESTBOUND PKWY	1.3	0	SCHOMBURG RD	Not A Collision with Motor Vehicle	Deer	0	0	32.554469	-84.90559	Passenger Car	N/A	Reaction to Object or Animal			N/A	Clear							
5820604	5820604	16070500326	7/5/2016	14:25:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PARKWAY (EB) PKWY	9.7	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541263	-84.872982	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	N/A	Rain							
5821346	5821346	16070600149	7/6/2016	8:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.8	0	N LAKE PKWY	Rear End	Motor Vehicle In Motion	0	0	32.553366	-84.947267	Van	Passenger Car	No Contributing Factors		No Contributing Factors	N/A	Clear							
5821594	5821594	16070600139	7/6/2016	7:35:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.540087	-84.871725	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Cloudy							
5821609	5821609	16070600153	7/6/2016	7:50:00	N/A	N/A	MUSCOGEE	RP	0	1	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.555227	-84.904523	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Cloudy							
5822477	5822477	16070600318	7/6/2016	13:15:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN EAST BOUND EXIT RAMP PKWY	Angle	Motor Vehicle In Motion	0	0	32.551973	-84.926689	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Failed to Yield		No Contributing Factors	N/A	Clear							
5822660	5822660	16070600522	7/6/2016	20:16:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY C D	0.22	0	VETERANS PKWY RP	Not A Collision with Motor Vehicle	Guard Rail Face	1	0	32.549253	-84.949323	Passenger Car	N/A	Driver Lost Control			Cloudy								
5823024	5823024	16070700243	7/7/2016	11:50:00	N/A	N/A	MUSCOGEE	GATEWAY RD	1.85	0	US 80	Rear End	Motor Vehicle In Motion	0	0	32.540901	-84.872875	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear	US Route						
5823304	5823304	16070700293	7/7/2016	13:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	2.99	0	DOUBLE CHURCHES RD	Angle	Mot

5843979	5843979	160720000528	7/20/2016	21:00:00	N/A	N/A	MUSCOGEE	I-185 (SB) IS	0.06	0	MACON RD	Rear End	Motor Vehicle In Motion	0	0	32.538191	-84.873638	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear			
5844032	5844032	160720000442	7/20/2016	17:45:00	N/A	N/A	MUSCOGEE	J. R. ALLEN PKWY	6.73	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.554768	-84.911677	Panel Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy			
5844039	5844039	160720000525	7/20/2016	21:00:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY C D E	0.01	0	I 185	Not A Collision with Motor Vehicle	Guard Rail End	0	0	32.545759	-84.957995	Passenger Car	N/A	Driver Lost Control,Other		N/A	Clear	Interstate		
5845030	5845030	160721000236	7/21/2016	12:25:00	N/A	N/A	MUSCOGEE	US 80	0.69	0	FLAT ROCK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.544466	-84.873339	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			US Route
5845768	5845768	160721000556	7/21/2016	23:10:00	N/A	N/A	MUSCOGEE	JR ALLEN (WESTBOUND) PKWY	0	0	I-185 NORTHBOUND ON RAMP	Rear End	Motor Vehicle In Motion	0	0	32.547032	-84.955987	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy			
5846871	5846871	LPD160723000043	7/23/2016	1:35:00	N/A	N/A	MUSCOGEE	RAMP RP	0.24	1	SCHOMBURG RD	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.55385	-84.90757	Passenger Car	N/A	Driver Lost Control		N/A	Cloudy			
5847410	5847410	160723000151	7/23/2016	9:50:00	N/A	N/A	MUSCOGEE	BEAVER RUN	0.01	0	KITTEN LK	Angle	Motor Vehicle In Motion	2	0	32.538919	-84.869203	Sports Utility Vehicle (SUV)	Pickup Truck	Improper Turn	No Contributing Factors	N/A	Clear			
5847660	5847660	160723000306	7/23/2016	16:16:00	N/A	N/A	MUSCOGEE	2ND AVE	2.58	0	MANCHESTER EXPWY	Angle	Motor Vehicle In Motion	0	0	32.507139	-84.989401	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5847803	5847803	160723000403	7/23/2016	19:41:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	4.44	0	I 185	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.547303	-84.95465	Passenger Car	Passenger Car	Changed Lanes Improperly,Misjudged Clearance	No Contributing Factors	N/A	Clear	Interstate		
5847807	5847807	160723000390	7/23/2016	19:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.03	0	I-185 HWY	Angle	Motor Vehicle In Motion	0	0	32.539766	-84.870534	Passenger Car	Other	No Contributing Factors	N/A	Cloudy				
5848620	5848620	160724000161	7/24/2016	9:15:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	I 185	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.545152	-84.959002	Passenger Car	N/A	Driver Lost Control		N/A	Clear	Interstate		
5848621	5848621	160724000269	7/24/2016	13:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	9.84	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.539688	-84.871019	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close,Cell Phone,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear			
5849089	5849089	C000348562	6/15/2016	23:10:00	N/A	N/A	MUSCOGEE	(TO SR 1) SR 22 RP W	0.13	1		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.550392	-84.946335	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear			State Route
5849090	5849090	C000348560	6/15/2016	23:09:00	N/A	N/A	MUSCOGEE	ENTRANCE (TO SR 22 WE) SR 1 RP	0.12	1		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.550332	-84.946078	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear			State Route
5849105	5849105	C000348561	6/15/2016	23:10:00	N/A	N/A	MUSCOGEE	(TO SR 1) SR 22 RP W	0.06	1		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.550238	-84.945121	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear			State Route
5849161	5849161	160725000207	7/25/2016	10:30:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0.06	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.550457	-84.927099	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear			
5849832	5849832	160724000391	7/24/2016	18:17:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	MOON ROAD EXT	Rear End	Motor Vehicle In Motion	0	0	32.552158	-84.926936	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy			
5849885	5849885	160725000363	7/25/2016	15:09:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.55024	-84.926669	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5851039	5851039	160726000124	7/26/2016	8:35:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0.68	0	US 80	Rear End	Motor Vehicle In Motion	0	0	32.544646	-84.872733	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		US Route	
5851722	5851722	160727000056	7/27/2016	2:28:00	N/A	N/A	MUSCOGEE	JR ALLEN (WESTBOUND) RP	0.07	1	I 185	Not A Collision with Motor Vehicle	Guard Rail Face	1	0	32.545014	-84.96298	Passenger Car	N/A	Driver Lost Control		N/A	Clear	Interstate		
5853213	5853213	160727000360	7/27/2016	16:54:00	N/A	N/A	MUSCOGEE	I-185 RP	0	1	JR ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.546502	-84.960774	Sports Utility Vehicle (SUV)	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear			
5854454	5854454	160729000127	7/29/2016	9:00:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	J.R. ALLEN PKWY	Not A Collision with Motor Vehicle	Median Barrier	0	0	32.53429	-84.959324	Passenger Car	N/A	No Contributing Factors		N/A	Clear			Interstate
5855586	5855586	160729000145	7/29/2016	9:58:00	N/A	N/A	MUSCOGEE	JR ALLEN EAST BOUND OFF RAMP RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.552107	-84.927545	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5856019	5856019	160729000363	7/29/2016	17:45:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	0	0	2ND AVE	Not A Collision with Motor Vehicle	Other - Fixed Object	1	0	32.507349	-84.998969	Passenger Car	N/A	Driver Lost Control		N/A	Clear			
5856173	5856173	160729000283	7/29/2016	16:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507319	-84.98965	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5856208	5856208	160729000397	7/29/2016	19:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548372	-84.950926	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5856680	5856680	160730000289	7/30/2016	15:20:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.87	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.53952	-84.870539	N/A	N/A	No Contributing Factors	No Contributing Factors	N/A	Clear			
5856833	5856833	160730000414	7/30/2016	19:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	6.77	0	SCHOMBURG RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.554711	-84.914051	Pickup Truck	Sports Utility Vehicle (SUV)	Improper Passing,Misjudged Clearance	No Contributing Factors	N/A	Cloudy			
5857264	5857264	160729000145	7/29/2016	9:58:00	N/A	N/A	MUSCOGEE	JR ALLEN (OFF RAMP) RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.552188	-84.926864	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5857383	5857383	160731000245	7/31/2016	0:00:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.538576	-84.869259	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy			
5857511	5857511	160731000340	7/31/2016	18:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.81	0	MANCHESTER EXPRESSWAY RAMP	Rear End	Motor Vehicle In Motion	1	0	32.540202	-84.871642	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close		N/A	Rain			
5857666	5857666	160731000433	7/31/2016	22:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538768	-84.869321	Sports Utility Vehicle (SUV)	Passenger Car	Disregard Stop Sign/Signal,Improper Turn,Driver Condition	No Contributing Factors	N/A	Rain			
5857847	5857847	160730000232	7/30/2016	12:30:00	N/A	N/A	MUSCOGEE	JR ALLEN (WB) RP	0.25	1		Rear End	Motor Vehicle In Motion	0	0	32.548122	-84.95024	Van	Van	Following too Close	No Contributing Factors	N/A	Rain			
5858446	5858446	160801000101	8/1/2016	8:45:00	N/A	N/A	MUSCOGEE	RP	14.31	1	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546916	-84.951576	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		N/A	Cloudy			
5858989	5858989	160801000269	8/1/2016	15:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	2.99	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551123	-84.949433	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Rain			
5860263	5860263	160802000198	8/2/2016	12:15:00	N/A	N/A	MUSCOGEE	JR. ALLEN EAST EXIT RAMP HWY	0.49	0	VETERAN'S PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548913	-84.951581	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5860387	5860387	160802000269	8/2/2016	14:20:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551205	-84.949546	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close		N/A	Clear			
5860777	5860777	160717000381	7/17/2016	20:00:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	1.21	0	RIVER RD	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.521624	-84.989398	Motorized Recreational Vehicle	N/A	Weather Conditions,Too Fast For Conditions		N/A	Rain			
5860935	5860935	160802000444	8/2/2016	19:36:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.546812	-84.951806	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Cloudy			
5861109	5861109	160802000241	8/2/2016	13:15:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0.29	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.540881	-84.872964	Passenger Car	Passenger Car	Following too Close		N/A	Clear			
5862695	5862695	160804000109	8/4/2016	7:45:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539072	-84.869238	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		N/A	Clear			
5863238	5863238	160804000174	8/4/2016	10:45:00	N/A	N/A	MUSCOGEE	MANCHESTER OFF RAMP RP	0.29	1	JR ALLEN W BOUND	Rear End	Motor Vehicle In Motion	0	0	32.541592	-84.872864	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close		N/A	Clear			
5863288	5863288	160804000233	8/4/2016	13:10:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	JR ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.509338	-84.993722	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly		N/A	Clear			
5864129	5864129	160804000250	8/4/2016	13:47:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.548607	-84.950819	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close		N/A	Rain			
5864131	5864131	160804000283	8/4/2016	15:28:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End	Motor Vehicle In Motion	1	0	32.55046	-84.927105	Van	Sports Utility Vehicle (SUV)	Following too Close,Inattentive or Other Distracti		N/A	Clear			
5864640	5864640	160803000487	8/3/2016	21:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	1	0	32.550914	-84.949543	Passenger Car	Passenger Car	Following too Close		N/A	Cloudy			
5864655	5864655	160804000446	8/4/2016	21:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0.03	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.539689	-84.871032	Passenger Car	Passenger Car	Following too Close		N/A	Cloudy			
5864963	5864963	160805000487	8/5/2016	19:48:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	1	0	32.544458	-84.873342	Passenger Car	Passenger Car	Following too Close		N/A	Clear			
5864990	5864990	160805000487	8/5/2016	19:48:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	1	0	32.544783	-84.873457	Passenger Car	Passenger Car	Following too Close		N/A	Clear			
5865157	5865157	160805000460	8/5/2016	18:30:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.37	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.555453	-84.905797	Passenger Car	Passenger Car	Following too Close		N/A	Clear			
5865158	5865158	160805000381	8/5/2016	16:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.51	0	2ND AVE	Angle	Motor Vehicle In Motion	2	0	32.508799	-84.994082	Pickup Truck	Pickup Truck	Too Fast For Conditions		N/A	Rain			
5866203	5866203	160806000359	8/6/2016	16:46:00	N/A	N/A	MUSCOGEE	7160 MOON RD	0.8	0		Angle	Mailbox	0	0	32.555606	-84.927202	Pickup Truck	Passenger Car	Improper Backing		N/A	Clear			
5866207	5866207	160806000385	8/6/2016	18:00:07	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0.01	0	JR ALLEN EAST EXIT RAMP TO SCHOMBURG RD RAMP	Angle	Motor Vehicle In Motion	3	0	32.553405	-84.905365	Passenger Car	Pickup Truck	Improper Turn	No Contributing Factors	N/A	Clear			
5866214	5866214	160806000334	8/6/2016	16:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.547	-84.95172	Passenger Car	Passenger Car	Following too Close		N/A	Clear			
5866541	5866541	160807000260	8/7/2016	13:55:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	6.5	1	MOON RD	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.554884	-84.916103	Passenger Car	N/A	Weather Conditions,Too Fast For Conditions		N/A	Rain			
5866784	5866784	160807000405	8/7/2016	20:00:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	J. R. ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.522339	-84.989697	Passenger Car	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	N/A	Clear			
5867212	5867212	160808000084	8/8/2016	7:20:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0.19	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	1	0	32.539683	-84.870974	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			
5867490	5867490	160806000020	8/6/2016	0:15:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	1.86	0	WHITTLESEY BLVD	Sideswipe-Same Direction	Parked Motor Vehicle	0	0	32.550671	-84.939327	N/A	Passenger Car	Improper Backing		N/A	Clear			
5868439	5868439	160808000189	8/8/2016	10:55:00	N/A	N/A	MUSCOGEE	HWY 80 US RP	0.29	1	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541268	-84.872753	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		N/A	Cloudy			US Route
5868635	5868635	160730000261	7/30/2016	13:50:00	N/A	N/A	MUSCOGEE	JR ALLEN WB PKWY	0.45	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.554225	-84.926574	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		N/A	Clear			
5868867	5868867	160804000341	8/4/2016	17:10:00	N/A	N/A	MUSCOGEE	RIVER RD	0.57	0	LAKE OLIVER RD	Angle	Motor Vehicle In Motion	3	0	32.522352	-84.989691	Passenger Car	Passenger Car	Disregard Stop Sign/Signal		N/A	Cloudy			
5869033	5869033	160808000412	8/8/2016	18:10:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	J.R. ALLEN RAMP	Rear End	Motor Vehicle In Motion	0	0	32.552058	-84.926681	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		N/A	Clear			
5869048	5869048	160808000324	8/8/2016	15:15:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EXPY	Head On	Motor Vehicle In Motion	0	0	32.507179	-84.989848	Passenger Car	Pickup Truck	Failed to Yield		N/A	Clear			
5869287	5869287	160804000347	8/4/2016	17:26:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.7	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.51354	-84.992054	Passenger Car	Passenger Car	Following too Close		N/A	Cloudy			
5870484	5870484	160809000236	8/9/2016	11:55:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	54TH ST	Angle	Motor Vehicle In Motion	0	0	32.519914	-84.987678	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield		N/A	Cloudy			
5870516	5870516	160809000247	8/9/2016	12:25:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	RP	Rear End	Motor Vehicle In Motion	0	0	32.555354	-84.905774	Passenger Car	Van	Following too Close		N/A	Clear			
5870938	5870938	160809000396	8/9/2016	18:00:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0.99	0	1 ST AVE	Rear End	Motor Vehicle In Motion	0	0	32.517684	-84.992061	Passenger Car	Passenger Car	Following too Close,Weather Conditions		N/A	Rain			
5870955	5870955	160809000411	8/9/2016	18:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	3.99	0	I 185	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551074	-84.962377	Passenger Car	Pickup Truck	Changed Lanes Improperly		N/A	Cloudy	Interstate		
5870973	5870973	160809000367	8/9/2016	17:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.62	0	RIVER RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.521929	-84.988899	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly		N/A	Cloudy			
5872352	5872352	160810000259	8/10/2016	14:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.77	0	N LAKE PKWY	Rear End	Motor Vehicle In Motion	0	0	32.552853	-84.948305	Other	Pickup Truck	Following too Close		N/A	Clear			
5873495	5873495	160811000174	8/11/2016	16:36:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	RUFFIE WAY	Rear End	Motor Vehicle In Motion	0	0	32.538159	-84.867479	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		N/A	Clear			
5873842	5873842	160812000001	8/12/2016	0:01:00	N/A	N/A	MUSCOGEE	I-185 NORTH HWY	9.58	0	JR ALLEN PARK	Not A Collision with Motor Vehicle	Animal	1	0	32.536383	-84.959369	Passenger Car	N/A	Driver Lost Control		N/A	Clear			
5874417	5874417	160812000225	8/12/2016	12:30:00	N/A	N/A	MUSCOGEE	VETERAN PKWY	14.31	0	JR ALLEN (EASTBOUND) RAMP	Rear End	Motor Vehicle In Motion	0	0	32.546885	-84.951764	Sports Utility Vehicle (SUV)	Passenger Car	No Contributing Factors		N/A	Clear			
5874649	5874649	160812000354	8/12/2016	16:52:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST BOUND RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.550864	-84.948606	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		N/A	Rain			
5874772	5874772	160812000388	8/12/2016	17:41:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507311	-84.989637	Sports Utility Vehicle (SUV)	Passenger Car	No Contributing Factors		N/A	Cloudy			
5875213	5875213	160813000341	8/13/2016	16:33:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST BOUND RP	0	1		Not A Collision with Motor Vehicle	Overhead Sign Support	1	0	32.530417	-84.975045	Passenger Car	N/A	Driver Lost Control,Too Fast For Conditions		N/A	Clear			
5875334	5875334	160813000320	8/13/2016	16:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.547176	-84.951616	Passenger Car	Passenger Car	Following too Close		N/A	Cloudy			
5875383	5875383	160813000292	8/13/2016	15:55:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MACHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.5073	-84.989621	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		N/A	Cloudy			
5875809	5875809	160814000276	8/14/2016	16:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.27	0	JR ALLEN EAST ON RAMP RAMP	Rear End	Motor Vehicle In Motion	3	0	32.546405	-84.952014	Passenger Car	Passenger Car	Following too Close		N/A	Clear			
5875969	5875969	160814000308	8/14/2016	16:52:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.547774	-84.951289	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		N/A	Clear			
5877239	5877239	160815000261	8/15/2016	12:40:00	2628596	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551407	-84.94928	Tractor/Trailer	Passenger Car	Following too Close		N/A	Clear			
5877628	5877628	160815000481	8/15/2016	19:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	2.77	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Other - Fixed Object	1	0	32.535929	-84.974147	Passenger Car	N/A	Other			Clear			
5877838	5877838	160815000488	8/15/2016	19:36:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY OFF RP	0.11	1		Rear End	Motor Vehicle In Motion	1	0	32.539677	-84.870987	Pickup Truck	Passenger Car	Following too Close		N/A	Clear			
5879357	5879357	160816000258	8/16/2016	14:20:00	N/A	N/A	MUSCOGEE	BRADLEY PARK DR	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.531778	-84.973976	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		N/A	Cloudy			
5879596	5879596	160816000350	8/16/2016	17:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.51265	-84.991867	Pickup Truck	Passenger Car	Changed Lanes Improperly		N/A	Cloudy			
5879659	5879659	160816000351	8/16/2016	17:04:00	N/A	N/A	MUSCOGEE	JR ALLEN EAST ACCESS EXPWY	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.553534	-84.89823	Passenger Car	Passenger Car	Following too Close		N/A	Clear			
5879684	5879684	160815000407	8/12/2016	17:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.555535	-84.898085	N/A	N/A	No Contributing Factors		N/A	Clear			
5879690	5879690	160816000388	8/16/2016	18:15:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Angle	Motor Vehicle In Motion	0	0	32.548781	-84.926824	Pickup Truck	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	N/A	Cloudy			
5880540	5880540	160817000126	8/17/2016	9:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	1.86	1	RIVER RD	Angle	Motor Vehicle In Motion	0	0	32.520604	-84.988178	Sports Utility Vehicle (SUV)	Pickup Truck	Improper Backing	No Contributing Factors	N/A	Clear			
5880674	5880674	160817000229	8/17/2016	13:44:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.538562	-84.869432	Single Unit Truck	Pickup Truck	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear			
5880676	5880676	160817000233	8/17/2016	13:20:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST BOUND PKWY	0	0	BLACKMON RD	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.554467	-84.906068	Passenger Car	N/A	Distracted		N/A	Clear			
5880863	5880863	160804000372	8/4/2016	16:24:00	N/A	N/A	MUSCOGEE	I 185 S	4.31	0	JR ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.539785	-84.960439	Van	Pickup Truck	No Contributing Factors	Other	N/A	Cloudy			Interstate
5881387	5881387	160817000302	8/17/2016	16:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.9	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538638	-84.868747	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear			
5881391	5881391	160817000343	8/17/2016	17:30:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	1	0	32.54989	-84.92671	Pickup Truck	Passenger Car	Following

5903729	5903729	160903000380	9/3/2016	20:10:00	N/A	N/A	MUSCOGEE	JR ALLEN EAST BOUND EXIT RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.546923	-84.951584	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5904895	5904895	160904000236	9/4/2016	14:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY PKWY	2.25	0	WHITESVILLE RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.540585	-84.970507	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
5907053	5907053	160906000461	9/6/2016	21:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVENUE AVE	Angle	Motor Vehicle In Motion	0	0	32.50737	-84.989705	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5908008	5908008	160907000310	9/7/2016	16:35:00	N/A	N/A	MUSCOGEE	2ND AVE	0.01	0	MANCHESTER EXPY	Angle	Motor Vehicle In Motion	0	0	32.50731	-84.989845	Sports Utility Vehicle (SUV)	Pickup Truck	Improper Turn	No Contributing Factors	N/A	Clear								
5909294	5909294	160908000203	9/8/2016	12:20:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	0	1	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.539684	-84.870997	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5910071	5910071	160908000325	9/8/2016	16:29:00	N/A	N/A	MUSCOGEE	RIVER RD	1.95	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.521579	-84.989069	Passenger Car	Single Unit Truck	Failed to Yield	No Contributing Factors	N/A	Clear								
5910775	5910775	160909000115	9/9/2016	7:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.53876	-84.869313	Passenger Car	Motorized Recreational Vehicle	Improper Passing	No Contributing Factors	N/A	Clear								
5910867	5910867	160909000125	9/9/2016	7:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.6	0	SCHOMBURG	Rear End	Motor Vehicle In Motion	0	0	32.544871	-84.961294	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5911538	5911538	160909000281	9/9/2016	14:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.27	0	RIVER RD	Angle	Motor Vehicle In Motion	0	0	32.523005	-84.985601	Panel Truck	Panel Truck	Other	No Contributing Factors	N/A	Clear								
5911864	5911864	160909000422	9/9/2016	18:39:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	10.01	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.538593	-84.869163	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5912166	5912166	160910000025	9/10/2016	0:43:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0.2	1		Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.545948	-84.963152	Passenger Car	N/A	Driver Lost Control,Too Fast For Conditions	No Contributing Factors	N/A	Clear								
5912440	5912440	160910000298	9/10/2016	14:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.32	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546961	-84.951723	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy								
5914648	5914648	160912000124	9/12/2016	9:18:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	2.99	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551302	-84.949146	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5914867	5914867	160912000225	9/12/2016	12:50:00	N/A	N/A	MUSCOGEE	MILLER RD	1.15	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.55053	-84.926664	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5914987	5914987	160912000397	9/12/2016	18:20:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0.02	0	2ND AVENUE AVE	Rear End	Motor Vehicle In Motion	1	0	32.507324	-84.989666	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5915055	5915055	160912000398	9/12/2016	18:30:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54465	-84.873003	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain								
5915346	5915346	160909000312	9/9/2016	14:50:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0.36	0	JR ALLEN (WB) PKWY	Rear End	Motor Vehicle In Motion	0	0	32.555035	-84.905628	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5915965	5915965	160813000244	8/13/2016	13:00:00	N/A	N/A	MUSCOGEE	MOON RD	1.16	0	WHITTLESEY BLVD	Angle	Motor Vehicle In Motion	0	0	32.550398	-84.926673	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear								
5918839	5918839	160914000411	9/14/2016	18:20:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.94	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.539056	-84.869776	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5920809	5920809	160914000525	9/14/2016	21:40:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0.61	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.552531	-84.898067	Passenger Car	N/A	Too Fast For Conditions,Other		N/A	Cloudy								
5920994	5920994	160915000393	9/15/2016	18:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.73	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.54098	-84.872672	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5921389	5921389	160915000266	9/15/2016	14:25:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY EXIT RAMP	0.11	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539677	-84.871008	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5921420	5921420	160915000280	9/15/2016	15:00:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	45TH ST	Rear End	Motor Vehicle In Motion	0	0	32.50715	-84.989848	N/A	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5921965	5921965	160915000268	9/16/2016	14:35:00	N/A	N/A	MUSCOGEE	5555 WHITTLESEY BND	0.2	0		Angle	Motor Vehicle In Motion	0	0	32.547108	-84.94886	Sports Utility Vehicle (SUV)	Van	Disregard Stop Sign/Signal,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
5922765	5922765	160917000244	9/17/2016	13:00:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG RD	0	0		Angle	Motor Vehicle In Motion	0	0	32.556178	-84.905832	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	N/A	Cloudy								
5923215	5923215	160917000445	9/17/2016	20:29:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	13.09	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538896	-84.869541	Pickup Truck	Van	Following too Close	No Contributing Factors	N/A	Cloudy								
5923220	5923220	160917000457	9/17/2016	20:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.87	0	2ND AVE	Rear End	Motor Vehicle In Motion	2	0	32.516019	-84.992519	Sports Utility Vehicle (SUV)	Passenger Car	Exceeding Speed Limit,Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5926393	5926393	160919000416	9/19/2016	17:45:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507673	-84.998753	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5927148	5927148	160920000109	9/20/2016	9:00:00	N/A	N/A	MUSCOGEE	US 80	9.47	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	1	0	32.544604	-84.873524	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	Other	N/A	Clear								US Route
5927165	5927165	160920000156	9/20/2016	10:40:00	1452338	N/A	MUSCOGEE	FLAT ROCK RD	13.1	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538665	-84.869403	Tractor/Trailer	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear								
5927505	5927505	160920000224	9/20/2016	0:00:00	N/A	N/A	MUSCOGEE	6783 VETERANS PKWY	14.19	0		Rear End	Motor Vehicle In Motion	0	0	32.545245	-84.952627	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear								
5927510	5927510	160920000357	9/20/2016	17:40:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	2.99	0	RP	Rear End	Motor Vehicle In Motion	0	0	32.551162	-84.949411	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear								
5927550	5927550	160920000410	9/20/2016	19:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.50728	-84.988403	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5928112	5928112	160921000085	9/21/2016	7:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.555093	-84.891172	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear								
5928849	5928849	160921000313	9/21/2016	4:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507287	-84.989601	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
5928898	5928898	160921000334	9/21/2016	17:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.43	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.548435	-84.950924	Motorcycle	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5929554	5929554	160922000313	9/22/2016	10:00:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	0	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539674	-84.870925	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5929828	5929828	160922000233	9/22/2016	14:18:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0.1	0	RIVER RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.523835	-84.983874	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5931612	5931612	160923000448	9/23/2016	19:30:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550253	-84.926674	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5931948	5931948	160924000216	9/24/2016	0:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY SOUTHBOUND RAMP	0.28	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.541611	-84.872777	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5934334	5934334	160926000102	9/26/2016	8:00:00	N/A	N/A	MUSCOGEE	JR ALLEN RAMP TO 2ND AVENUE AVE	0	0	JR ALLEN WEST BOUND PKWY	Rear End	Motor Vehicle In Motion	0	0	32.515525	-84.992914	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5934335	5934335	160926000121	9/26/2016	8:00:00	N/A	N/A	MUSCOGEE	JR ALLEN RAMP TO 2ND AVENUE AVE	0	0	JR ALLEN WEST BOUND PKWY	Rear End	Motor Vehicle In Motion	0	0	32.516064	-84.992901	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5934803	5934803	160925000409	9/25/2016	21:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.79	0	NORTH LAKE LOOP	Angle	Motor Vehicle In Motion	0	0	32.553072	-84.948157	Passenger Car	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Cloudy								
5934865	5934865	LPD1609260004	9/26/2016	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN (OFF RAMP) RP	0.62	0	INTERSTATE 185	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.545151	-84.95974	Passenger Car	N/A	Driver Lost Control		N/A	Clear								
5934879	5934879	160926000423	9/26/2016	17:55:00	N/A	N/A	MUSCOGEE	MOON RD	1.19	0	WHITTLESEY BLVD	Angle	Motor Vehicle In Motion	0	0	32.54996	-84.926709	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Cloudy								
5934924	5934924	160926000522	9/26/2016	21:05:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY EB OFF RAMP RAMP	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	1	0	32.539674	-84.870886	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5935522	5935522	160927000133	9/27/2016	9:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM DR	Rear End	Motor Vehicle In Motion	0	0	32.545035	-84.952828	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5936236	5936236	160926000514	9/26/2016	20:55:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.45	0	S.STADIUM DR	Rear End	Motor Vehicle In Motion	0	0	32.556559	-84.905888	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5936616	5936616	160928000155	9/28/2016	9:30:00	N/A	N/A	MUSCOGEE	JR ALLEN RAMP	0	0	I-185 ISS	Rear End	Motor Vehicle In Motion	0	0	32.53977	-84.96044	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5937429	5937429	160928000364	9/28/2016	16:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Not A Collision with Motor Vehicle	Ditch	0	0	32.538081	-84.867199	Passenger Car	N/A	Driver Lost Control		N/A	Clear								
5937430	5937430	160928000403	9/28/2016	17:45:00	N/A	N/A	MUSCOGEE	I-185 (NORTHBOUND) HWY	0	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.541367	-84.960155	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5938460	5938460	160929000284	9/29/2016	14:30:00	N/A	N/A	MUSCOGEE	JR. ALLEN WEST HWY	0	0	BRADLEY PARK DR	Angle	Motor Vehicle In Motion	0	0	32.532269	-84.974609	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
5938593	5938593	160929000349	9/29/2016	16:58:00	N/A	N/A	MUSCOGEE	I-185 (NORTHBOUND) HWY	9.24	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.541369	-84.960153	Passenger Car	Passenger Car	Following too Close/Inattentive Distracted	No Contributing Factors	N/A	Clear								
5938595	5938595	160929000233	9/29/2016	12:49:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	0	0	BRADLEY PARK DR	Angle	Motor Vehicle In Motion	0	0	32.535341	-84.974531	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5939385	5939385	160930000170	9/30/2016	10:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLATROCK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.544675	-84.873286	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5939673	5939673	160930000322	9/30/2016	16:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS PARK DR	Rear End	Motor Vehicle In Motion	0	0	32.545033	-84.952831	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5939784	5939784	160930000358	9/30/2016	17:20:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER RAMP	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.539863	-84.87105	Passenger Car	Van	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5939951	5939951	160930000389	9/30/2016	18:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.45	0	ACCESS RAMP SOUTHBOUND 185 RAMP	Angle	Motor Vehicle In Motion	1	0	32.544927	-84.961783	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5941187	5941187	161002000242	10/2/2016	13:40:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.41	0	J. R. ALLEN RAMP	Rear End	Motor Vehicle In Motion	0	0	32.548179	-84.951057	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5941385	5941385	161002000303	10/2/2016	16:20:00	N/A	N/A	MUSCOGEE	WEST BOUND JR ALLEN RP	0.06	1		Rear End	Motor Vehicle In Motion	1	0	32.550858	-84.948598	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5941458	5941458	161002000366	10/2/2016	18:54:00	N/A	N/A	MUSCOGEE	MOON RD	0.03	0	STONE MILL DR	Angle	Motor Vehicle In Motion - In Other Roadway	1	0	32.550464	-84.926646	Passenger Car	Passenger Car	Under the Influence (U.I.),Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear								
5941650	5941650	161002000376	10/2/2016	19:40:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	1.19	0	MOON RD	Angle	Motor Vehicle In Motion	0	0	32.550451	-84.926846	Sports Utility Vehicle (SUV)	N/A	Improper Turn	No Contributing Factors	N/A	Clear								
5941833	5941833	161003000064	10/3/2016	5:45:00	N/A	N/A	MUSCOGEE	JR ALLEN EAST BOUND PKWY	9.66	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541711	-84.87338	Passenger Car	Pickup Truck	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
5942534	5942534	161003000176	10/3/2016	11:01:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Not A Collision with Motor Vehicle	Median Barrier	1	0	32.521728	-84.983712	Passenger Car	N/A	Driver Lost Control		N/A	Clear								
5943660	5943660	161003000506	10/3/2016	22:04:00	N/A	N/A	MUSCOGEE	MOON RD	0.25	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	1	0	32.550308	-84.92676	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5944424	5944424	161004000200	10/4/2016	12:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Angle	Motor Vehicle In Motion	0	0	32.54521	-84.873135	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5945241	5945241	161005000098	10/5/2016	8:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	1	0	32.551826	-84.949014	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5945790	5945790	161005000157	10/5/2016	10:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.81	0	2ND AVE	Head On	Motor Vehicle In Motion	1	0	32.515138	-84.99241	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
5945876	5945876	161005000219	10/5/2016	12:45:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	J.R. ALLEN (WESTBOUND) OFF RAMP	Angle	Motor Vehicle In Motion	0	0	32.52236	-84.98968	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear								
5945878	5945878	161005000329	10/5/2016	17:20:00	N/A	N/A	MUSCOGEE	6707 FLAT ROCK CT	0.07	0		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.543992	-84.871749	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Misjudged Clearance	No Contributing Factors	N/A	Clear								
5946091	5946091	161004000054	10/4/2016	4:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Not A Collision with Motor Vehicle	Ditch	0	0	32.54713	-84.873094	Passenger Car	N/A	Driver Condition		N/A	Clear								
5946683	5946683	161006000088	10/6/2016	7:30:00	N/A	N/A	MUSCOGEE	MANCHESTER RAMP	9.68	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.541596	-84.872921	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
5946776	5946776	161006000108	10/6/2016	8:15:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.513609	-84.99287	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
5947179	5947179	161006000217	10/6/2016	11:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.547028	-84.951694	Sports Utility Vehicle (SUV)	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
5948610	5948610	161007000261	10/7/2016	14:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.72	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	1	0	32.541033	-84.87273	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5948841	5948841	161007000367	10/7/2016	17:00:00	N/A	N/A	MUSCOGEE	3000 NORTHLAKE PARK	0.52	0		Angle	Motor Vehicle In Motion	0	0	32.551101	-84.939893	Other	Passenger Car	Misjudged Clearance	No Contributing Factors	N/A	Clear								
5948936	5948936	161007000377	10/7/2016	17:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.39	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.547935	-84.951188	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5949457	5949457	161008000286	10/8/2016	14:08:00	N/A	N/A	MUSCOGEE	JR ALLEN (WESTBOUND) RP	0	1	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.541601	-84.87278	Passenger Car	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
5949494	5949494	161008000250	10/8/2016	13:15:00	N/A	N/A	MUSCOGEE	JR ALLEN (WEST) RAMP	0.28	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.522662	-84.989726	Pickup Truck	Van	Following too Close	No Contributing Factors	N/A	Clear								
5949633	5949633	161007000410	10/7/2016	18:40:00	N/A	N/A	MUSCOGEE	7160 MOON RD	0.81	0		Rear End	Motor Vehicle In Motion	0	0	32.555433	-84.927128	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear								
5950203	5950203	161009000348	10/9/2016	15:35:00	N/A	N/A	MUSCOGEE	JR ALLEN (EAST) RP	0.56	1	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.552054	-84.926757	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
5951683	5951683	161010000350	10/10/2016	17:34:00	N/A	N/A	MUSCOGEE	MOON RD	1.14	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550767	-84.926662	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
5953466	5953466	161011000308	10/11/2016	16:15:00	N/A	N/A	MUSCOGEE	US 80 E	0	0	BRADLEY PARK DRIVE RAMP	Rear End	Motor Vehicle In Motion	1	0	32.531739	-84.974549	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								US Route
5953509	5953509	161011000454	10/11/2016	20:08:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	6.38	0	SCHOMBURG RD	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.554526	-84.918283	Passenger Car	N/A	No Contributing Factors		N/A	Clear								
5953536	5953536	161011000387	10/11/2016	17:41:00	N/A	N/A	MUSCOGEE	RIVER RD	1.83	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	4	0	32.520212	-84.987207	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear								
5953537	5953537	161011000434	10/11/2016	20:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.73	0	I 185	Rear End	Motor Vehicle In Motion	0	0	32.552357	-84.948644	Passenger Car	Passenger Car	Following too Close		Interstate	Clear								
5953570	5953570	161011000349	10/11/2016	5:10:00	N/A	N/A	MUSCOGEE	MOON RD	1.16	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550417	-84.926672	Other	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear								
5953581	5953581	161011000369	10/11/2016	15:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY RP	0.04	1		Rear End	Motor Vehicle In Motion	0	0	32.550888	-84.948793	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
5953748	5953748	161011000174	10/11/2016	11:44:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	1	0	32.522524	-84.989803	Passenger Car	Passenger Car	Improper Turn,Misjudged Clearance	No Contributing Factors	N/A	Clear								
5953802	5953802	161011000073	10/11/2016	7:55:00	N/A

5969122	5969122	161023000237	10/23/2016	14:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0.04	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507333	-84.989666	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5969679	5969679	161020000250	10/11/2016	20:30:00	N/A	N/A	MUSCOGEE	7300 BLACKMON RD	0.46	0		Angle	Parked Motor Vehicle	0	0	32.550985	-84.896232	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear							
5969839	5969839	161024000094	10/24/2016	6:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	1	0	32.546812	-84.951806	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Failed to Yield,Improper Turn	No Contributing Factors	N/A	Clear							
5970630	5970630	161024000256	10/24/2016	13:35:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM DR	Rear End	Motor Vehicle In Motion	0	0	32.545033	-84.952831	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear							
5970757	5970757	161024000364	10/24/2016	17:04:00	N/A	N/A	MUSCOGEE	7300 BLACKMON RD	0.5	0		Angle	Motor Vehicle In Motion	0	0	32.551333	-84.896728	Passenger Car	Sports Utility Vehicle (SUV)	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear							
5970807	5970807	161024000399	10/24/2016	17:50:00	N/A	N/A	MUSCOGEE	1695 WHITTLESEY RD	0.28	0		Rear End	Motor Vehicle In Motion	0	0	32.541692	-84.961712	Passenger Car	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy							
5971246	5971246	161024000526	10/24/2016	20:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	5.94	0	MOON RD	Not A Collision with Motor Vehicle	Guard Rail End	0	0	32.553235	-84.925684	Passenger Car	N/A	Distracted		N/A	Clear							
5971436	5971436	161023000255	10/23/2016	15:20:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0.28	0	J. R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.541427	-84.872788	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5972111	5972111	161025000070	10/25/2016	8:10:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540901	-84.872758	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5972238	5972238	161025000186	10/25/2016	12:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.539679	-84.87093	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear							
5972810	5972810	161025000344	10/25/2016	17:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.65	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.553553	-84.898259	Pickup Truck	Sports Utility Vehicle (SUV)	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear							
5973774	5973774	161026000175	10/26/2016	11:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	1	0	32.507277	-84.989592	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5973941	5973941	161026000265	10/26/2016	14:20:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.79	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	1	0	32.540353	-84.871841	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5973961	5973961	161026000303	10/26/2016	15:45:00	N/A	N/A	MUSCOGEE	1185 HWY	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.541135	-84.959636	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear							
5974092	5974092	161026000350	10/26/2016	17:09:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.26	0	ADAMS FARM DR	Rear End	Motor Vehicle In Motion	0	0	32.546206	-84.952117	Pickup Truck	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear							
5974151	5974151	161026000361	10/26/2016	17:40:00	383117	N/A	MUSCOGEE	JR ALLEN EB PKWY	9.41	0	FLAT ROCK RD	Sideswipe-Opposite Direction	Motor Vehicle In Motion - In Other Roadway	0	0	32.544952	-84.873431	Tractor/Trailer	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear							
5974200	5974200	161026000430	10/26/2016	20:12:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.63	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion - In Other Roadway	4	0	32.551114	-84.949434	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield,Improper Turn	No Contributing Factors	N/A	Clear							
5974811	5974811	161027000079	10/27/2016	7:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551216	-84.949387	Sports Utility Vehicle (SUV)	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear							
5975068	5975068	161027000211	10/27/2016	13:05:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507299	-84.989624	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5976574	5976574	161028000108	10/28/2016	7:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.78	0	N LAKE PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.552915	-84.94826	Passenger Car	Passenger Car	No Contributing Factors		N/A	Clear							
5976689	5976689	161028000264	10/28/2016	13:15:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538276	-84.869635	Passenger Car	Passenger Car	Failed to Yield,Changed Lanes Improperly	No Contributing Factors	N/A	Clear							
5977402	5977402	161029000099	10/29/2016	8:15:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	STONE MILL DL	Angle	Motor Vehicle In Motion	0	0	32.550524	-84.926639	Pickup Truck	Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear							
5977736	5977736	161029000257	10/29/2016	14:19:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0.02	0	MOON RD	Rear End	Motor Vehicle In Motion	1	0	32.550583	-84.927056	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5977776	5977776	161029000313	10/29/2016	16:00:00	N/A	N/A	MUSCOGEE	MOON RD	1.12	0	JR ALLEN EB ON RAMP PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551043	-84.926639	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5977949	5977949	161029000310	10/29/2016	16:05:00	N/A	N/A	MUSCOGEE	5555 WHITTLESEY BLVD	0.57	0		Angle	Motor Vehicle In Motion	0	0	32.546779	-84.954702	Passenger Car	N/A	Improper Backing	Other	N/A	Clear							
5977991	5977991	161029000394	10/28/2016	17:35:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0.18	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539686	-84.87099	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear							
5978331	5978331	161030000206	10/30/2016	12:07:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	9.9	1		Rear End	Motor Vehicle In Motion	0	0	32.539687	-84.870989	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear							
5978530	5978530	160827000006	8/28/2016	0:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	1.14	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Curb	0	0	32.549091	-84.950559	Passenger Car	N/A	Driver Lost Control			Clear							
5979753	5979753	161031000324	10/31/2016	12:25:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1	I-185 ISS	Not A Collision with Motor Vehicle	Highway Traffic Sign Post	0	0	32.540656	-84.960779	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A	Clear							
5980454	5980454	161031000360	10/31/2016	17:00:00	N/A	N/A	MUSCOGEE	I-185 (NB) HWY	9.65	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.537658	-84.959556	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5980467	5980467	161031000361	10/31/2016	17:30:00	N/A	N/A	MUSCOGEE	US 80	1.11	0	DOWNTOWN	Rear End	Motor Vehicle In Motion	1	0	32.515817	-84.99279	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						US Route	
5980932	5980932	161031000345	10/31/2016	17:00:00	16130	N/A	MUSCOGEE	I-185 N	0.05	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.537996	-84.959527	Single Unit Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						Interstate	
5981262	5981262	161101000073	11/1/2016	6:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	2.98	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551159	-84.949407	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear							
5982615	5982615	161101000124	11/1/2016	9:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0.05	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.507153	-84.989719	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear							
5982985	5982985	161101000398	11/1/2016	18:07:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.5495	-84.9501	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear							
5983134	5983134	161101000401	11/1/2016	17:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.77	0	NORTH LAKE PKWY	Rear End	Motor Vehicle In Motion	0	0	32.552916	-84.948262	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear							
5984378	5984378	161102000478	11/2/2016	20:36:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	10.01	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538499	-84.868864	Pickup Truck	Passenger Car	Following too Close,Inattentive or Other Distracti		N/A	Clear							
5984454	5984454	161102000391	11/2/2016	17:30:00	N/A	N/A	MUSCOGEE	SR 22 E	0.69	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.553532	-84.898232	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						State Route	
5985103	5985103	161103000260	11/3/2016	13:17:00	N/A	N/A	MUSCOGEE	JR ALLEN EAST RAMP	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546932	-84.951585	Passenger Car	N/A	Following too Close	No Contributing Factors	N/A	Clear							
5985337	5985337	161103000325	11/3/2016	16:05:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	J R ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.553136	-84.905128	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly		N/A	Clear							
5985646	5985646	161103000362	11/3/2016	16:34:00	N/A	N/A	MUSCOGEE	I 185 S	0.07	0	JR ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.539805	-84.960442	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						Interstate	
5985692	5985692	161104000024	11/4/2016	1:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0.15	0	J.R.ALLEN PKWY	Angle	Motor Vehicle In Motion	1	0	32.546811	-84.9518	Pickup Truck	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear							
5986127	5986127	161104000131	11/4/2016	9:13:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY WEST BOUND OFF RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.54159	-84.872824	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear							
5986550	5986550	161102000423	11/2/2016	18:50:00	N/A	N/A	MUSCOGEE	JR ALLEN (EASTBOUND) RAMP	0.01	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.552084	-84.926791	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5986791	5986791	161103000544	11/3/2016	23:04:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY (EXIT RAMP) RP	0.08	1		Not A Collision with Motor Vehicle	Ditch	0	0	32.547032	-84.949513	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control			Clear							
5987040	5987040	16-104000083	11/4/2016	7:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.36	0	JR ALLEN EXT	Angle	Motor Vehicle In Motion	0	0	32.547054	-84.951678	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear							
5987150	5987150	161105000158	11/5/2016	9:59:00	N/A	N/A	MUSCOGEE	RUFFIE WAY WAY	0	0	BEAVER RUN RD RD	Rear End	Motor Vehicle In Motion	0	0	32.538254	-84.867777	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
5987545	5987545	161105000422	11/5/2016	19:05:00	N/A	N/A	MUSCOGEE	I-185 HWY	3.14	0	MACON RD	Rear End	Motor Vehicle In Motion	0	0	32.552337	-84.962048	Passenger Car	Passenger Car	Following too Close,Changed Lanes Improperly	No Contributing Factors	N/A	Clear							
5987615	5987615	161105000434	11/5/2016	19:32:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.71	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.552146	-84.948791	Sports Utility Vehicle (SUV)	Van	Following too Close	No Contributing Factors	N/A	Clear							
5988042	5988042	161106000229	11/6/2016	0:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	13.06	0	FLAT ROCK RD	Not A Collision with Motor Vehicle	Other Non-Collision	1	0	32.538274	-84.869064	Motorcycle	N/A	Driver Lost Control		N/A	Cloudy							
5988280	5988280	161106000366	11/6/2016	18:35:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	1	0	32.554114	-84.926794	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear							
5988291	5988291	161106000354	11/6/2016	18:25:00	N/A	N/A	MUSCOGEE	2ND AVE	2.58	0	MANCHESTER EXPWY	Angle	Motor Vehicle In Motion	0	0	32.50714	-84.989501	Passenger Car	Passenger Car	Misadjged Clearance	No Contributing Factors	N/A	Clear							
5988790	16-103600172		11/6/2016	11:30:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.16	0	BRIDLEWOOD DR	Angle	Motor Vehicle In Motion	0	0	32.552365	-84.905288	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear							
5989694	5989694	161107000117	11/7/2016	9:11:00	N/A	N/A	MUSCOGEE	RIVER RD	0.07	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.520559	-84.987992	Passenger Car	Passenger Car	Following too Close			Clear							
5990540	5990540	161107000076	11/7/2016	8:00:00	N/A	N/A	MUSCOGEE	I-185 SB RP	1.1	1		Rear End	Motor Vehicle In Motion	0	0	32.53564	-84.959785	Pickup Truck	Passenger Car	Following too Close			Clear							
5990758	5990758	161108000062	11/8/2016	6:55:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	BRIDLEWOOD DR	Angle	Motor Vehicle In Motion	0	0	32.552241	-84.90532	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield			Clear							
5990820	5990820	161108000076	11/8/2016	7:35:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551169	-84.949398	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield			Clear							
5991084	5991084	161108000177	11/8/2016	11:40:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.541594	-84.872844	Pickup Truck	Passenger Car	Following too Close			Clear							
5991101	5991101	161108000101	11/8/2016	8:45:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539083	-84.869266	Passenger Car	Sports Utility Vehicle (SUV)	Other			Clear							
5991330	5991330	161108000252	11/8/2016	0:00:00	N/A	N/A	MUSCOGEE	7579 RAIDER WAY	0	0		Angle	Motor Vehicle In Motion	0	0	32.556178	-84.905832	Passenger Car	Passenger Car	Improper Backing			Clear							
5991521	5991521	161108000316	11/8/2016	16:24:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539687	-84.87114	Pickup Truck	Pickup Truck	Following too Close			Clear							
5991778	5991778	161108000451	11/8/2016	21:15:00	N/A	N/A	MUSCOGEE	VETERANS PARK	0	0	DOUBLE CHURCHES RD	Not A Collision with Motor Vehicle	Motor Vehicle In Motion	1	0	32.551214	-84.949384	Passenger Car	Sports Utility Vehicle (SUV)	Improper Turn			Cloudy							
5991782	5991782	161108000291	11/8/2016	15:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.57	0	I 185	Not A Collision with Motor Vehicle	Median Barrier	0	0	32.545789	-84.95958	Passenger Car	N/A	Other			Clear					Interstate		
5991803	5991803	161108000310	11/8/2016	15:48:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.52	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.549629	-84.950272	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close			Clear							
5991805	5991805	161108000325	11/8/2016	15:48:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.52	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.549629	-84.950272	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close			Clear							
5992020	5992020	161108000284	11/8/2016	15:03:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541266	-84.872754	Passenger Car	Passenger Car	Following too Close			Clear							
5994056	5994056	161110000181	11/10/2016	12:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY WEST BOUND HWY	0	0	BRADLEY PARK DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.531452	-84.974755	Vehicle With Trailer	Passenger Car	Changed Lanes Improperly			Clear							
5994111	5994111	161110000306	11/10/2016	16:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.86	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.539798	-84.870906	Passenger Car	Panel Truck	Following too Close			Clear							
5994217	5994217	161110000392	11/10/2016	18:59:00	N/A	N/A	MUSCOGEE	US 27 ALT	10.59	0	BEAVER RUN RD	Not A Collision with Motor Vehicle	Animal	0	0	32.54391	-84.868321	Passenger Car	N/A	Reaction to Object or Animal			Clear						US Route	
5994711	5994711	161111000082	11/11/2016	7:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.25	0	FLAT ROCK RD	Not A Collision with Motor Vehicle	Animal	0	0	32.54765	-84.873389	Passenger Car	N/A	No Contributing Factors			Clear							
5994791	5994791	161111000143	11/11/2016	9:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY EAST BOUND PKWY	0	0	MOON RD RD	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.553251	-84.925609	Passenger Car	N/A	Reaction to Object or Animal			Clear							
5995032	5995032	161111000215	11/11/2016	12:16:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY C D	14.4	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548294	-84.950941	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close			Clear							
5995189	5995189	161111000338	11/11/2016	16:18:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	13.03	0	BULLET BLVD	Rear End	Motor Vehicle In Motion	0	0	32.537734	-84.869984	Passenger Car	Pickup Truck	Following too Close			Cloudy							
5995253	5995253	161111000406	11/11/2016	18:47:00	N/A	N/A	MUSCOGEE	HWY 80 RAMP US RP W	0.91	1	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.55417	-84.92654	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close			Cloudy						US Route	
5995283	5995283	161111000452	11/11/2016	19:57:00	N/A	N/A	MUSCOGEE	US 80 W	9.75	0	MANCHESTER EXPWY	Not A Collision with Motor Vehicle	Deer	0	0	32.540787	-84.872461	Passenger Car	N/A	Reaction to Object or Animal			Clear						US Route	
5995287	5995287	161111000424	11/11/2016	19:20:00	N/A	N/A	MUSCOGEE	US 80 RP	10.24	1	BEAVER RUN	Not A Collision with Motor Vehicle	Tree	0	0	32.540646	-84.872302	Passenger Car	N/A	Too Fast For Conditions			Clear						US Route	
5995332	5995332	161111000404	11/11/2016	18:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	1	0	32.55117	-84.949381	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear							
5995973	5995973	161111000387	11/12/2016	19:06:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	9.88	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539654	-84.870806	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear							
5996596	5996596	161112000202	11/12/2016	12:40:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0.15	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507303	-84.989629	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear							
5996837	5996837	161113000391	11/13/2016	20:30:00	N/A	N/A	MUSCOGEE	MOON ROAD RP	0.58	1	US 80	Angle	Motor Vehicle In Motion	0	0	32.552185	-84.926572	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear		US Route						
5997055	16113000399		11/13/2016	20:50:00	N/A	N/A	MUSCOGEE	US 80	1.23	0	SCHOMBURG RD	Angle	Motor Vehicle In Motion	0	0	32.553406	-84.905491	Sports Utility Vehicle (SUV)	Distracted	No Contributing Factors	No Contributing Factors	N/A	Clear						US Route	
5998656	5998656	161114000341	11/14/2016	18:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.28	0	2ND AVE	Rear End	Motor Vehicle In Motion	1	0	32.509362	-84.993255	Passenger Car	Passenger Car	Too Fast For Conditions			Cloudy							
5998798	5998798	161114000294	11/14/2016	17:02:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0.05	1	VETERANS PKWY	Rear End	Motor Vehicle In Motion	1	0	32.550852	-84.948588	Passenger Car	Pickup Truck	Following too Close			Clear							
5999642	5999642	161115000097	11/15/2016	8:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.82	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.515224	-84.992428	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close			Clear							
6001072	6001072	161115000457	11/15/2016	20:00:00	N/A	N/A	MUSCOGEE	RIVER RD	1.89	0	JR ALLEN WB PKWY	Angle	Motor Vehicle In Motion	0	0	32.520914	-84.988443	Passenger Car	Pickup Truck	Failed to Yield			Clear							
6001076	6001076	161115000459	11/15/2016	20:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.65	0	US 80	Angle	Motor Vehicle In Motion	0	0	32.55133	-84.949311	Passenger Car	Passenger Car	Failed to Yield			Clear		US Route					
6001079	6001079	161115000448	11/15/2016	20:09:00	N/A	N/A	MUSCOGEE	US 80	14.32	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.547036	-84.951644	Passenger Car	Passenger Car	Following too Close			Clear						US Route	
6001080	6001080	161115000377	11/15/2016	17:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.78	0	N LAKE PKWY	Rear End	Motor Vehicle In Motion	2	0	32.552961	-84.948231	Passenger Car	Passenger Car	Following too Close			Clear							
6001924	6001924	161116000080	11/16/2016	7:55:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.551311	-84.949329	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Changed Lanes Improperly			Clear							
6001955	6001955	161116000092	11/16/2016	8:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.521176	-84.989929	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close			Clear							
6002539	6002539	161116000311	11/16/2016	16:20:00	N/A	N/A	MUSCOGEE	BEAVER RUN	9.9	0	KITTEN LAKE DR	Rear End	Motor Vehicle In Motion	0	0	32.539437	-84.870356	Pickup Truck	Passenger Car	Misadged Clearance			Clear							
6002734	6002734	161116000340	11/16/2016	17:24:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0.01	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.539964	-84.870845	Passenger Car	Passenger Car	Following too Close			Clear							
6003614	6003614	161117000228	11/17

6017304	6017304	161127000336	11/27/2016	19:40:00	N/A	N/A	MUSCOGEE	I 185 RP S	0.14	1	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.552051	-84.962486	N/A	Sports Utility Vehicle (SUV)	Improper Passing	No Contributing Factors	N/A	Clear					Interstate	
6017672	6017672	161129000124	11/29/2016	7:40:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.549773	-84.926695	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain						
6018484	6018484	161129000120	11/29/2016	7:38:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY PARK	3.06	0	BRADLEY PARK DR	Rear End	Motor Vehicle In Motion	0	0	32.537172	-84.974081	Passenger Car	Van	Following too Close	No Contributing Factors	N/A	Rain						
6018502	6018502	161129000318	11/29/2016	15:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538976	-84.869655	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
6018868	6018868	161129000388	11/29/2016	17:53:00	N/A	N/A	MUSCOGEE	MOON RD	1.06	0	US HWY 80 EAST EXIT RAMP	Rear End	Motor Vehicle In Motion	0	0	32.551889	-84.926568	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
6018881	6018881	161129000480	11/29/2016	21:40:00	N/A	N/A	MUSCOGEE	MACHESTER EXPWY	2.55	0	2ND. AVE	Rear End	Motor Vehicle In Motion	0	0	32.507304	-84.989625	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
6020079	6020079	161130000169	11/30/2016	11:35:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Not A Collision with Motor Vehicle	Embankment	1	0	32.550612	-84.948329	Pickup Truck	N/A	Other	No Contributing Factors	N/A	Cloudy						
6020972	6020972	161201000144	12/1/2016	10:34:00	N/A	N/A	MUSCOGEE	7400 BLACKMON RD	0.53	0		Angle	Parked Motor Vehicle	0	0	32.551611	-84.897163	Pickup Truck	Pickup Truck	Improper Backing	No Contributing Factors	N/A	Clear						
6021132	6021132	161201000081	12/1/2016	8:15:00	N/A	N/A	MUSCOGEE	BLACKMON ROAD RP	0.67	1	J R ALLEN EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.553386	-84.89815	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6021346	6021346	161201000187	12/1/2016	12:15:00	N/A	N/A	MUSCOGEE	MOON RD	0.97	0	JR. ALLEN EAST RP	Angle	Motor Vehicle In Motion	1	0	32.553202	-84.926583	Passenger Car	Pickup Truck	No Contributing Factors	No Contributing Factors	N/A	Clear						
6021406	6021406	161201000207	12/1/2016	13:25:00	N/A	N/A	MUSCOGEE	I 185 N	10.93	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.555239	-84.962372	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear					Interstate	
6021449	6021449	161201000191	12/1/2016	12:10:00	N/A	N/A	MUSCOGEE	MANCHESTER RAMP	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507309	-84.989635	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6021450	6021450	161201000193	12/1/2016	12:30:00	N/A	N/A	MUSCOGEE	MANCHESTER RAMP	9.66	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.541593	-84.872887	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
6021657	6021657	161201000456	12/1/2016	19:35:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	JR ALLEN EAST BOUND PKWY	Rear End	Mailbox	0	0	32.537857	-84.959565	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear					Interstate	
6021708	6021708	161201000451	12/1/2016	19:43:00	N/A	N/A	MUSCOGEE	I 185 RP	0.07	1		Rear End	Motor Vehicle In Motion	0	0	32.540497	-84.959765	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6022621	6022621	161202000235	12/2/2016	13:05:00	618051	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.53876	-84.869313	Tractor/Trailer	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6022969	6022969	161202000367	12/2/2016	17:30:00	N/A	N/A	MUSCOGEE	RP	0.18	1	JR ALLEN EXPY	Angle	Motor Vehicle In Motion	0	0	32.5504	-84.948249	Sports Utility Vehicle (SUV)	Passenger Car	Other	No Contributing Factors	N/A	Clear						
6023065	6023065	161202000358	12/2/2016	17:30:00	N/A	N/A	MUSCOGEE	JR ALLEN EB PKWY	0.02	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.540783	-84.8725	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6023746	6023746	161203000427	12/3/2016	19:00:00	N/A	N/A	MUSCOGEE	I 185 N	0.12	0	JR ALLEN (EASTBOUND) PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540367	-84.959763	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear					Interstate	
6024402	6024402	161204000197	12/4/2016	12:18:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.57	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.552074	-84.926776	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy						
6024554	6024554	161204000380	12/4/2016	19:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.66	0	DOUBLE CHURCHES	Rear End	Motor Vehicle In Motion	0	0	32.55136	-84.949303	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
6024570	6024570	161202000528	12/2/2016	22:50:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	STONE MILL DR	Rear End	Motor Vehicle In Motion	0	0	32.550644	-84.926738	N/A	N/A	Following too Close	No Contributing Factors	N/A	Clear						
6026689	6026689	161205000160	12/5/2016	11:55:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.553957	-84.926663	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6026846	6026846	161205000298	12/5/2016	16:30:00	N/A	N/A	MUSCOGEE	2 ND AVE RP	0.4	1	US 80	Rear End	Motor Vehicle In Motion	0	0	32.51005	-84.993113	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain		US Route				
6026869	6026869	161205000288	12/5/2016	16:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.69	0	2ND AVE	Rear End	Motor Vehicle In Motion	1	0	32.513428	-84.992028	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	Following too Close	N/A	Rain						
6026981	6026981	161205000341	12/5/2016	17:56:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG RD	1.54	0		Rear End	Motor Vehicle In Motion	0	0	32.557875	-84.90608	Pickup Truck	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
6029860	6029860	161206000314	12/6/2016	15:53:00	N/A	N/A	MUSCOGEE	VETERANS PARK	14.48	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	1	0	32.549155	-84.950538	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6030073	6030073	161206000377	12/6/2016	17:50:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0.7	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.51351	-84.992047	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
6030294	6030294	161206000046	12/6/2016	6:06:00	N/A	N/A	MUSCOGEE	VETARNS PKWY	14.64	0	JR ALLEN ON RP	Angle	Motor Vehicle In Motion	1	0	32.551161	-84.94941	Sports Utility Vehicle (SUV)	Passenger Car	Improper Turn	No Contributing Factors	N/A	Cloudy						
6030667	6030667	161206000335	12/6/2016	16:20:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	0	0	VETERANS PKWY	Rear End	Mailbox	0	0	32.544685	-84.961338	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
6030755	6030755	161207000108	12/7/2016	8:55:00	N/A	N/A	MUSCOGEE	MANCHESTER RAMP	0	0	JR ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.541598	-84.872923	Sports Utility Vehicle (SUV)	Van	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
6031086	6031086	161207000173	12/7/2016	11:30:00	N/A	N/A	MUSCOGEE	J R ALLEN RAMP	0	0	VETERANS PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551122	-84.949436	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Failed to Yield,Improper Turn	No Contributing Factors	N/A	Cloudy						
6031139	6031139	161207000177	12/7/2016	11:30:00	749055	N/A	MUSCOGEE	JR ALLEN PARKWAY PKWY	1.42	0	2ND AVE	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.509324	-84.993179	Tractor/Trailer	N/A	N/A	No Contributing Factors	N/A	Clear						
6031750	6031750	161207000520	12/7/2016	22:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	7.34	0	SCHOMBURG RD	Not A Collision with Motor Vehicle	Animal	0	0	32.55419	-84.90187	Pickup Truck	N/A	No Contributing Factors		N/A	Cloudy						
6031770	6031770	161207000346	12/7/2016	17:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.55101	-84.949497	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy						
6032505	6032505	161208000074	12/8/2016	7:15:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EXPWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.507976	-84.989819	Pickup Truck	Other	Improper Passing,Other	No Contributing Factors	N/A	Clear						
6032829	6032829	161208000199	12/8/2016	12:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.540052	-84.871359	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6032985	6032800	161208000240	12/8/2016	13:20:00	N/A	N/A	MUSCOGEE	BRADLEY PARK DR	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.531785	-84.974071	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6033208	6032800	161208000236	12/8/2016	13:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.54701	-84.951705	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
6033275	6033275	161208000344	12/8/2016	16:35:00	N/A	N/A	MUSCOGEE	GATEWAY RD	1.81	0	US HWY 80 EAST EXIT RAMP	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.540175	-84.873165	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear						
6034534	6034534	161209000313	12/9/2016	16:20:00	N/A	N/A	MUSCOGEE	JR ALLEN SOUTH BOUND ACCESS RP	1.51	1	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.553541	-84.898242	Passenger Car	Passenger Car	Following too Close,Failed to Yield	No Contributing Factors	N/A	Clear						
6035465	6035465	161210000310	12/10/2016	16:15:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0.01	0	JR ALLEN (EASTBOUND) PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540903	-84.872871	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6035513	6035513	161210000488	12/10/2016	22:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507308	-84.989635	Passenger Car	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Clear						
6035892	6035892	161211000117	12/11/2016	9:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507331	-84.989663	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6035999	6035999	161211000232	12/11/2016	16:00:00	N/A	N/A	MUSCOGEE	VETERAN'S PARK	0	0	JR ALLEN RAMP	Angle	Motor Vehicle In Motion	1	0	32.551158	-84.949411	Single Unit Truck	Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear						
6036150	6036150	161211000245	12/11/2016	16:14:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.09	0	2ND AVE	Rear End	Motor Vehicle In Motion	2	0	32.507653	-84.997782	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
6037244	6037244	161212000163	12/12/2016	10:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551162	-84.949412	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Cloudy						
6037926	6037926	161212000458	12/12/2016	20:19:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.33	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.547165	-84.951611	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain						
6037927	6037927	161209000380	12/12/2016	0:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	RP	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.555416	-84.905782	Van	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6038084	6038084	161212000393	12/12/2016	17:46:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY EXIT RAMP RP	0.19	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539676	-84.870909	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy						
6038085	6038085	161213000018	12/13/2016	1:45:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST HWY	2.29	0	BRADLEY PARK WEST 00	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.543429	-84.964624	N/A	Passenger Car	Other	Other	N/A	Rain						
6038756	6038756	161213000183	12/13/2016	12:05:00	N/A	N/A	MUSCOGEE	2ND RAMP	0	0	J R ALLEN PKWY	Not A Collision with Motor Vehicle	Ditch	1	0	32.51345	-84.991389	Passenger Car	N/A	Weather Conditions,Too Fast For Conditions,Other	No Contributing Factors	N/A	Rain						
6039352	6039352	161213000265	12/13/2016	14:49:00	N/A	N/A	MUSCOGEE	VETERANS PARK	0.29	0	JR ALLEN EB RAMP	Angle	Motor Vehicle In Motion	3	0	32.546861	-84.95177	Passenger Car	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Rain						
6039848	6039848	161213000463	12/13/2016	21:15:00	N/A	N/A	MUSCOGEE	FLAT ROCK CT	0.02	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544611	-84.871912	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	N/A	Rain						
6039849	6039849	161213000378	12/13/2016	18:00:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	1	0	32.550233	-84.926767	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain						
6041187	6041187	161214000430	12/14/2016	19:00:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST BOUND (EXIT RAMP) PKWY	1.88	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.520836	-84.987771	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6041215	6041215	161214000045	12/14/2016	18:21:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0.17	1	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.539682	-84.870957	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy						
6041558	6041558	161214000085	12/14/2016	7:20:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PARKWAY (EASTBOUND) OFF RAMP	0	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.554273	-84.905939	Passenger Car	Passenger Car	Following too Close,Distracted	No Contributing Factors	N/A	Cloudy						
6042164	6042164	161215000293	12/15/2016	15:45:00	N/A	N/A	MUSCOGEE	5555 WHITTLESEY BLVD	0.14	0		Angle	Motor Vehicle In Motion	0	0	32.546455	-84.949557	Passenger Car	Sports Utility Vehicle (SUV)	Improper Backing	Improper Backing	N/A	Clear						
6042179	6042179	161215000439	12/15/2016	19:15:00	N/A	N/A	MUSCOGEE	5555 WHITTLESEY BLVD	14.17	0		Angle	Parked Motor Vehicle	0	0	32.54504	-84.95275	Pickup Truck	Pickup Truck	Improper Backing	Parked Improperly	N/A	Clear						
6042180	6042180	161215000427	12/15/2016	19:00:00	N/A	N/A	MUSCOGEE	5555 WHITTLESEY BLVD	14.17	0		Angle	Parked Motor Vehicle	0	0	32.54504	-84.95275	Pickup Truck	Passenger Car	Improper Backing	Parked Improperly	N/A	Clear						
6042236	6042236	161215000351	12/15/2016	17:00:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0.65	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.544686	-84.87265	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Cloudy						
6042767	6042767	161216000193	12/16/2016	11:45:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RAMP	9.68	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.541592	-84.872859	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6043100	6043100	161216000480	12/16/2016	18:25:00	N/A	N/A	MUSCOGEE	MANCHESTER (EB) RP	0.11	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539686	-84.871327	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6043165	6043165	161216000462	12/16/2016	20:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	4.44	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.551161	-84.949412	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield,Improper Turn	No Contributing Factors	N/A	Clear						
6043210	6043210	161216000431	12/16/2016	18:55:00	N/A	N/A	MUSCOGEE	US HWY 80 WEST EXIT RP	0	1		Rear End	Motor Vehicle In Motion	3	0	32.554363	-84.921746	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6043313	6043313	161216000499	12/16/2016	21:25:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0.19	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539086	-84.869234	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6044035	6044035	161217000477	12/17/2016	20:43:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	2.98	0	US HWY 80 WEST COLLECTOR RAMP	Angle	Motor Vehicle In Motion	2	0	32.551162	-84.949412	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear						
6044713	6044713	161218000236	12/18/2016	12:25:00	N/A	N/A	MUSCOGEE	JR ALLEN EASTBOUND OFF RAMP EXPWY	1.31	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.521523	-84.989026	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy						
6044959	6044959	161218000323	12/18/2016	15:58:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.62	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	2	0	32.550918	-84.949545	Pickup Truck	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Cloudy						
6044967	6044967	161218000189	12/18/2016	15:35:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.19	0	ADAMS FARM DR	Rear End	Motor Vehicle In Motion	0	0	32.554253	-84.952622	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Cloudy						
6045807	6045807	161219000189	12/19/2016	12:30:00	N/A	N/A	MUSCOGEE	US 80	1.3	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.554309	-84.906588	Pickup Truck	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	N/A	Cloudy		US Route				
6047233	6047233	161219000273	12/19/2016	15:34:00	N/A	N/A	MUSCOGEE	I 185 RP S	0	1	MACON RD	Rear End	Motor Vehicle In Motion	0	0	32.540861	-84.970058	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		N/A	Cloudy					Interstate	
6047423	6047423	161219000181	12/19/2016	19:00:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	14.31	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546948	-84.951597	Sports Utility Vehicle (SUV)	Panel Truck	Following too Close	No Contributing Factors	N/A	Rain						
6047742	6047742	161220000090	12/20/2016	6:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0.15	0	BEAVER RUN RD	Not A Collision with Motor Vehicle	Embankment	0	0	32.54326	-84.869233	Passenger Car	N/A	Too Fast For Conditions		N/A	Cloudy						
6048669	6048669	161221000003	12/21/2016	0:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN WB RAMP	Angle	Motor Vehicle In Motion	0	0	32.546812	-84.951806	Passenger Car	Sports Utility Vehicle (SUV)	Improper Turn,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
6049093	6049093	161221000169	12/20/2016	21:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY PKWY	0	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.517165	-84.992302	N/A	N/A	Other	No Contributing Factors	N/A	Clear						
6049485	6049485	161221000418	12/19/2016	15:10:00	N/A	N/A	MUSCOGEE	EXIT (TO SR 22) SR 85 RP	9.68	1		Rear End	Motor Vehicle In Motion	0	0	32.541525	-84.873196	Pickup Truck	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Cloudy					State Route	
6049507	6049507	161221000309	12/21/2016	15:45:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	9.89	0	MANCHESTER OFF RAMP EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.539516	-84.870477	Pickup Truck	Van	Following too Close		N/A	Clear						
6049516	6049516	161221000320	12/21/2016	16:10:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.54061	-84.872246	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6049527	6049527	161221000261	12/21/2016	14:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.547271	-84.951567	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6049617	6049617	161221000327	12/21/2016	16:25:00	N/A	N/A	MUSCOGEE	RIVER RD	0.01	0	J.R. ALLEN PARKWAY (WESTBOUND) RAMP	Angle	Motor Vehicle In Motion	0	0	32.522353	-84.98969	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear						
6049739	6049739	161221000411	12/21/2016	18:58:00	N/A	N/A	MUSCOGEE	I-185 (SB) RP	1.35	1		Rear End	Motor Vehicle In Motion	0	0	32.547197	-84.955506	Passenger Car	Passenger Car	Other	Following too Close	N/A	Clear						
6050012	6050012	161221000174	12/21/2016	10:55:00	N/A	N/A	MUSCOGEE	MANCHESTER W/B RP	0	1	JR ALLEN PARKWAY	Angle	Motor Vehicle In Motion	0	0	32.541599	-84.872787	Sports Utility Vehicle (SUV)	Van	Following too Close	No Contributing Factors	N/A	Clear						
6050495	6050495	161221000181	12/22/2016	10:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548969	-84.950287	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6050496	6050496	161222000236	12/22/2016	12:05:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.552773	-84.928267	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
6051512	6051512	161221000424	12/21/2016	19:00:00	N/A	N/A	MUSCOGEE	J. R. ALLEN (WB) RP	0.56	1		Not A Collision with Motor Vehicle	Guard Rail End	0	0	32.547141	-84.955675	Sports Utility Vehicle (SUV)	N/A	Other		N/A	Clear						
6052603	6052603	161223000277	12/23/2016	15:00:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST BOUND (EXIT RAMP) PKWY	0.32	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.554317	-84.925503	Pickup Truck	Passenger Car	Following too Close,Distracted	No Contributing Factors	N/A	Clear						
6052870	6052870	161223000398	12/23/2016	19:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0.19	0	US 80	Rear End	Motor Vehicle In Motion	0	0	32.539689	-84.871057	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		US Route				
6053515	6053515	161224000388	12/24/2016	20:15:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0.68	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0

6072380	6072380	17010900066	1/9/2017	7:00:00	N/A	N/A	MUSCOGEE	6900 BEAVER RUN_RD	13.08		0		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.538419	-84.869545	Pickup Truck	Passenger Car	Failed to Yield,Improper Passing,Improper Turn	No Contributing Factors	N/A	Clear						
6072381	6072381	17010900171	1/9/2017	12:35:00	N/A	N/A	MUSCOGEE	RIVER_RD	0.31		0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.522146	-84.989531	Pickup Truck	Sports Utility Vehicle (SUV)	Failed to Yield,Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6073356	6073356	17010900310	1/9/2017	17:15:00	N/A	N/A	MUSCOGEE	VETERANS_PKWY	0		0	ADAMS FARMS RD	Angle	Motor Vehicle In Motion	0	0	32.546022	-84.952253	Sports Utility Vehicle (SUV)	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6073617	6073617	17010000102	1/10/2017	8:00:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0.6		0	FLAT ROCK CT	Rear End	Motor Vehicle In Motion	0	0	32.545002	-84.872009	Single Unit Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6073830	6073830	17010000199	1/10/2017	12:52:00	N/A	N/A	MUSCOGEE	J. R. ALLEN (EAST)_PKWY	0		0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	2	0	32.5449	-84.873449	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6074922	6074922	17011100273	1/11/2017	14:00:00	N/A	N/A	MUSCOGEE	VETERANS_PKWY	14.64		0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551257	-84.949353	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Cloudy						
6075221	6075221	17011100335	1/11/2017	16:52:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY_RP	0.57		1	MOONDRD	Angle	Motor Vehicle In Motion	0	0	32.552039	-84.926744	Sports Utility Vehicle (SUV)	Passenger Car	Distracted	No Contributing Factors	N/A	Clear						
6075697	6075697	17011200066	1/12/2017	7:17:00	N/A	N/A	MUSCOGEE	VETERANS_PKWY	0.01		0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	2	0	32.551162	-84.949412	Pickup Truck	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear						
6075847	6075847	17011200179	1/12/2017	11:50:00	N/A	N/A	MUSCOGEE	VETERANS_PKWY	14.27		0	JR ALLEN EASTBOUND CD PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546321	-84.952057	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6075899	6075899	17011200124	1/12/2017	9:45:00	N/A	N/A	MUSCOGEE	KITTEN LAKE_DR	0		0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539099	-84.869039	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6076139	6076139	17011200329	1/12/2017	16:40:00	N/A	N/A	MUSCOGEE	I-185NB ISS	0		0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.537788	-84.959573	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
6076444	6076444	17011200371	1/12/2017	17:40:00	N/A	N/A	MUSCOGEE	JR ALLEN_PKWY	0.56		0	MOONRD	Angle	Motor Vehicle In Motion	0	0	32.552053	-84.926758	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6077741	6077741	17011300094	1/13/2017	8:18:00	N/A	N/A	MUSCOGEE	JR ALLEN (OFF RAMP)_RP	0		1		Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.512065	-84.991298	Van	N/A	Driver Lost Control		N/A	Clear						
6077860	6077860	17011300173	1/13/2017	11:24:00	N/A	N/A	MUSCOGEE	BEAVER RUN_RD	9.96		0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.53892	-84.869569	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6077865	6077865	17011300228	1/13/2017	13:00:00	N/A	N/A	MUSCOGEE	VETERANS_PKWY	0		0	NORTH LAKE PKWY	Angle	Motor Vehicle In Motion	0	0	32.553042	-84.948168	Passenger Car	Passenger Car	Changed Lanes Improperly,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
6078227	6078227	17011300428	1/13/2017	19:45:00	N/A	N/A	MUSCOGEE	SCHOMBURG_RD	0		0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.55297	-84.90536	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6078514	6078514	17011400240	1/14/2017	14:00:00	N/A	N/A	MUSCOGEE	VETERANS_PKWY	14.64		0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.55125	-84.949356	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6078692	6078692	17011400282	1/14/2017	15:30:00	N/A	N/A	MUSCOGEE	J R ALLEN_PKWY	0		0	RIVER RD	Not A Collision with Motor Vehicle	Guard Rail Face	1	0	32.52246	-84.987877	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A	Clear						
6079150	6079150	17011400278	1/14/2017	15:05:00	N/A	N/A	MUSCOGEE	JR ALLEN_PARK	0.24		0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	1	0	32.508314	-84.995405	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6082215	6082215	17011600204	1/16/2017	13:00:00	N/A	N/A	MUSCOGEE	MANCHESTER_EXPWY	2.55		0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507109	-84.989847	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6082375	6082375	17011600361	1/16/2017	18:35:00	N/A	N/A	MUSCOGEE	VETERANS_PARK	14.66		0	JR ALLEN EXPY	Angle	Motor Vehicle In Motion	0	0	32.551496	-84.949216	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear						
6083024	6083024	17011700094	1/17/2017	7:30:00	N/A	N/A	MUSCOGEE	2ND_AVE	0		0	MANCHESTER EXPWY	Angle	Motor Vehicle In Motion	0	0	32.507425	-84.989826	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6086888	6086888	17011900357	1/19/2017	17:30:00	N/A	N/A	MUSCOGEE	JR ALLEN OFF E BOUND_RP	0		1	MOONRD	Angle	Motor Vehicle In Motion	0	0	32.5521	-84.92681	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6087515	6087515	17011300329	1/13/2017	16:50:00	N/A	N/A	MUSCOGEE	BEAVER RUN_RD	0.55		0	KITTEN LAKE DR	Rear End	Motor Vehicle In Motion	0	0	32.541486	-84.872738	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6088575	6088575	17012000303	1/20/2017	16:40:00	N/A	N/A	MUSCOGEE	JR ALLEN WESTBOUND_PKWY	1.58		0	RIVER RD RAMP	Head On	Motor Vehicle In Motion	0	0	32.519631	-84.991308	Pickup Truck	Pickup Truck	Driver Lost Control	No Contributing Factors	N/A	Clear						
6088661	6088661	17012100247	1/21/2017	12:00:00	N/A	N/A	MUSCOGEE	6254 WARM SPRINGS RD	8.55		0		Angle	Motor Vehicle In Motion	0	0	32.555041	-84.881333	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Cloudy						
6089023	6089023	17012100032	1/21/2017	16:45:00	N/A	N/A	MUSCOGEE	J.R. ALLEN EAST BOUND_PKWY	9.46		0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.54502	-84.873411	Single Unit Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
6089285	6089285	17012100470	1/21/2017	22:20:00	N/A	N/A	MUSCOGEE	VETERAN'S PKWY	0.08		0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551334	-84.949318	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Rain						
6089565	6089565	17012200148	1/22/2017	12:15:00	N/A	N/A	MUSCOGEE	JR ALLEN_PKWY	0.65		0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.554404	-84.899023	Single Unit Truck	Van	Misadjged Clearance	No Contributing Factors	N/A	Rain						
6089684	6089684	17012200212	1/22/2017	15:22:00	N/A	N/A	MUSCOGEE	SCHOMBURG_RD	0.01		0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.555063	-84.905614	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain						
6089848	6089848	17012200253	1/22/2017	16:30:00	N/A	N/A	MUSCOGEE	I-185 RP	0.04		1		Not A Collision with Motor Vehicle	Guard Rail Face	2	0	32.542504	-84.961607	Passenger Car	N/A	No Contributing Factors		N/A	Cloudy						
6089921	6089921	17012200217	1/22/2017	15:35:00	N/A	N/A	MUSCOGEE	5555 WHITTLESEY_BLVD	0.26		0		Angle	Motor Vehicle In Motion	1	0	32.545771	-84.961503	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Rain						
6091349	6091349	17012300422	1/23/2017	20:23:00	N/A	N/A	MUSCOGEE	BEAVER RUN_RD	10.01		0	KITTEN LAKE DR	Rear End	Motor Vehicle In Motion	0	0	32.538576	-84.869014	Passenger Car	Passenger Car	Distracted	No Contributing Factors	N/A	Clear						
6092354	6092354	17012400274	1/24/2017	15:15:00	N/A	N/A	MUSCOGEE	VETERANS_PKWY	14.31		0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54691	-84.951751	Passenger Car	Bus	Following too Close	No Contributing Factors	N/A	Clear						
6092539	6092539	17012400368	1/24/2017	18:31:00	N/A	N/A	MUSCOGEE	7042 MOON_RD	1.19		0		Angle	Motor Vehicle In Motion - In Other Roadway	0	0	32.550025	-84.926703	Passenger Car	Van	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
6092748	6092748	17012500036	1/25/2017	2:05:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY_RP	0		1	2ND AVE	Not A Collision with Motor Vehicle	Other Non-Collision	1	0	32.512706	-84.990161	Passenger Car	N/A	Under the Influence (U.I.),Other		N/A	Cloudy						
6093548	6093548	17012500355	1/25/2017	17:09:00	N/A	N/A	MUSCOGEE	JR ALLEN_PKWY	0		0	GATEWAY RD	Rear End	Motor Vehicle In Motion	1	0	32.541575	-84.873017	Pickup Truck	Sports Utility Vehicle (SUV)	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
6094400	6094400	17012500193	1/25/2017	11:40:00	4120B	N/A	MUSCOGEE	RIVER_RD	0		0	JR ALLEN WESTBOUND CD PKWY	Angle	Motor Vehicle In Motion	1	0	32.522352	-84.98969	Tractor/Trailer	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear						
6094741	6094741	17012600283	1/26/2017	16:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY EB_RAMP	1.06		0	MOONRD	Rear End	Motor Vehicle In Motion	0	0	32.552095	-84.9268	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6095199	6095199	17012600120	1/26/2017	8:30:00	N/A	N/A	MUSCOGEE	I-80 EAST_RP	1.87		1		Angle	Motor Vehicle In Motion	0	0	32.52076	-84.98822	N/A	N/A	Misadged Clearance	No Contributing Factors	N/A	Cloudy						
6095373	6095373	17012600329	1/26/2017	18:03:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY_(OFF-RAMP)_RP	0.04		1		Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.530091	-84.97543	Passenger Car	N/A	Driver Lost Control		N/A	Clear						
6095520	6095520	17012700098	1/27/2017	8:13:00	N/A	N/A	MUSCOGEE	US 80 W	8.72		0	FLATROCK RD	Rear End	Motor Vehicle In Motion	2	0	32.547571	-84.873136	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						US Route
6095786	6095786	17012700352	1/27/2017	14:34:00	N/A	N/A	MUSCOGEE	FLAT ROCK_RD	0.68		0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion - In Other Roadway	0	0	32.544689	-84.87319	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy						
6096589	6096589	17012800387	1/28/2017	18:48:00	N/A	N/A	MUSCOGEE	VETERANS_PKWY	0		0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551338	-84.949315	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6096695	6096695	17012800356	1/28/2017	17:44:00	N/A	N/A	MUSCOGEE	MOON_RD	0		0	JR ALLEN (WB) RAMP	Angle	Motor Vehicle In Motion	0	0	32.554117	-84.926799	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear						
6096770	6096770	16122300394	12/23/2016	16:18:00	N/A	N/A	MUSCOGEE	WHITTLESEY_BLVD	1.64		0	RP	Angle	Motor Vehicle In Motion	0	0	32.550035	-84.942872	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear						
6096788	6096788	17012900098	1/29/2017	0:00:00	N/A	N/A	MUSCOGEE	SOUTH STADIUM_DR	0		0	SCHOMBURG RD	Not A Collision with Motor Vehicle	Curb	0	0	32.556116	-84.905743	Passenger Car	N/A	No Contributing Factors		N/A	Clear						
6097162	6097162	17012900381	1/29/2017	20:15:00	N/A	N/A	MUSCOGEE	J.R. ALLEN EAST BOUND I 185 N BND ENT_RP	0.06		1		Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.54464	-84.958266	Pickup Truck	N/A	Exceeding Speed Limit		N/A	Clear						
6097495	6097495	17013000073	1/30/2017	7:25:00	N/A	N/A	MUSCOGEE	SCHOMBURG_RD	0		0	N STADIUM DR	Angle	Motor Vehicle In Motion	0	0	32.558133	-84.906058	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield,Improper Turn	No Contributing Factors	N/A	Clear						
6097508	6097508	17013000092	1/30/2017	8:13:00	N/A	N/A	MUSCOGEE	S. STADIUM_DR	0		0	SCHOMBURG RD	Angle	Motor Vehicle In Motion	0	0	32.556107	-84.905906	Sports Utility Vehicle (SUV)	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear						
6097693	6097693	17012600208	1/26/2017	13:00:00	N/A	N/A	MUSCOGEE	2ND_AVE	0.01		0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.507302	-84.989845	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Failed to Yield	No Contributing Factors	N/A	Clear						
6098666	6098666	17013000412	1/30/2017	20:59:00	N/A	N/A	MUSCOGEE	VETERAN_PKWY	14.62		0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	4	0	32.551051	-84.94947	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear						
6099476	6099476	17013100128	1/31/2017	9:40:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	9.74		0	GATEWAY RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.540887	-84.872626	Pickup Truck	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear						
6099588	6099588	17013100186	1/31/2017	11:09:00	N/A	N/A	MUSCOGEE	J R ALLEN_PKWY	0		0	BEAVER RUN RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.541173	-84.872652	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6099832	6099832	17013100280	1/31/2017	14:50:00	N/A	N/A	MUSCOGEE	JR ALLEN_PKWY	0		0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.555413	-84.889587	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6100461	6100461	17013100397	1/31/2017	19:00:00	N/A	N/A	MUSCOGEE	J.R ALLEN_PKWY	0		0	2 ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	1	0	32.509304	-84.993773	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear						
6101118	6101118	17013200016	2/1/2017	7:20:00	N/A	N/A	MUSCOGEE	JR ALLEN_PKWY	9.47		0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544417	-84.873573	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6101284	6101284	17020100215	2/1/2017	11:30:00	N/A	N/A	MUSCOGEE	1185 HWY	0		0	J R ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.543995	-84.960918	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6101521	6101521	17020100203	2/1/2017	11:05:00	N/A	N/A	MUSCOGEE	RIVER_RD	1.86		0	JR ALLEN EASTBOUND CD PKWY	Angle	Motor Vehicle In Motion	0	0	32.520595	-84.988208	Pickup Truck	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	N/A	Clear						
6101943	6101943	17020100137	2/1/2017	15:30:00	N/A	N/A	MUSCOGEE	MANCHESTER_EXPWY	9.84		0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539691	-84.871046	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
6102169	6102169	17020200075	2/2/2017	6:00:00	N/A	N/A	MUSCOGEE	JR ALLEN_PKWY	6.28		0	MOON RD RP	Sideswipe-Same Direction	Motor Vehicle In Motion	1	0	32.554247	-84.919956	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6103104	6103104	17020200099	2/2/2017	7:50:00	N/A	N/A	MUSCOGEE	MOON_RD	1.06		0	JR ALLEN EAST BOUND RAMP EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.551892	-84.926568	Pickup Truck	Passenger Car	Following too Close,Failed to Yield	No Contributing Factors	N/A	Clear						
6103106	6102020121	17020200121	2/2/2017	8:45:00	N/A	N/A	MUSCOGEE	MANCHESTER OFF RAMP_EXPWY	0.28		0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.541594	-84.872897	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close,Failed to Yield	No Contributing Factors	N/A	Clear						
6104917	6104917	17020300106	2/3/2017	7:35:00	N/A	N/A	MUSCOGEE	JR ALLEN_PKWY	0.5		0	2ND AVE	Not A Collision with Motor Vehicle	Other - Fixed Object	1	0	32.508767	-84.994786	Passenger Car	N/A	Driver Lost Control		N/A	Clear						
6104931	6104931	17020300219	2/3/2017	12:14:00	N/A	N/A	MUSCOGEE	JR ALLEN_PKWY	0.16		0	2ND AVE	Not A Collision with Motor Vehicle	Bridge Pier/Abutment	1	0	32.507955	-84.996709	Passenger Car	N/A	Too Fast For Conditions		N/A	Clear						
6105162	6105162	17020300307	2/3/2017	16:00:00	N/A	N/A	MUSCOGEE	VETERANS_PKWY	4.42		0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.547431	-84.951471	Passenger Car	Single Unit Truck	Following too Close	No Contributing Factors	N/A	Clear						
6105163	6105163	17020300382	2/3/2017	18:10:00	N/A	N/A	MUSCOGEE	MANCHESTER_EXPY	0.05		0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507304	-84.989626	Single Unit Truck	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Cloudy						
6105206	6105206	17020300434	2/3/2017	19:31:00	N/A	N/A	MUSCOGEE	BLACKMON_RD	0		0	WARM SPRINGS RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.552003	-84.897804	Panel Truck	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear						
6105548	6105548	17020400077	2/4/2017	6:00:00	N/A	N/A	MUSCOGEE	J R ALLEN_PKWY_RP	0.06		1	HWY 80	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.54513	-84.95882	Passenger Car	N/A	No Contributing Factors		N/A	Clear			US Route			
6106288	6106288	17020400088	2/4/2017	7:41:00	N/A	N/A	MUSCOGEE	BRADLEY PARK DRIVE_RP	0.07		1	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Overturn	0	0	32.53015	-84.975345	Van	N/A	Too Fast For Conditions		N/A	Clear						
6106289	6106289	17020400125	2/4/2017	11:36:00	N/A	N/A	MUSCOGEE	VETERANS_PKWY	1.13		0	DOUBLE CHURCHES RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.549497	-84.95034	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6106479	6106479	17020400198	2/5/2017	12:15:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG_RD	1.5		0		Rear End	Motor Vehicle In Motion	0	0	32.557444	-84.906017	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	N/A	Rain						
6106598	6106598	17020500186	2/5/2017	13:10:00	N/A	N/A	MUSCOGEE	VETERANS_PKWY	0		0	WHITTLESEY RD	Rear End	Motor Vehicle In Motion	0	0	32.54476	-84.95291	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain						
6106604	6106604	17020500254	2/5/2017	15:45:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG_RD	1.54		0		Angle	Parked Motor Vehicle	0	0	32.557979	-84.906096	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Cloudy						
6107458	6107458	17020600386	2/6/2017	11:35:00	204843	252201	MUSCOGEE	BEAVER RUN_RD	0		0	FLATROCK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.538862	-84.869507	Tractor/Trailer	Van	Other	No Contributing Factors	N/A	Clear						
6107545	6107545	17020400213	2/5/2017	13:55:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY NB JR ALLEN PARKWAY_RAMP	9.83		0	JR ALLEN EAST BOUND PKWY	Angle	Motor Vehicle In Motion	1	0	32.539861	-84.871051	Passenger Car	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Cloudy						
6107618	6107618	17020600094	2/6/2017	8:00:00	N/A	N/A	MUSCOGEE	MANCHESTER_EXPY	9.66		0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.541668	-84.870149	Passenger Car	Van	Following too Close	No Contributing Factors	N/A	Clear						
6108026	6108026	17020600448	2/6/2017	20:10:00	N/A	N/A	MUSCOGEE	BEAVER RUN_RD	0		0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.539925	-84.871152	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
6108970	6108970	17020700191	2/7/2017	12:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN_RD	9.87		0	MANCHESTER OFF RAMP EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.539721	-84.870789	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Failed to Yield	No Contributing Factors	N/A	Clear						
6109097	6109097	17020400291	2/4/2017	16:39:00	N/A	N/A	MUSCOGEE	5555 WHITTLESEY_BLVD	0.17		0		Angle	Motor Vehicle In Motion - In Other Roadway	0	0	32.546777	-84.949139	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Misadged Clearance	No Contributing Factors	N/A	Clear						
6109290	6109290	17020700201	2/7/2017	12:15:00	N/A	N/A	MUSCOGEE	VETERAN'S_PARK	0		0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551424	-84.949265	Passenger Car	Passenger Car	Following too Close,Distracted	No Contributing Factors	N/A	Cloudy						
6109526	6109526	17020700376	2/7/2017	17:52:00	N/A	N/A	MUSCOGEE	MOON_RD	0.97		0	JR ALLEN PKWY W RP	Angle	Motor Vehicle In Motion	0	0	32.55319	-84.926581	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Rain						
6110847	6107900018	17020900018	2/9/2017	0:32:00	N/A	N/A	MUSCOGEE	J. R. ALLEN_PARK	0.09		0	2ND AVE	Not A Collision with Motor Vehicle	Overturn	1	0	32.509258	-84.993832	Pickup Truck	N/A	Driver Lost Control		N/A	Cloudy						
6110883	6110883	17020800075	2/8/2017	7:40:00	N/A	N/A	MUSCOGEE	MANCHESTER OFF RAMP_EXPWY	0.28		0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	1	0	32.541594	-84.872882	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close,Failed to Yield	No Contributing Factors	N/A	Rain						
6111877	6111877	17020800441	2/8/2017	19:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN_RD	1.7		0	KITTEN LAKE DR	Rear End	Motor Vehicle In Motion	0	0	32.538869	-84.869484	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6114375	6114375	17021100074	2/11/2017	3:24:00	N/A	N/A	MUSCOGEE	JR ALLEN EAST BOUND_PKWY	0		0	MOONRD	Not A Collision with Motor Vehicle	Animal	1	0	32.55412	-84.9205	Passenger Car	N/A	Reaction to Object or Animal		N/A	Clear						
6114549	6114549	17021100142	2/11/2017	9:30:00	N/A	N/A	MUSCOGEE	JR ALLEN_PKWY	9.51		0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	3	0	32.54395	-84.873713	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6114655	6114655	17021100185	2/11/2017	11:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN_RD	0.02		0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538798	-84.869477	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6114796	6114796	17021100408	2/11/2017	18:30:00	N/A	N/A	MUSCOGEE	VETERANS_PKWY	14.2		0	HWY 80	Rear End	Mot

6130842	6130842	17022500462	2/26/2017	22:01:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	13.11	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538725	-84.869368	Passenger Car	Single Unit Truck	No Contributing Factors	No Contributing Factors	N/A	Clear	
6132013	6132013	17022700304	2/27/2017	17:05:00	N/A	N/A	MUSCOGEE	I-185 HWY	0	0	US 80 HWY	Not A Collision with Motor Vehicle	Ditch	0	0	32.542236	-84.96033	Pickup Truck	N/A	Weather Conditions		N/A	Rain	
6132922	6132922	17022100323	2/21/2017	16:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY RP	0.04	1	HWY 80 RP	Rear End	Motor Vehicle In Motion	0	0	32.550745	-84.949358	N/A	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	US Route
6133212	6133212	17022800300	2/28/2017	14:20:00	N/A	N/A	MUSCOGEE	J R ALLEN (EXIT) RP	0	1		Not A Collision with Motor Vehicle	Guard Rail End	1	0	32.538641	-84.972795	Passenger Car	N/A	Distracted,Cell Phone,Inattentive or Other Distracti		N/A	Clear	
6133364	6133364	17022800384	2/28/2017	17:55:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ALLEN EAST BOUND EXIT PKWY	Angle	Motor Vehicle In Motion	0	0	32.553665	-84.898121	Passenger Car	Passenger Car	Failed to Yield		N/A	Cloudy	
6137416	6137416	17030300418	3/3/2017	18:29:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0.01	0	BLACKMON RD	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.555198	-84.892056	Passenger Car	N/A	Other		N/A	Clear	
6137964	6137964	17030400233	3/4/2017	12:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.63	0	DOUBLE CHURCHES RD	Head On	Motor Vehicle In Motion	2	0	32.551114	-84.949434	Sports Utility Vehicle (SUV)	Pickup Truck	Improper Turn	No Contributing Factors	N/A	Clear	
6138076	6138076	17030400365	3/4/2017	17:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	2.97	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551119	-84.949434	Passenger Car	Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear	
6138597	6138597	17030400011	3/4/2017	7:45:00	N/A	N/A	MUSCOGEE	HWY 80 US	0.02	0	WHITESVILLE RD	Angle	Motor Vehicle In Motion	0	0	32.541162	-84.968551	Passenger Car	Truck Towing House Trailer	Changed Lanes Improperly	No Contributing Factors	N/A	Clear	US Route
6140013	6140013	17030600268	3/6/2017	13:45:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	1	0	32.522352	-84.98969	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Cloudy	
6141322	6141322	17030700104	3/7/2017	8:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	1.14	0	BRIDLEWOOD DR	Rear End	Motor Vehicle In Motion	0	0	32.55221	-84.905269	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	
6141485	6141485	17030700103	3/7/2017	8:00:00	N/A	N/A	MUSCOGEE	JR ALLEN WESTBOUND CD RP	1.42	1	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.524447	-84.982037	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Changed Lanes Improperly	No Contributing Factors	N/A	Clear	
6141586	6141586	17030700107	3/7/2017	8:10:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0.41	1	SCHOMBURG RP	Rear End	Motor Vehicle In Motion	1	0	32.555542	-84.897897	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	
6143230	6143230	17030800251	3/8/2017	14:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.1	0	ADAMS FARM RD	Rear End	Motor Vehicle In Motion	0	0	32.544818	-84.952954	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6143343	LPD17030800337		3/8/2017	18:15:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITESVILLE BLVD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.550388	-84.926757	Passenger Car	Passenger Car	Other	Other	N/A	Clear	
6143487	6143487	17030700445	3/7/2017	22:30:00	N/A	N/A	MUSCOGEE	JR ALLEN WB PKWY	1.85	0	RIVER RD	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.524659	-84.980665	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain	
6144177	6144177	17030900093	3/9/2017	9:30:00	N/A	N/A	MUSCOGEE	J R ALLEN RAMP	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.536978	-84.974155	Passenger Car	N/A	No Contributing Factors		N/A	Clear	
6145127	6145127	17030900234	3/9/2017	14:25:00	N/A	N/A	MUSCOGEE	6713 FLAT ROCK RD	0.22	0		Rear End	Motor Vehicle In Motion	0	0	32.542039	-84.872194	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear	
6146410	6146410	17031000315	3/10/2017	16:22:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	14.55	0	JR ALLEN EB PKWY	Rear End	Motor Vehicle In Motion	1	0	32.550146	-84.949434	Passenger Car	Passenger Car	Inattentive or Other Distracti	Inattentive or Other Distracti	N/A	Clear	
6147205	6147205	17031100040	3/11/2017	19:40:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551216	-84.949387	Pickup Truck	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Cloudy	
6147417	6147417	17031100161	3/11/2017	10:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	9.21	0	FLAT ROCK RD	Not A Collision with Motor Vehicle	Tree	0	0	32.548079	-84.873582	Sports Utility Vehicle (SUV)	N/A	Reaction to Object or Animal		N/A	Clear	
6147890	6147890	17031200073	3/12/2017	17:17:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY W	0.4	0	MOON RD	Not A Collision with Motor Vehicle	Other - Fixed Object	1	0	32.551447	-84.937831	Passenger Car	N/A	Driver Lost Control		N/A	Clear	
6148491	6148491	17031300063	3/13/2017	8:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	S STADIUM DR	Angle	Motor Vehicle In Motion	0	0	32.55652	-84.90588	Passenger Car	Pickup Truck	Improper Turn	No Contributing Factors	N/A	Cloudy	
6149276	6149276	17031300171	3/13/2017	12:45:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.541591	-84.872861	Passenger Car	Panel Truck	Following too Close	No Contributing Factors	N/A	Rain	
6149284	6149284	17031300240	3/13/2017	15:45:00	N/A	N/A	MUSCOGEE	6600 FLAT ROAD RD	0	0		Angle	Motor Vehicle In Motion	0	0	32.54398	-84.87228	Sports Utility Vehicle (SUV)	Passenger Car	Improper Backing	No Contributing Factors	N/A	Cloudy	
6149790	6149790	17031400036	3/14/2017	3:15:00	N/A	N/A	MUSCOGEE	I85 HWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.538939	-84.959608	Passenger Car	Passenger Car	Other	Parked Improperly	N/A	Cloudy	
6150824	6150824	17031400368	3/14/2017	20:47:00	N/A	N/A	MUSCOGEE	JR ALLEN W	0	0	JR ALLEN ACCES RP	Head On	Motor Vehicle In Motion	1	0	32.552397	-84.931528	N/A	Passenger Car	Following too Close		N/A	Clear	
6150839	6150839	17031400373	3/14/2017	21:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54693	-84.951585	Panel Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6152055	6152055	17031500316	3/15/2017	15:40:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.55082	-84.92661	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6153527	6153527	17031600372	3/16/2017	16:15:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.524235	-84.982677	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	
6153597	6153597	17031600419	3/16/2017	17:38:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	1	0	32.550659	-84.949688	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	N/A	Clear	
6153626	6153626	17031600407	3/16/2017	17:20:00	N/A	N/A	MUSCOGEE	JR ALLEN W BOUND	0	0	FLATROCK RD	Head On	Motor Vehicle In Motion	1	0	32.544465	-84.873344	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6154325	6154325	17031700123	3/17/2017	9:58:00	N/A	N/A	MUSCOGEE	JR ALLEN EB RP	0	1	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546889	-84.951561	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6154395	6154395	17031700173	3/17/2017	12:20:00	N/A	N/A	MUSCOGEE	J. R. ALLEN PARKWAY RP	0	1		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.554769	-84.911687	Pickup Truck	N/A	Failed to Yield		N/A	Cloudy	
6154420	6154420	17031700207	3/17/2017	12:55:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551341	-84.949313	Passenger Car	Passenger Car	Following too Close,Distracted	No Contributing Factors	N/A	Cloudy	
6154421	6154421	17031700193	3/17/2017	12:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.551161	-84.949414	Passenger Car	Pickup Truck	Other	No Contributing Factors	N/A	Cloudy	
6154676	6154676	17031700275	3/17/2017	15:38:00	N/A	N/A	MUSCOGEE	J.R. ALLEN EAST BOUND PKWY	0	0	I185 SOUTH BOUND HWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.542424	-84.965799	Passenger Car	Single Unit Truck	Inattentive or Other Distracti	Inattentive or Other Distracti	N/A	Clear	
6154679	6154679	17031700321	3/17/2017	16:47:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Head On	Motor Vehicle In Motion	0	0	32.54998	-84.92679	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6155256	6155256	17031800186	3/18/2017	12:02:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.55076	-84.926671	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain	
6155277	6155277	17031800122	3/18/2017	8:40:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546985	-84.951616	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy	
6155295	6155295	17031800217	3/18/2017	13:00:00	N/A	N/A	MUSCOGEE	JR ALLEN WB (EXIT RAMP) PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551278	-84.949147	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	
6155442	6155442	17031800285	3/18/2017	16:12:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.540904	-84.872873	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy	
6155563	6155563	17031800416	3/18/2017	20:25:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	J R ALLEN ON RAMP PKWY	Rear End	Motor Vehicle In Motion	0	0	32.543366	-84.869122	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	
6156209	6156209	17031900341	3/19/2017	17:40:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN EAST ON RAMP EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.546955	-84.951731	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6156259	6156259	17031900283	3/19/2017	16:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539689	-84.871064	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	
6156395	6156395	17031900470	3/19/2017	22:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	N LAKE PKWY	Rear End	Motor Vehicle In Motion	0	0	32.55302	-84.94821	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	
6157246	C000361633		3/18/2017	20:15:00	N/A	N/A	MUSCOGEE	AT THE AL L SR 22 W	0	0		Sideswipe-Opposite Direction	Motor Vehicle In Motion	3	0	32.508433	-84.995949	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear	State Route
6157472	6157472	17032000391	3/20/2017	18:01:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	N. STADIUM DL	Angle	Motor Vehicle In Motion	0	0	32.556871	-84.90587	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear	
6157644	6157644	17032000484	3/20/2017	21:45:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Not A Collision with Motor Vehicle	Motor Vehicle In Motion	0	0	32.551223	-84.949529	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear	
6157676	6157676	17032000403	3/20/2017	18:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.522477	-84.987842	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear	
6158736	6158736	17032100271	3/21/2017	16:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	2	0	32.53953	-84.870163	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6163755	6163755	17032400147	3/24/2017	9:54:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.55202	-84.94904	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy	
6164259	6164259	17032400345	3/24/2017	16:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN EB HWY	Rear End	Motor Vehicle In Motion	0	0	32.54541	-84.95257	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6164379	6164379	17032400371	3/24/2017	17:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Angle	Motor Vehicle In Motion	0	0	32.552052	-84.926755	Pickup Truck	Van	Following too Close	No Contributing Factors	N/A	Clear	
6164491	6164491	17032400333	3/24/2017	16:30:00	N/A	N/A	MUSCOGEE	7300 BLACKMON RD	0	0		Sideswipe-Opposite Direction	Parked Motor Vehicle	0	0	32.557375	-84.898087	Pickup Truck	Sports Utility Vehicle (SUV)	Misadjged Clearance		N/A	Clear	
6165134	6165134	17032500437	3/25/2017	21:20:00	N/A	N/A	MUSCOGEE	JR ALLEN EAST BOUND PKWY	0	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.516612	-84.992462	Van	Pickup Truck	Too Fast For Conditions	No Contributing Factors	N/A	Cloudy	
6166991	6166991	17032700214	3/27/2017	12:20:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507365	-84.989701	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear	
6167879	6167879	17032600165	3/26/2017	11:47:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.507365	-84.989702	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6168673	6168673	17032800081	3/28/2017	8:25:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	0	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.542617	-84.870366	Sports Utility Vehicle (SUV)	Passenger Car	Too Fast For Conditions	No Contributing Factors	N/A	Clear	
6169114	6169114	17032800263	3/28/2017	14:45:00	N/A	N/A	MUSCOGEE	JR ALLEN EB PKWY	0	0	2ND AVE	Not A Collision with Motor Vehicle	Rear End	0	0	32.509178	-84.993496	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain	
6169979	6169979	17032900184	3/29/2017	12:10:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.507325	-84.989657	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6170405	6170405	17032900381	3/29/2017	18:30:00	N/A	342305	MUSCOGEE	JR ALLEN (EASTBOUND) PKWY	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	1	0	32.55462	-84.896498	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear	
6170490	6170490	17032900293	3/29/2017	16:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	1	0	32.554503	-84.918411	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6170565	6170565	17032900462	3/29/2017	21:22:00	N/A	N/A	MUSCOGEE	JR ALLEN (WB) PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	1	0	32.517758	-84.992343	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6170566	6170566	17032900436	3/29/2017	20:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.509091	-84.994105	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	
6170570	6170570	17032900375	3/29/2017	18:26:00	N/A	N/A	MUSCOGEE	MACHESTER EXPWY	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539771	-84.871163	N/A	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6170574	6170574	17032900361	3/29/2017	18:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.55445	-84.90821	Passenger Car	Van	No Contributing Factors	No Contributing Factors	N/A	Clear	
6170584	6170584	17032900354	3/29/2017	18:48:00	N/A	N/A	MUSCOGEE	JR ALLEN EB PKWY	0	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.55457	-84.911275	Passenger Car	Sports Utility Vehicle (SUV)	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear	
6170587	6170587	17032900429	3/29/2017	20:21:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BULLET BLVD	Angle	Motor Vehicle In Motion	0	0	32.537511	-84.870067	Passenger Car	Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear	
6173158	6173158	17033100235	3/31/2017	14:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548487	-84.950896	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6173258	6173258	17033100260	3/31/2017	13:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	NORTH LAKE PKWY	Angle	Motor Vehicle In Motion	0	0	32.548871	-84.951776	Passenger Car	Pickup Truck	Other	Other	N/A	Clear	
6174736	6174736	17040100369	4/1/2017	17:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM DR	Sideswipe-Same Direction	Motor Vehicle In Motion	2	0	32.55	-84.95	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly		N/A	Clear	
6174960	6174960	17040200343	4/2/2017	17:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY EAST EXIT RAMP RAMP	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551262	-84.949142	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		N/A	Clear	
6175035	6175035	17033100318	3/31/2017	16:45:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.55266	-84.926662	Passenger Car	Panel Truck	Following too Close	No Contributing Factors	N/A	Clear	
6178757	6178757	17040300339	4/3/2017	12:40:00	N/A	N/A	MUSCOGEE	MANCHESTER ON RAMP EXPWY	0	0	BEAVER RUN RD	Not A Collision with Motor Vehicle	Tree	0	0	32.540533	-84.872331	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A	Rain	
6178957	6178957	17040400353	4/4/2017	16:20:00	N/A	N/A	MUSCOGEE	2ND AVE RP	0	1	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.508549	-84.989762	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	
6179038	6179038	17040400341	4/4/2017	16:10:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551267	-84.949616	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear	
6179089	6179089	17040400389	4/4/2017	17:40:00	N/A	N/A	MUSCOGEE	HWY 80 US RP	0	1	2 ND AVE	Angle	Motor Vehicle In Motion	0	0	32.515509	-84.99277	N/A	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear	US Route
6180591	6180591	17040600072	4/6/2017	5:30:00	N/A	N/A	MUSCOGEE	J R ALLEN RP	0	1		Not A Collision with Motor Vehicle	Guard Rail End	1	0	32.512444	-84.991394	Pickup Truck	N/A	Too Fast For Conditions		N/A	Clear	
6180598	6180598	17040600076	4/6/2017	6:00:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.552585	-84.962448	Passenger Car	N/A	Reaction to Object or Animal		N/A	Cloudy	Interstate
6182609	6182609	17040600301	4/6/2017	15:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.539577	-84.870616	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	
6182709	6182709	17040600291	4/6/2017	14:15:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	US 80	Rear End	Motor Vehicle In Motion	0	0	32.55532	-84.90569	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	US Route
6182757	6182757	17040600297	4/6/2017	14:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.55126	-84.94936	Passenger Car	Pickup Truck	No Contributing Factors	No Contributing Factors	N/A	Clear	
6182786	6182786	17040600401	4/6/2017	17:20:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	1	0	32.540906	-84.872844	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6182792	6182792	17040600369	4/6/2017	16:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Rear End	Motor Vehicle In Motion	1	0	32.523396	-84.984418	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6183468	6183468	17040700093	4/7/2017	8:00:00	N/A	N/A	MUSCOGEE	JR ALLEN EB RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.552163	-84.92704	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Distracted		N/A	Clear	
6183910	6184088	17040700329	4/7/2017	16:00:00	N/A	N/A	MUSCOGEE	I-185 EXPWY	0	0	JR ALLEN EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.542357	-84.966279	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6184088	6184088	17040700358	4/7/2017	16:35:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN (EASTBOUND) HWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.546402	-84.952041	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear	
6184279	6184279	LPD17040700589	4/8/2017	0:05:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PARKWAY PKWY	Angle	Motor Vehicle In Motion	0	0	32.551162	-84.949412	Pickup Truck	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear	
6184659	6184659	17040700174	4/7/2017	10:51:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.541594	-84.872896	Single Unit Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6185506	6185506	17040900135	4/9/2017	17:40:00	N/A	N/A	MUSCOGEE	4220 2ND AVE	0	0		Angle	Motor Vehicle In Motion	0	0	32.507	-84.98951	Sports Utility Vehicle (SUV)	Passenger Car	Other	No Contributing Factors	N/A	Clear	
6187726	6187726	17041000296	4/10/2017	15:30:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550452	-84.926859	Single Unit Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	
6188929	6188929	17041000107	4/11/2017	8:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN EASTBOUND CD RAMP	Rear End	Motor Vehicle In Motion	0	0	32.546926	-84.951584	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	
6189011	6189011	17041000266	4/11/2017	14:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RAMP	0	0	RIVER RD	Rear End	Motor Vehicle In Motion

6202715	6202715	170421000455	4/21/2017	19:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.54853	-84.9509	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
6203203	6203203	170422000149	4/22/2017	10:59:00	N/A	N/A	MUSCOGEE	VETERAN PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	2	0	32.547195	-84.951611	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6203234	6203234	170422000174	4/22/2017	11:50:00	N/A	N/A	MUSCOGEE	SOUTH RAMP JR ALLEN PKWY RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.553537	-84.898235	Sports Utility Vehicle (SUV)	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear						
6204137	6204137	170423000315	4/23/2017	18:21:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.550994	-84.949506	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Cloudy						
6205042	6205042	170424000990	4/24/2017	8:10:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	SOUTH STADIUM DR	Rear End	Motor Vehicle In Motion	0	0	32.55625	-84.90582	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6205215	6205215	170424000225	4/23/2017	21:00:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.53388	-84.97596	Van	N/A	Reaction to Object or Animal		N/A	Clear						
6205706	6205706	170424000383	4/24/2017	17:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MALLARD DR	Rear End	Motor Vehicle In Motion	0	0	32.537908	-84.865583	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6205873	6205873	170424000464	4/24/2017	19:30:00	N/A	N/A	MUSCOGEE	JR ALLEN ACCESS RD E	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.553533	-84.898228	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6207185	6207185	170425000280	4/25/2017	15:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	S STADIUM DR	Angle	Motor Vehicle In Motion	0	0	32.55666	-84.90565	Passenger Car	Pickup Truck	Improper Turn	No Contributing Factors	N/A	Clear						
6207863	6207863	170426000071	4/26/2017	7:25:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Rear End	Motor Vehicle In Motion	2	0	32.538685	-84.868808	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6208226	6208226	170426000184	4/26/2017	12:24:00	N/A	N/A	MUSCOGEE	FLATROCK RD	0	0	BEAVER RUN RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.538289	-84.869628	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6208455	6208455	170426000214	4/26/2017	13:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	0	0	32.55117	-84.9494	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6208677	6208677	170426000289	4/26/2017	16:35:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.54	-84.87	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6209171	6209171	170427000092	4/27/2017	8:00:00	N/A	N/A	MUSCOGEE	JR ALLEN WESTBOUND ACCESS RD	0	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.555287	-84.905543	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
6209325	6209325	170427000106	4/27/2017	8:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	1	0	32.54	-84.87	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
6209903	6209903	170427000416	4/27/2017	17:48:00	N/A	N/A	MUSCOGEE	JR ALLEN WEST BOUND PKWY	0	0	BLACKMON RD	Not A Collision with Motor Vehicle	Ditch	0	0	32.555685	-84.886456	Pickup Truck	N/A	Weather Conditions,Driver Lost Control		N/A	Rain						
6210771	6210771	170427000409	4/27/2017	17:47:00	N/A	N/A	MUSCOGEE	JR ALLEN (WESTBOUND) PKWY	0	0	185 (SOUTHBOUND) HWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.540778	-84.970151	Passenger Car	Passenger Car	Following too Close,Other	No Contributing Factors	N/A	Clear						
6210937	6210937	170428000276	4/28/2017	14:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I-185 IS	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.544738	-84.960851	Sports Utility Vehicle (SUV)	Van	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6211770	6211770	170429000204	4/29/2017	11:55:00	730865	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	SCHOMBURG RD	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.554261	-84.905692	Tractor/Trailer	N/A	Other		N/A	Cloudy						
6211802	6211802	170429000171	4/29/2017	11:07:00	N/A	N/A	MUSCOGEE	4420 2ND AVE	0	0		Sideswipe-Opposite Direction	Motor Vehicle In Motion	0	0	32.50701	-84.98926	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	N/A	Clear						
6211915	6211915	170428000345	4/28/2017	16:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.546969	-84.951724	Pickup Truck	Sports Utility Vehicle (SUV)	Changed Lanes Improperly,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
6211921	6211921	170429000376	4/29/2017	17:39:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	I-185	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.543537	-84.964731	Passenger Car	Passenger Car	Improper Passing	No Contributing Factors	N/A	Cloudy	Interstate					
6211922	6211922	170429000294	4/29/2017	15:20:00	N/A	N/A	MUSCOGEE	J. R. ALLEN RAMP	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551157	-84.94917	Pickup Truck	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy						
6213172	6213172	170501000071	5/1/2017	7:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I-185 RAMP	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.54579	-84.959573	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy						
6214150	6214150	170501000305	5/1/2017	17:10:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	ACCESS RD	Rear End	Motor Vehicle In Motion	0	0	32.553535	-84.898231	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6214315	6214315	170501000437	5/1/2017	20:58:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 NO AVE	Rear End	Motor Vehicle In Motion	0	0	32.507328	-84.989659	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6214405	6214405	170501000415	5/1/2017	20:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J.R. ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.5476	-84.9512	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6215911	6215911	170502000366	5/2/2017	16:50:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.545592	-84.960855	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A	Clear					Interstate	
6215973	6215973	170502000379	5/2/2017	17:15:00	N/A	N/A	MUSCOGEE	VETERAN'S PARK	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.54871	-84.950771	Passenger Car	Pickup Truck	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
6216171	6216171	170502000568	5/2/2017	20:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J.R.ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.5476	-84.9512	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
6216212	6216212	170502000502	5/2/2017	20:48:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ALLEN PARKWAY (WEST) EXIT RAMP RAMP	Not A Collision with Motor Vehicle	Highway Traffic Sign Post	0	0	32.5575	-84.898	Passenger Car	N/A	Failed to Yield,Driver Lost Control		N/A	Clear						
6216457	6216457	170503000093	5/3/2017	7:25:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	GREYSTONE DR	Rear End	Motor Vehicle In Motion	0	0	32.55191	-84.89767	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6216707	6216707	170503000099	5/3/2017	7:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544645	-84.872852	Motorcycle	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6218001	6218001	170504000105	5/4/2017	7:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Not A Collision with Motor Vehicle	Embankment	0	0	32.55107	-84.87573	Sports Utility Vehicle (SUV)	N/A	Too Fast For Conditions		N/A	Rain						
6218015	6218015	170504000117	5/4/2017	8:15:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.55583	-84.90571	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Rain						
6219787	6219787	170505000125	5/5/2017	8:55:00	N/A	N/A	MUSCOGEE	JR ALLEN WB PKWY	0	0	FLATROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544526	-84.873329	Passenger Car	Van	Following too Close	No Contributing Factors	N/A	Cloudy						
6219971	6219971	170505000139	5/5/2017	10:45:00	N/A	N/A	MUSCOGEE	GA HWY 85 SOUTH EXIT RAMP	0	0	US 80	Rear End	Motor Vehicle In Motion	0	0	32.541593	-84.872846	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain	US Route					
6220241	6220241	170505000235	5/5/2017	15:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLATROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.53917	-84.86989	Passenger Car	Passenger Car	Failed to Yield,Other	No Contributing Factors	N/A	Cloudy						
6220325	6220325	170505000260	5/5/2017	0:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	SOUTH STADIUM DR	Angle	Motor Vehicle In Motion	0	0	32.55606	-84.90589	Passenger Car	Van	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Cloudy						
6221044	6221044	170506000126	5/6/2017	10:03:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM DR	Rear End	Motor Vehicle In Motion	0	0	32.5454	-84.9526	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
6221621	6221621	170506000082	5/6/2017	6:45:00	N/A	N/A	MUSCOGEE	2ND AVENUE RP	0	1		Not A Collision with Motor Vehicle	Guard Rail Face	1	0	32.511906	-84.992453	Passenger Car	N/A	Driver Lost Control		N/A	Cloudy						
6222228	6222228	170507000411	5/7/2017	19:50:00	N/A	N/A	MUSCOGEE	J. R. ALLEN PKWY	0	0	2ND AVE RP	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.516618	-84.992461	Passenger Car	N/A	Driver Lost Control		N/A	Clear						
6223904	6223904	170508000294	5/8/2017	15:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.52383	-84.9832	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear						
6226795	6226795	170509000354	5/9/2017	17:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I 185	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.545121	-84.960969	Van	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear	Interstate					
6226882	6226882	170509000343	5/9/2017	16:45:00	N/A	N/A	MUSCOGEE	BRADLEY PARK DR	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.53191	-84.9742	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6227365	6227365	170510000111	5/10/2017	8:35:00	N/A	N/A	MUSCOGEE	ALT US 27 RP	0	1	US 80	Rear End	Motor Vehicle In Motion	0	0	32.541593	-84.872825	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	US Route		US Route			
6227471	6227471	170510000142	5/10/2017	9:30:00	N/A	N/A	MUSCOGEE	RP	0	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539687	-84.871018	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6228201	6228201	170510000336	5/10/2017	16:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.54488	-84.95284	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6228299	6228299	170510000341	5/10/2017	16:40:00	N/A	N/A	MUSCOGEE	185 SOUTH HWY	0	0	WILLIAMS RD	Rear End	Motor Vehicle In Motion	0	0	32.548993	-84.962053	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6228473	6228473	170510000316	5/10/2017	15:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY ACCESS RD E	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.553546	-84.898245	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6229176	6229176	170511000109	5/11/2017	8:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Rear End	Motor Vehicle In Motion	0	0	32.537004	-84.974145	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6229357	6229357	170511000076	5/11/2017	6:45:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	SCHOMBURG RD	Not A Collision with Motor Vehicle	Deer	0	0	32.55572	-84.88564	Passenger Car	N/A	No Contributing Factors		N/A	Clear			US Route			
6229951	6229951	170511000396	5/11/2017	18:10:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ALLEN SOUTH BOUND ACCESS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.5535	-84.8982	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Failed to Yield	No Contributing Factors	N/A	Clear						
6230785	6230785	170512000126	5/12/2017	8:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551161	-84.949412	Passenger Car	Other	Other	No Contributing Factors	N/A	Clear						
6231159	6231159	170512000389	5/12/2017	17:55:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507279	-84.989589	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
6231846	6231846	170513000235	5/13/2017	13:38:00	N/A	N/A	MUSCOGEE	JR ALLEN WB (EXIT RAMP) RP	0	1	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.554328	-84.925458	Passenger Car	Sports Utility Vehicle (SUV)	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
6231866	6231866	170513000252	5/13/2017	14:07:00	N/A	N/A	MUSCOGEE	185 SOUTH BOUND ACCESS RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.540959	-84.960602	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6232410	6232410	170513000234	5/13/2017	13:34:00	N/A	N/A	MUSCOGEE	7310 VETERANS PKWY	0	0		Rear End	Motor Vehicle In Motion	0	0	32.5509	-84.9489	Passenger Car	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy						
6232606	6232606	17-05:1400130	5/14/2017	8:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY (WEST) EXIT RAMP PKWY	0	0	MOON ROAD RD	Rear End	Motor Vehicle In Motion - In Other Roadway	0	0	32.554156	-84.926578	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6232665	6232665	170514000215	5/14/2017	14:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546281	-84.95211	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6234966	6234966	170515000580	5/15/2017	23:00:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	RIVER RD	Not A Collision with Motor Vehicle	Deer	0	0	32.52174	-84.98912	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors		N/A	Clear						
6234980	6234980	170516000073	5/16/2017	6:08:00	N/A	N/A	MUSCOGEE	US 80 W	0	0	I-185 (NORTHBOUND) RAMP	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.547021	-84.956026	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear			US Route			
6235110	6235110	170516000093	5/16/2017	7:53:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Angle	Motor Vehicle In Motion	0	0	32.52153	-84.98902	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6235727	6235727	170516000196	5/16/2017	11:47:00	N/A	0684807	MUSCOGEE	JR ALLEN PKWY	0	0	I-185	Rear End	Motor Vehicle In Motion	0	0	32.545421	-84.960174	Pickup Truck	Single Unit Truck	Changed Lanes Improperly,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear	Interstate					
6236650	6236650	170516000469	5/16/2017	20:15:00	N/A	N/A	MUSCOGEE	U. S. HIGHWAY 80 RP	0	1	MANCHESTER EXPWY	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.540032	-84.870953	N/A	N/A	Driver Lost Control,Too Fast For Conditions		N/A	Clear						
6237142	6237142	170517000174	5/17/2017	10:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	GATEWAY RD	Angle	Motor Vehicle In Motion	0	0	32.541487	-84.873194	Van	Sports Utility Vehicle (SUV)	Improper Backing	No Contributing Factors	N/A	Clear						
6237715	6237715	170517000233	5/17/2017	13:47:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.53964	-84.87063	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6237899	6237899	170517000305	5/17/2017	16:05:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.522656	-84.989694	Motorcycle	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6237900	6237900	170517000285	5/17/2017	15:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.5234	-84.9848	Passenger Car	N/A	Mechanical Or Vehicle Failure		N/A	Clear						
6238840	6238840	170518000200	5/18/2017	11:40:00	N/A	N/A	MUSCOGEE	I185 SOUTH RP	0	1		Rear End	Motor Vehicle In Motion	3	0	32.543374	-84.961046	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Distracted,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
6239158	6239158	170518000235	5/18/2017	17:17:00	N/A	N/A	MUSCOGEE	J. R. ALLEN (EAST BOUND) RP	0	1	SCHOMBERG RD	Rear End	Motor Vehicle In Motion	0	0	32.554478	-84.910856	Passenger Car	Passenger Car	Following too Close		Other	Clear						
6239232	6239232	170518000372	5/18/2017	17:47:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	3	0	32.508757	-84.94948	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6239333	6239333	170518000423	5/18/2017	19:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN (EASTBOUND) PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546969	-84.951726	Pickup Truck	Passenger Car	Other	No Contributing Factors	N/A	Clear						
6239424	6239424	170517000397	5/17/2017	18:15:00	N/A	N/A	MUSCOGEE	JR ALLEN EASTBOUND RP	0	1		Not A Collision with Motor Vehicle	Guard Rail Face	1	0	32.544482	-84.958203	Sports Utility Vehicle (SUV)	N/A	Other		N/A	Clear						
6239426	6239426	170518000421	5/18/2017	19:13:00	N/A	063585	MUSCOGEE	JR ALLEN PARKWAY PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.517888	-84.992279	Van	Tractor/Trailer	Following too Close	No Contributing Factors	N/A	Cloudy						
6240544	6240544	170519000178	5/19/2017	11:30:00	N/A	N/A	MUSCOGEE	VETERAN'S PKWY	0	0	JR ALLEN WB ENTRANCE PKWY	Rear End	Motor Vehicle In Motion	1	0	32.54844	-84.95096	Passenger Car	Pickup Truck	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						
6240598	6240598	170519000163	5/19/2017	11:19:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551393	-84.949183	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6240893	6240893	170519000380	5/19/2017	18:05:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539688	-84.87105	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear						
6240903	6240903	170519000335	5/19/2017	16:40:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.54786	-84.951243	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						
6240933	6240933	170519000352	5/19/2017	16:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.54786	-84.951244	Passenger Car	Passenger Car	Following too Close		Other	N/A						
6241091	6241091	170519000324	5/19/2017	16:05:00	N/A	N/A	MUSCOGEE	I-185 N& HWY	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.542232	-84.960332	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear						
6241554	6241554	170520000271	5/20/2017	13:49:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.507295	-84.989613	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear						
6241560	6241560	170520000303	5/20/2017	14:05:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539083	-84.869287	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear						
6241916	6241916	170520000397	5/20/2017	16:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY (EAST) RP	0	1		Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.554589	-84.91769	Pickup Truck	N/A	Driver Lost Control		N/A	Rain						
6241957	6241957	170521000044	5/21/2017	1:52:00	N/A	N/A	MUSCOGEE	VETERANS	0	0	JR ALLEN (WESTBOUND) RP	Angle	Motor Vehicle In Motion	0	0	32.54684	-84.9518	Passenger Car	Pickup Truck	Improper Turn	No Contributing Factors	N/A	Clear						
6242657	6242657	170521000357	5/21/2017	19:20:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	VETERANS PKWY	Rear End	Motor Vehicle In Motion	1	0	32.55083	-84.9492	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy						
6242727	6242727	170521000446	5/21/2017	21:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY (EAST) PKWY	0	0	I 185	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.542496	-84.96565	Passenger Car	N/A	No Contributing Factors		N/A	Clear	Interstate					
6242731	6242731	170521000460	5/21/2017	22:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I-185 HWY	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.542504	-84.960625	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors		N/A	Clear						
6242932	6242932	170521000194	5/21/2017	12:18:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY SOUTHBOUND RP	0	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.541462	-84.872754	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear						
6244015	6244015	170522000368	5/22/2017	16:38:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.54122	-84.87301	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contribut

6266022	6266022	17060700363	6/7/2017	17:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY WEST BOUND RAMP	Rear End	Motor Vehicle In Motion	1	0	32.548425	-84.950937	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6267334	6267334	17060800321	6/7/2017	19:00:00	N/A	N/A	MUSCOGEE	7300 WHITTLESEY BLVD	0	0		Angle	Motor Vehicle In Motion	0	0	32.5504	-84.9267	Passenger Car	Van	No Contributing Factors	No Contributing Factors	N/A	Clear		
6268163	6268163	17060900273	6/9/2017	14:34:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.5384	-84.8682	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6268357	6268357	17060800511	6/8/2017	22:00:00	N/A	N/A	MUSCOGEE	MACHESTER EXPY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	1	0	32.507158	-84.989636	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	N/A	Cloudy		
6269685	6269685	17061100177	6/11/2017	10:41:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	0	0	32.54165	-84.87309	Pickup Truck	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear		
6271395	6271395	17061200243	6/12/2017	12:15:00	N/A	N/A	MUSCOGEE	RP	0	1	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Guard Rail End	1	0	32.5448	-84.96214	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain		
6271491	6271491	17061200333	6/12/2017	16:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	JR ALLEN PRKWY	Not A Collision with Motor Vehicle	Curb	0	0	32.54476	-84.86778	Passenger Car	N/A	Driver Lost Control		N/A	Clear		
6271761	6271761	17061200542	6/12/2017	23:30:00	N/A	N/A	MUSCOGEE	JR ALLEN EAST BOUND PKWY	0	0	VETERANS PKWY	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.548113	-84.951471	Passenger Car	N/A	No Contributing Factors		N/A	Clear		
6271786	6271786	17061200523	6/12/2017	22:30:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.538632	-84.86939	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear		
6272541	6272541	17061300262	6/13/2017	13:40:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	RP	Angle	Motor Vehicle In Motion	2	0	32.522345	-84.989698	Passenger Car	Pickup Truck	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear		
6272777	6272777	17061300409	6/13/2017	18:24:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY OFF RP W	0	1	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.554199	-84.926429	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		
6273574	6273574	17061400190	6/14/2017	11:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551131	-84.949427	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear		
6273607	6273607	17061400211	6/14/2017	13:20:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	2801 DOUBLE CHURCHES RD	Not A Collision with Motor Vehicle	Motor Vehicle In Motion	0	0	32.55134	-84.94972	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A	Cloudy		
6273848	6273848	17061400320	6/14/2017	16:35:00	N/A	N/A	MUSCOGEE	MANCHESTER EB RAMP EXPWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.539686	-84.87103	Passenger Car	Van	Following too Close		N/A	Clear		
6273879	6273879	17061400303	6/14/2017	15:58:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	1	0	32.54994	-84.9502	Motorcycle	Passenger Car	Driver Lost Control		N/A	Clear		
6274066	6274066	17061300453	6/13/2017	20:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.507287	-84.989591	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear		
6275081	6275081	17061500221	6/15/2017	13:00:00	N/A	N/A	MUSCOGEE	JR ALLEN ON RAMP W BOUND RP	0	1	RIVER RD	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.5239	-84.98721	Passenger Car	N/A	Driver Lost Control,Cell Phone		N/A	Clear		
6275113	6275113	17061500310	6/15/2017	16:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.524134	-84.982962	Passenger Car	Passenger Car	Following too Close		N/A	Cloudy		
6275240	6275240	17061500504	6/15/2017	20:15:00	N/A	N/A	MUSCOGEE	I-185 (SB) 15	0	0	J.R. ALLEN PKWY	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.5405	-84.960351	Passenger Car	N/A	Mechanical Or Vehicle Failure,Too Fast For Conditions		N/A	Rain		
6275698	6275698	17061600115	6/16/2017	8:22:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.555277	-84.906502	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		N/A	Clear		
6275729	6275729	17061600109	6/16/2017	7:50:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Angle	Motor Vehicle In Motion	1	0	32.50715	-84.98982	Passenger Car	Passenger Car	Failed to Yield,Improper Turn	No Contributing Factors	N/A	Cloudy		
6280238	6280238	17061900553	6/19/2017	22:09:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	0	0	BRADLEY PARK DR	Sideswipe-Same Direction	Motor Vehicle In Motion	1	0	32.533237	-84.974603	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy		
6281315	6281315	17062000277	6/20/2017	16:06:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN E ON RP	Angle	Motor Vehicle In Motion	2	0	32.52066	-84.98824	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Rain		
6281358	6281358	17062000322	6/20/2017	18:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY EASTBOUND OFF RAMP	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546954	-84.951599	Single Unit Truck	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear		
6281400	6281400	17062000308	6/20/2017	17:15:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	PRIVATE ACCESS	Angle	Motor Vehicle In Motion	1	0	32.55824	-84.90627	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Rain		
6281972	6281972	17062100074	6/21/2017	6:59:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.5206	-84.9882	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Cloudy		
6282138	6282138	17062100107	6/21/2017	8:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY RP	0	1	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.541588	-84.872877	Pickup Truck	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Rain		
6282727	6282727	17062100266	6/21/2017	15:03:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY W BOUND	0	0	VETERANS PARKWAY OPAS	Angle	Motor Vehicle In Motion	0	0	32.548078	-84.95236	Passenger Car	Passenger Car	Too Fast For Conditions		N/A	Rain		
6283405	6283405	17062200136	6/22/2017	8:35:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	0	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539689	-84.87099	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		
6285122	6285122	17062300247	6/23/2017	12:20:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN RP	Rear End	Motor Vehicle In Motion	0	0	32.55526	-84.90567	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6286302	6286302	17062400231	6/24/2017	12:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544648	-84.872918	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy		
6286527	6286527	17062400385	6/24/2017	18:52:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	1	0	32.50878	-84.99487	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		
6286528	6286528	17062400584	6/23/2017	22:02:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	0	0	2ND AVE	Head On	Motor Vehicle In Motion	3	0	32.51743	-84.99239	Passenger Car	Passenger Car	Under the Influence (U.I.),Driver Lost Control,Too Fast For Conditions	No Contributing Factors	N/A	Cloudy		
6288552	6288552	17062600366	6/26/2017	18:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.540889	-84.872636	Pickup Truck	Passenger Car	Following too Close		N/A	Clear		
6289092	6289092	17062700104	6/27/2017	8:10:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EA	Rear End	Motor Vehicle In Motion	0	0	32.5071	-84.9898	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
6289274	6289274	17062700108	6/27/2017	8:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.5499	-84.9445	Passenger Car	N/A	Driver Lost Control		N/A	Cloudy		
6289574	6289574	17062700237	6/27/2017	13:40:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550686	-84.926737	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Misjudged Clearance	No Contributing Factors	N/A	Cloudy		
6290800	6290800	17062800176	6/28/2017	12:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY RP	0	1	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.546917	-84.951576	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6291328	6291328	17062800308	6/28/2017	16:25:00	1278704	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.53888	-84.869221	Tractor/Trailer	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear		
6291389	6291389	17062800154	6/28/2017	15:17:00	N/A	N/A	MUSCOGEE	MANCHESTER EB EXPWY	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539679	-84.87099	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6292447	6292447	17062900287	6/29/2017	15:20:00	N/A	N/A	MUSCOGEE	NORTHLAKE PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.552982	-84.94801	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Failed to Yield	No Contributing Factors	N/A	Clear		
6292475	6292475	17062900369	6/29/2017	18:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.55447	-84.89823	Passenger Car	Passenger Car	Following too Close		N/A	Clear		
6292517	6292517	17062900402	6/29/2017	19:45:00	N/A	N/A	MUSCOGEE	MILGEN RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	2	0	32.538366	-84.868582	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy		
6293659	6293659	17063000232	6/30/2017	14:20:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PARKWAY RP	0	1		Not A Collision with Motor Vehicle	Highway Traffic Sign Post	0	0	32.52994	-84.97527	Passenger Car	N/A	Other		N/A	Cloudy		
6293839	6293839	17063000295	6/30/2017	16:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.554469	-84.898279	Sports Utility Vehicle (SUV)	N/A	Weather Conditions		N/A	Cloudy		
6294288	6294288	17063000347	6/30/2017	17:55:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54588	-84.95248	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain		
6295507	6295507	17070200390	7/2/2017	19:00:00	N/A	N/A	MUSCOGEE	NORTHLAKE PKWY	0	0	VETERANS PKWY	Angle	Motor Vehicle In Motion	0	0	32.552915	-84.94826	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear		
6296528	6296528	17070300344	7/3/2017	17:10:00	N/A	N/A	MUSCOGEE	J.R. ALLEN WEST BOUND PKWY	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.554374	-84.899393	N/A	Single Unit Truck	Following too Close		N/A	Clear		
6296688	6296688	17070300346	7/3/2017	17:12:00	N/A	N/A	MUSCOGEE	JR ALLEN PARK	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.549734	-84.946781	N/A	Van	No Contributing Factors	Other	N/A	Clear		
6297112	6297112	17070400267	7/4/2017	13:25:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	1	0	32.539688	-84.87103	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear		
6298789	6298789	17070500245	7/5/2017	12:15:00	N/A	N/A	MUSCOGEE	RIVER ROAD RP	0	1	JR ALLEN OFF RP	Angle	Motor Vehicle In Motion	0	0	32.522349	-84.989685	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear		
6299200	6299200	17070500340	7/5/2017	15:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	0	0	32.5399	-84.8711	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6300463	6300463	17070600344	7/6/2017	16:03:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY ACCESS RD W	0	0	I 185	Rear End	Motor Vehicle In Motion	1	0	32.544884	-84.961883	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	Interstate	
6301241	6301241	17070700180	7/7/2017	11:10:00	N/A	N/A	MUSCOGEE	6600 FLAT ROCK RD	0	0		Angle	Motor Vehicle In Motion	0	0	32.54378	-84.87262	Pickup Truck	Sports Utility Vehicle (SUV)	Improper Backing		N/A	Clear		
6301530	6301530	17070700212	7/7/2017	12:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539691	-84.871023	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6301531	6301531	17070700234	7/7/2017	12:35:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.50729	-84.989607	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6302089	6302089	17070800085	7/8/2017	3:45:00	122275	N/A	MUSCOGEE	I-185 SOUTHBOUND RP	0	1		Not A Collision with Motor Vehicle	Overturn	0	0	32.543176	-84.963023	Single Unit Truck	N/A	Other		N/A	Clear		
6302336	6302336	17070800243	7/8/2017	13:10:00	N/A	N/A	MUSCOGEE	I-185 NORTH RP	0	1	JR ALLEN WB EXPWY	Rear End	Motor Vehicle In Motion	2	0	32.543598	-84.960528	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6303276	6303276	17070900344	7/9/2017	16:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	I-185 NORTH EXPWY	Not A Collision with Motor Vehicle	Guard Rail Face	1	0	32.545169	-84.959085	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain		
6304005	6304005	17071000073	7/10/2017	11:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	N. LAKE PKWY	Angle	Motor Vehicle In Motion	0	0	32.553	-84.9482	Passenger Car	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	N/A	Clear		
6304640	6304640	17071000431	7/10/2017	19:43:00	N/A	N/A	MUSCOGEE	2ND AVENUE RP	0	1		Not A Collision with Motor Vehicle	Overturn	1	0	32.512433	-84.99145	Sports Utility Vehicle (SUV)	N/A	Under the Influence (U.I.),Weather Conditions,Driver Lost Control,Too Fast For Conditions		N/A	Clear		
6305900	6305900	17071100158	7/11/2017	14:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507293	-84.989593	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6306040	6306040	17071100389	7/11/2017	17:50:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.54523	-84.873339	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6306134	6306134	17071100403	7/11/2017	0:00:00	N/A	N/A	MUSCOGEE	E BRADLEY PARK DR	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Embankment	1	0	32.53361	-84.92483	Passenger Car	N/A	Driver Lost Control		N/A	Severe Thunderstorm or Tornadic		
6307079	6307079	17071200235	7/12/2017	13:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Angle	Motor Vehicle In Motion	0	0	32.55485	-84.91503	Passenger Car	Passenger Car	Driver Lost Control	No Contributing Factors	N/A	Clear		
6308447	6308447	17071300419	7/13/2017	19:00:00	N/A	N/A	MUSCOGEE	I 185 RP S	0	1		Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.544861	-84.961931	Passenger Car	N/A	Driver Lost Control,Too Fast For Conditions		N/A	Cloudy		Interstate
6308648	6308648	17071400072	7/14/2017	6:40:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	45TH ST	Angle	Parked Motor Vehicle	0	0	32.50702	-84.98984	Sports Utility Vehicle (SUV)	Motorcycle	Improper Backing	No Contributing Factors	N/A	Clear		
6308910	6308910	17071300387	7/14/2017	17:50:00	N/A	N/A	MUSCOGEE	4420 2ND AVE	0	0		Angle	Motor Vehicle In Motion	0	0	32.50689	-84.9897	Pickup Truck	Passenger Car	Improper Backing	Other	N/A	Clear		
6309342	6309342	17071400131	7/14/2017	9:39:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	2	0	32.54142	-84.87305	Sports Utility Vehicle (SUV)	Passenger Car	Other	No Contributing Factors	N/A	Clear		
6309344	6309344	17071400229	7/14/2017	13:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY RP	0	1	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.541593	-84.872884	Sports Utility Vehicle (SUV)	Passenger Car	Other	No Contributing Factors	N/A	Clear		
6309954	6309954	17071400281	7/15/2017	7:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.538992	-84.869671	Passenger Car	N/A	Changed Lanes Improperly		N/A	Clear		
6310467	6310467	17071500468	7/15/2017	20:15:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Not A Collision with Motor Vehicle	Motor Vehicle In Motion	0	0	32.508409	-84.996049	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear		
6310505	6310505	17071500505	7/15/2017	21:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.53868	-84.87	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy		
6311051	6311051	17071400274	7/14/2017	14:53:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.5476	-84.9514	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6311099	6311099	17071500462	7/15/2017	20:00:00	N/A	N/A	MUSCOGEE	J. R. ALLEN PKWY	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Embankment	0	0	32.534463	-84.97455	Pickup Truck	N/A	No Contributing Factors		N/A	Rain		
6312332	6312332	17071700210	7/17/2017	12:35:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.553408	-84.90537	Passenger Car	Van	Following too Close	No Contributing Factors	N/A	Clear		
6312601	6312601	17071600411	7/16/2017	19:00:00	N/A	N/A	MUSCOGEE	2800 HARLEY CT	0	0		Angle	Motor Vehicle In Motion	0	0	32.55346	-84.89821	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Cloudy		
6312609	6312609	17071700015	7/17/2017	17:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RP	Rear End	Motor Vehicle In Motion	0	0	32.537132	-84.974091	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		
6312610	6312610	17071700300	7/17/2017	15:59:00	N/A	N/A	MUSCOGEE	RP	0	1	BLACKMON RD	Rear End	Motor Vehicle In Motion	1	0	32.553553	-84.898259	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		
6312620	6312620	17071700334	7/17/2017	16:50:00	N/A	N/A	MUSCOGEE	ACCESS RD	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.553602	-84.898381	N/A	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		
6312623	6312623	17071700325	7/17/2017	16:50:00	N/A	N/A	MUSCOGEE	RIVER RD RP	0	1	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.520578	-84.98822	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Rain		
6312643	6312643	17071700394	7/17/2017	18:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548137	-84.950586	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Cloudy		
6312995	6312995	17071800051	7/18/2017	4:30:00	1452338	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538129	-84.869732	Tractor/Trailer	Pickup Truck	Changed Lanes Improperly,Improper Turn	No Contributing Factors	N/A	Clear		
6313394	6313394	17071700188	7/17/2017	12:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY EASTBOUND OFF RAMP	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.546949	-84.951598	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Other Exterior Distraction (Di	No Contributing Factors	N/A	Clear		
6315652	6315652	17071900019	7/20/2017	9:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	1	0	32.55158	-84.94917	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear		
6315752	6315752	17072000080	7/20/2017	8:08:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.552103	-84.926801	Pickup Truck	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear		
6318351	6318351	17072100299	7/21/2017	16:05:00	N/A	N/A	MUSCOGEE	I-185 (NB) HWY	0	0	JR ALLEN PKWY	Sideswipe-Opposite Direction	Motor Vehicle In Motion	0	0	32.543592	-84.960532	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear		
6320364	6320364	17072100332	7/21/2017	17:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	1	0	32.514465	-84.992541	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6320426	6320426	17072100363	7/22/2017	17:50:00	N/A	N/A	MUSCOGEE	SCHOMBERG RD	0	0	SCHOMBERG RD	Rear End	Motor Vehicle In Motion	1	0	32.5549	-84.91436	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	Weather Conditions	N/A	Rain		
6320797	6320797	17072200328	7/22/2017	17:57:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	N STADIUM DR	Angle	Motor Vehicle In Motion	1	0	32.556866	-84.905868	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	N/A	Rain		
6322494	6322494	17072400085	7/24/2017	18:59:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.507291	-84.989598	N/A	N/A	Following too Close	No Contributing Factors	N/A	Cloudy		
6322660	6322660	17072400431	7/24/2017	20:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I 185	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.545148	-84.959741	Passenger Car	N/A	Weather Conditions		N/A	Rain	Interstate	
6322675	6322675	17072400413	7/24/2017	20:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	1	0	32.50807	-84.99713	Passenger Car	Passenger Car	Weather Conditions	Weather Conditions	N/A	Rain		
6325871	6325871	17072500349	7/25/2017	17:30:00	N/A	N/A	MUSCOGEE	SR 22 E	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.553555	-84.898264	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		State Route
6326104	6326104	17072600358	7/

6346487	6346487	17080800404	8/8/2017	18:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.55148	-84.94939	Pickup Truck	Sports Utility Vehicle (SUV)	Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy							
6349298	6349298	17081000450	8/10/2017	19:50:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Rear End	Motor Vehicle In Motion	2	0	32.546991	-84.956112	Passenger Car	Passenger Car	Other	Weather Conditions	N/A	Rain							
6350059	6350059	17081100085	8/11/2017	7:30:00	N/A	N/A	MUSCOGEE	I-185 SOUTHBOUND RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.540216	-84.960581	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy							
6350164	6350164	17081100258	8/11/2017	13:50:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	2	0	32.555288	-84.905768	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear							
6350401	6350401	17081100349	8/11/2017	16:20:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	STONE MILL DR	Rear End	Motor Vehicle In Motion	0	0	32.54961	-84.92677	Passenger Car	Pickup Truck	No Contributing Factors	No Contributing Factors	N/A	Clear							
6350945	6350945	17081100084	8/12/2017	7:20:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLATROCK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	1	0	32.538804	-84.869011	Passenger Car	Sports Utility Vehicle (SUV)	Improper Passing	No Contributing Factors	N/A	Clear							
6350969	6350969	17081200083	8/12/2017	4:36:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	2 ND AVENUE ON RP W BOUND	Not A Collision with Motor Vehicle	Guard Rail Face	0	1	32.508562	-84.995461	Pickup Truck	N/A	Driver Lost Control		N/A	Cloudy						US Route	
6351209	6351209	17081200414	8/11/2017	18:26:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.552095	-84.926797	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
6351433	6351433	17081200434	8/12/2017	21:45:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.53918	-84.86932	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Improper Backing	No Contributing Factors	N/A	Clear							
6351552	6351552	17081200507	8/12/2017	22:02:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Not A Collision with Motor Vehicle	Curb	0	0	32.50706	-84.98922	Passenger Car	N/A	Under the Influence (U.I.),Driver Lost Control		N/A	Clear							
6353362	6353362	17081400309	8/14/2017	14:40:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.54139	-84.87289	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear							
6355009	6355009	17081500197	8/15/2017	11:56:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY E BOUND	0	0	VETERANS PKWY	Not A Collision with Motor Vehicle	Tree	0	0	32.549495	-84.945961	Passenger Car	N/A	Changed Lanes Improperly		N/A	Clear							
6355956	6355956	17081600083	8/16/2017	7:38:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.55489	-84.90565	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
6356219	6356219	17081500268	8/15/2017	14:30:00	N/A	N/A	MUSCOGEE	JR ALLEN WB HWY	0	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.508616	-84.995259	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear							
6356760	6356760	17081500388	8/16/2017	18:00:00	N/A	N/A	MUSCOGEE	GA 22 WEST RP	0	1		Angle	Motor Vehicle In Motion	0	0	32.522352	-84.98969	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	N/352	Clear							
6357048	6357048	17081700095	8/17/2017	8:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY OFF RAMP RP E	0	1	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.552141	-84.927317	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear							
6357270	6357270	17081600352	8/16/2017	17:00:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	1	0	32.551348	-84.949307	Passenger Car	Passenger Car	Under the Influence (U.I.),Following too Close	No Contributing Factors	N/A	Clear							
6357305	6357305	17081700082	8/17/2017	7:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY OFF RP E	0	1	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.55553	-84.89808	Sports Utility Vehicle (SUV)	Single Unit Truck	Following too Close		N/A	Clear							
6357805	6357805	17081700380	8/17/2017	17:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.52064	-84.99059	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		N/A	Clear							
6357823	6357823	17081700404	8/17/2017	18:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I-185	Rear End	Motor Vehicle In Motion	0	0	32.545783	-84.95959	Pickup Truck	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear	Interstate					
6357833	6357833	17081700360	8/17/2017	16:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE OFF RAMP	Rear End	Motor Vehicle In Motion	0	0	32.508875	-84.994518	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						
6357839	6357839	17081700328	8/17/2017	15:45:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.55541	-84.90568	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						
6359117	6359117	17081700412	8/17/2017	18:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RAMP RP	0	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539688	-84.871002	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						
6359981	6359981	17081900376	8/19/2017	15:20:00	N/A	N/A	MUSCOGEE	VETERANS RP	0	1	J. R. ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.54814	-84.950487	Passenger Car	N/A	Misadjged Clearance		No Contributing Factors	N/A	Clear						
6360016	6360016	17081900485	8/19/2017	20:45:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.53804	-84.87002	Passenger Car	Pickup Truck	Following too Close		No Contributing Factors	N/A	Clear						
6360447	6360447	17082000281	8/20/2017	14:34:00	749055	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Angle	Motor Vehicle In Motion	0	0	32.5443	-84.87345	Tractor/Trailer	Passenger Car	Other		N/A	Clear							
6360596	6360596	17082000304	8/20/2017	15:50:00	N/A	N/A	MUSCOGEE	US 80 RP E	0	1		Rear End	Motor Vehicle In Motion	0	0	32.54064	-84.872298	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti		No Contributing Factors	N/A	Clear					US Route	
6360644	6360644	17082000290	8/20/2017	14:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PARK	0	0	STATE LINE (GA/AL) RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.5091	-84.99397	Passenger Car	Passenger Car	Changed Lanes Improperly,Other		No Contributing Factors	N/A	Clear						
6360715	6360715	17082000329	8/20/2017	16:15:00	N/A	N/A	MUSCOGEE	JR ALLEN RAMP (FROM VETERANS PWKY) RP	0	1		Not A Collision with Motor Vehicle	Tree	0	0	32.549064	-84.947016	Passenger Car	N/A	Driver Lost Control,Inattentive or Other Distracti		N/A	Clear							
6361258	6361258	17082100141	8/21/2017	9:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.5473	-84.951551	Pickup Truck	Passenger Car	Changed Lanes Improperly		No Contributing Factors	N/A	Clear						
6362191	6362191	17082100409	8/21/2017	18:12:00	N/A	N/A	MUSCOGEE	GATE WAY RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540902	-84.872885	Pickup Truck	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						
6362330	6362330	17082100464	8/21/2017	20:08:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBURG RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.5549	-84.915	Pickup Truck	Passenger Car	Changed Lanes Improperly		No Contributing Factors	N/A	Cloudy						
6363012	6363012	17082200120	8/22/2017	8:10:00	N/A	N/A	MUSCOGEE	SCHOMBURG RP	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.555387	-84.90578	Van	Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	N/A	Clear						
6363591	6363591	17082100251	8/21/2017	12:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507283	-84.989595	Pickup Truck	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						
6363602	6363602	17082200367	8/22/2017	17:39:00	N/A	N/A	MUSCOGEE	JR ALLEN W RP	0	1	2 ND AVENUE OVER PASS	Rear End	Motor Vehicle In Motion	0	0	32.513843	-84.992125	Sports Utility Vehicle (SUV)	Van	Following too Close		No Contributing Factors	N/A	Clear						
6364764	6364764	17082300344	8/23/2017	16:00:00	N/A	N/A	MUSCOGEE	5600 FLAT ROCK RD	0	0	JR ALLEN	Angle	Motor Vehicle In Motion	0	0	32.54453	-84.8726	Pickup Truck	Passenger Car	Improper Backing		No Contributing Factors	N/A	Cloudy						
6365070	6365070	17082300525	8/23/2017	22:10:00	N/A	N/A	MUSCOGEE	JR ALLEN (EASTBOUND) PKWY	0	0	BLACKMON RD	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.555117	-84.890853	Passenger Car	N/A	No Contributing Factors			N/A	Clear						
6366201	6366201	17082400359	8/24/2017	16:45:00	N/A	N/A	MUSCOGEE	RP	0	1	BLACKMON RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.553465	-84.898131	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						
6366202	6366202	17082400389	8/24/2017	17:41:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Angle	Motor Vehicle In Motion	0	0	32.55454	-84.91819	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						
6366246	6366246	17082400361	8/24/2017	16:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.55461	-84.91297	Sports Utility Vehicle (SUV)	Passenger Car	No Contributing Factors		No Contributing Factors	N/A	Clear						
6366272	6366272	17082400401	8/24/2017	17:36:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY E	0	0	MOON RD	Not A Collision with Motor Vehicle	Tree	0	0	32.55392	-84.92331	Passenger Car	N/A	Driver Lost Control			N/A	Clear						
6366290	6366290	17082400396	8/24/2017	17:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.554564	-84.911143	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti		No Contributing Factors	N/A	Cloudy						
6367401	6367401	17082500369	8/25/2017	18:00:00	N/A	N/A	MUSCOGEE	I-185 N	0	0	J.R.ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.543594	-84.96053	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	N/A	Cloudy					Interstate	
6367480	6367480	17082500401	8/25/2017	18:15:00	N/A	N/A	MUSCOGEE	I-185 HWY	0	0	JJNR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.541965	-84.96028	Passenger Car	Passenger Car	Following too Close			N/A	Clear						
6367503	6367503	17082500401	8/25/2017	17:45:00	N/A	N/A	MUSCOGEE	I-185 N	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.540882	-84.960072	Motorcycle	N/A	Driver Lost Control			N/A	Clear					Interstate	
6367829	6367829	17082600090	8/26/2017	6:52:00	N/A	N/A	MUSCOGEE	6600 FLAT ROCK RD	0	0		Angle	Motor Vehicle In Motion	0	0	32.54399	-84.87289	Pickup Truck	Passenger Car	Improper Backing		No Contributing Factors	N/399	Clear						
6367929	6367929	17082600218	8/26/2017	12:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	1	0	32.5415	-84.8733	Passenger Car	Pickup Truck	Following too Close		No Contributing Factors	N/A	Cloudy						
6367992	6367992	17082500433	8/25/2017	19:14:00	N/A	N/A	MUSCOGEE	6475 GATEWAY RD	0	0		Angle		0	0	32.54	-84.87	Van	Sports Utility Vehicle (SUV)	Improper Backing		Improper Backing	N/A	Clear						
6368183	6368183	17082600343	8/26/2017	16:00:00	N/A	N/A	MUSCOGEE	SHOMBURG RD	0	0	BRIDLEWOOD DR	Rear End	Motor Vehicle In Motion	0	0	32.552521	-84.905239	Passenger Car	Vehicle With Trailer	Following too Close		No Contributing Factors	N/A	Clear						
6369409	6369409	17082800119	8/28/2017	8:05:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538204	-84.869663	Pickup Truck	Sports Utility Vehicle (SUV)	Failed to Yield		No Contributing Factors	N/A	Clear						
6369746	6369746	17082400413	8/24/2017	18:27:00	N/A	N/A	MUSCOGEE	US 80	0	0	HWY 80	Angle	Motor Vehicle In Motion	2	0	32.551029	-84.938078	Passenger Car	Passenger Car	Following too Close,Too Fast For Conditions		No Contributing Factors	N/A	Clear	US Route				US Route	
6369944	6369944	17082800203	8/28/2017	13:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I-185 HWY	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.545654	-84.959958	Pickup Truck	N/A	Other			N/A	Clear						
6369972	6369972	17082800226	8/28/2017	12:50:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	J R ALLEN PKWY	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.52024	-84.99084	Passenger Car	N/A	No Contributing Factors			N/A	Clear						
6370037	6370037	17082500336	8/25/2017	16:45:00	N/A	N/A	MUSCOGEE	VETERANS PARKWAY PKWY	0	0	JR ALLEN PARKWAY PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54679	-84.95182	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	N/A	Clear						
6370302	6370302	17082800208	8/28/2017	12:25:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Rear End		0	0	32.507288	-84.989584	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		Other	N/A	Clear						
6371456	6371456	17082900275	8/29/2017	14:25:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	RP	Rear End	Motor Vehicle In Motion	0	0	32.55533	-84.90569	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	N/A	Clear						
6371686	6371686	17082900360	8/29/2017	17:20:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	JR ALLEN	Rear End	Motor Vehicle In Motion	0	0	32.53982	-84.87109	Pickup Truck	Pickup Truck	Following too Close		No Contributing Factors	N/A	Cloudy						
6371899	6371899	17082900466	8/29/2017	21:20:00	N/A	N/A	MUSCOGEE	MOON RADL	0	0	WHITTLESEY BLVD	Angle	Motor Vehicle In Motion	1	0	32.550566	-84.926746	Van	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						
6373191	6373191	17083000106	8/30/2017	8:12:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.524449	-84.982051	Passenger Car	Passenger Car	Following too Close,Weather Conditions		No Contributing Factors	N/A	Rain						
6373228	6373228	17083000152	8/30/2017	10:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J R ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54691	-84.95178	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Rain						
6373820	6373820	17083000312	8/30/2017	15:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.54506	-84.8734	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Cloudy						
6374902	6374902	17083100184	8/31/2017	11:25:00	N/A	N/A	MUSCOGEE	US 80	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.540784	-84.970139	Pickup Truck	Van	Following too Close		No Contributing Factors	N/A	Rain					US Route	
6374903	6374903	17083100169	8/31/2017	11:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.55135	-84.94941	Passenger Car	Single Unit Truck	Following too Close		No Contributing Factors	N/A	Rain						
6375694	6375694	17083200076	8/31/2017	5:25:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	ACCESS RD	Angle	Motor Vehicle In Motion	1	0	32.552294	-84.905774	Passenger Car	Single Unit Truck	No Contributing Factors		No Contributing Factors	N/A	Rain						
6377378	6377378	17090200201	9/2/2017	11:55:00	N/A	1741743	MUSCOGEE	JR ALLEN EXPY	0	0	I-185 00	Angle	Motor Vehicle In Motion	1	0	32.541448	-84.960692	Passenger Car	Tractor/Trailer	Following too Close		No Contributing Factors	N/A	Clear						
6378549	6378549	17090400511	9/3/2017	23:36:00	N/A	N/A	MUSCOGEE	I-185 (NB) RP	0	1	JR ALLEN EB HWY	Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.543918	-84.958206	Passenger Car	N/A	No Contributing Factors			N/A	Cloudy						
6380567	6380567	17090500119	9/5/2017	8:25:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.55055	-84.926662	Passenger Car	Pickup Truck	Following too Close		No Contributing Factors	N/A	Clear						
6381101	6381101	17090500377	9/5/2017	17:30:00	N/A	N/A	MUSCOGEE	US 80	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.546046	-84.873173	Van	Pickup Truck	Following too Close		No Contributing Factors	N/A	Clear					US Route	
6382274	6382274	17090600182	9/6/2017	11:36:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	VETERANS PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.550363	-84.948248	Panel Truck	Van	Improper Passing		No Contributing Factors	N/A	Clear						
6382297	6382297	17090600114	9/6/2017	7:00:00	N/A	749055	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.50843	-84.99615	Other	Tractor/Trailer	Other		No Contributing Factors	N/A	Clear						
6382399	6382399	17090600082	9/6/2017	6:14:00	141731	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RP	Not A Collision with Motor Vehicle	Overturn	1	0	32.508473	-84.995808	Tractor/Trailer	N/A	Too Fast For Conditions,Other			N/A	Clear						
6382479	6382479	17090600228	9/6/2017	13:18:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.50718	-84.98979	Pickup Truck	Passenger Car	Following too Close		No Contributing Factors	N/A	Rain						
6382906	6382906	17090600370	9/6/2017	18:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.5548	-84.9125	Pickup Truck	Passenger Car	Following too Close,Reaction to Object or Animal		No Contributing Factors	N/A	Clear						
6383047	6383047	17090600095	9/6/2017	7:23:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	2 ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.50811	-84.996	Panel Truck	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						
6383073	6383073	17090600086	9/6/2017	6:45:00	22581	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.5084	-84.995	Tractor/Trailer	Passenger Car	Misadjged Clearance		Cloudy	N/A	Clear						
6383678	6383678	17090700104	9/7/2017	8:30:00	N/A	N/A	MUSCOGEE	MANCHESTER SB RAMP EXPY	0	0	JR ALLEN WB HWY	Rear End	Motor Vehicle In Motion	0	0	32.541593	-84.872864	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						
6384101	6384101	17090700255	9/7/2017	14:00:00	N/A	N/A	MUSCOGEE	6600 FLAT ROCK RD	0	0		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.5442	-84.8727	Passenger Car	Passenger Car	Misadjged Clearance		No Contributing Factors	N/A	Clear						
6384668	6384668	17090700424	9/7/2017	19:15:00	N/A	N/A	MUSCOGEE	GTWY	0	0	JR ALLEN	Rear End	Motor Vehicle In Motion	0	0	32.540901	-84.87289	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						
6385276	6385276	17090800141	9/8/2017	9:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.533087	-84.974569	Van	Passenger Car	Changed Lanes Improperly		No Contributing Factors	N/A	Clear						
6385579	6385579	17090800132	9/8/2017	9:25:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY SOUTHWEST OFF RAMP	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.541598	-84.872765	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						
6385752	6385752	17090800185	9/8/2017	11:20:00	N/A	N/A	MUSCOGEE	7300 VETERANS PKWY	0	0		Angle	Motor Vehicle In Motion	0	0	32.55255	-84.94817	Sports Utility Vehicle (SUV)	Passenger Car	Improper Backing		No Contributing Factors	N/A	Clear						
6386065	6386065	17090800414	9/8/2017	19:30:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.553622	-84.898119	Passenger Car	Passenger Car	Following too Close		No Contributing Factors	N/A	Clear						
6386435	6386435	17090900204	9/9/2017	11:45:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.5448	-84.8731	Passenger Car	Pickup Truck	Following too Close		No Contributing Factors	N/A	Clear						
6386532	6386532	17090900164	9/9/2017	10:35:00	N/A	N/A	MUSCOGEE	JR ALLEN WESTBOUND OFF RP	0	1		Angle	Motor Vehicle In Motion	0	0	32.554232	-84.926597	Passenger Car	Sports Utility Vehicle (SUV)	Improper Turn		No Contributing Factors	N/A	Clear						
6386651	6386651	17090800430	9/8/2017	19:34:00	N/A	N/A	MUSCOGEE	2ND AVENUE RP	0	1		Not A Collision with Motor Vehicle	Tree	0	0	32.507149	-84.98981	Passenger Car	Passenger Car	Driver Lost Control			N/A	Clear						
6386675	6386675	17090800305	9/8/2017	15:47:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EXPWY	Rear End		1	0	32.5071	-84.9898	Sports Utility Vehicle (SUV)	Single Unit Truck	Following too Close		No Contributing Factors	N/A	Clear						
6386746	6386746	17090900351	9/9/2017	16:30:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ALLEN EXPWY	Angle	Motor Vehicle In Motion	0	0	32.5536	-84.8981	Passenger Car	Passenger Car	Failed to Yield		No Contributing Factors	N/A	Clear						
6388709	6388709	17091000626	9/11/2017	21:51:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PKWY	0	0	I-185 HWY	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.541146	-84.96876	Passenger Car	N/A	No Contributing Factors			N/A	Rain						
6390743	6390743	17091300092	9/13/2017	7:40:00	N/A	N/A	MUSCOGEE	I- 185	0	0	US HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.539383	-84.960376	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Other		No Contributing Factors	N/A	Clear						
6390744	6390744	17091300099	9/13/2017	7:40:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	I- 185	Rear End	Motor Vehicle In Motion	0	0	32.540306	-84.960618	Passenger Car	Passenger Car	Following too Close,Other		No Contributing Factors	N/A	Clear						
6390814	6390814	17091300267	9/13/2017	13:30:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.5206	-84.9883	Pickup Truck	Passenger Car	Improper Turn		No Contributing Factors	N/A	Clear						
6390875	6390875	17091300081	9/13/2017	7:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	US 80	Rear End	Motor Vehicle In Motion	0	0	32.54755	-84.95136	Passenger Car	Passenger Car	Failed to Yield

6409390	6409390	17092800407	9/28/2017	18:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	2	0	32.555338	-84.889085	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6409717	6409717	17092800504	9/28/2017	23:02:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	MOON RD	Not A Collision with Motor Vehicle	Deer	0	0	32.54627	-84.957706	Passenger Car	N/A	No Contributing Factors	No Contributing Factors	N/A	Clear		
6411126	6411126	17092900147	9/29/2017	9:00:00	1606394	N/A	MUSCOGEE	US HWY 80	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	1	0	32.54114	-84.872861	Tractor/Trailer	Pickup Truck	No Contributing Factors	No Contributing Factors	N/A	Clear		
6411221	6411221	17093000174	9/30/2017	10:50:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY SB RAMP	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.541604	-84.87277	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy		
6411464	6411464	17093000325	9/30/2017	16:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	1	0	32.55361	-84.924831	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6411511	6411511	17093000446	9/30/2017	20:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.516582	-84.992764	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6411513	6411513	17093000443	9/30/2017	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	STATE LINE	Rear End	Motor Vehicle In Motion	0	0	32.55361	-84.924831	Sports Utility Vehicle (SUV)	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear		
6412627	6412627	17102000058	10/2/2017	7:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.541593	-84.872849	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6413393	6413393	17102000241	10/2/2017	13:35:00	N/A	N/A	MUSCOGEE	6600 FLATROCK RD	0	0		Angle	Motor Vehicle In Motion	0	0	32.543937	-84.873054	Pickup Truck	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear		
6414205	6414205	17103000070	10/3/2017	7:30:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD RP	0	1		Rear End	Motor Vehicle In Motion	0	0	32.555256	-84.906735	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6415086	6415086	17103000369	10/3/2017	17:28:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.554662	-84.898122	Passenger Car	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear	US Route	
6415118	6415118	17103000351	10/3/2017	17:06:00	N/A	N/A	MUSCOGEE	COLUMBUS MANCHESTER EXPY	0	0	US HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.53968	-84.870928	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6416052	6416052	17104000090	10/4/2017	8:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.50714	-84.98955	Pedacycle, Bicycle	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear		
6417799	6417799	17105000289	10/5/2017	15:20:00	N/A	295679	MUSCOGEE	US HWY 80	0	0	I-185	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.54017	-84.97072	Sports Utility Vehicle (SUV)	Tractor/Trailer	Changed Lanes Improperly	No Contributing Factors	N/A	Clear		
6417812	6417812	17105000363	10/5/2017	17:55:00	N/A	N/A	MUSCOGEE	VETERANS PARKWAY	0	0	US HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.549327	-84.950443	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6418702	6418702	17106000144	10/6/2017	9:51:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	COMMERCIAL CT	Rear End	Motor Vehicle In Motion	0	0	32.54498	-84.95292	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear		
6418925	6418925	17106000104	10/6/2017	7:45:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	FLATROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544164	-84.873452	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear		
6418993	6418993	17106000099	10/6/2017	9:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Not A Collision with Motor Vehicle	Mailbox	0	0	32.53922	-84.87017	Sports Utility Vehicle (SUV)	N/A	Reaction to Object or Animal		N/A	Clear		
6419386	6419386	17106000300	10/6/2017	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN WESTBOUND PKWY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.54378	-84.87353	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6420138	6420138	17107000211	10/7/2017	12:20:00	N/A	N/A	MUSCOGEE	45TH ST	0	0	2ND AVE	Angle	Motor Vehicle In Motion	2	0	32.507151	-84.989819	Van	Van	No Contributing Factors	No Contributing Factors	N/A	Cloudy		
6420145	6420145	17107000262	10/7/2017	13:43:00	N/A	N/A	MUSCOGEE	US 27 ALT	0	0	BEAVER RUN RD	Not A Collision with Motor Vehicle	Ditch	0	0	32.537987	-84.873819	Passenger Car	N/A	No Contributing Factors		N/A	Clear		US Route
6420245	6420245	17107000366	10/7/2017	17:50:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1	MANCHESTER	Rear End	Motor Vehicle In Motion	0	0	32.541603	-84.872771	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Clear		
6420277	6420277	17107000385	10/7/2017	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	5	0	MOON RD	Not A Collision with Motor Vehicle	Other Object (Not Fixed)	0	0	32.555	-84.91603	Passenger Car	N/A	No Contributing Factors		N/A	Cloudy		
6420302	6420302	17107000335	10/7/2017	16:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Not A Collision with Motor Vehicle	Other Non-Collision	0	0	32.554758	-84.917356	Passenger Car	N/A	Other		N/A	Clear		
6420667	6420667	17108000145	10/8/2017	8:20:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	N STADIUM DR	Not A Collision with Motor Vehicle	Animal	0	0	32.55847	-84.90617	Passenger Car	N/A	No Contributing Factors		N/A	Cloudy		
6422712	6422712	17109000107	10/9/2017	8:15:00	N/A	N/A	MUSCOGEE	MANCHESTER	0	0	JR ALEN	Rear End	Motor Vehicle In Motion	0	0	32.539686	-84.870988	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain		
6423101	6423101	17101000062	10/10/2017	5:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.5441	-84.8733	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Other Interior Distraction (Di	No Contributing Factors	N/A	Cloudy		
6423606	6423606	17101000236	10/10/2017	12:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2ND AVE	Rear End	Motor Vehicle In Motion	2	0	32.50724	-84.98958	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear		
6423975	6423975	17109900156	10/10/2017	15:39:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 NO AVE	Angle	Motor Vehicle In Motion	0	0	32.507319	-84.989648	Single Unit Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
6424000	6424000	17109000336	10/10/2017	18:22:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY RP	0	1	BEAVER RUN	Rear End	Motor Vehicle In Motion	0	0	32.539687	-84.870987	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
6424231	6424231	17101100103	10/11/2017	8:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J R ALLEN PKWY RP	Rear End	Motor Vehicle In Motion	0	0	32.54686	-84.95182	Van	Passenger Car	Following too Close,Failed to Yield	No Contributing Factors	N/A	Clear		
6424237	6424237	17101100110	10/11/2017	8:13:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.55099	-84.94953	Passenger Car	Passenger Car	Changed Lanes Improperly		N/A	Clear		
6424259	6424259	17101100201	10/11/2017	8:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Not A Collision with Motor Vehicle	Tree	0	0	32.55514	-84.89046	Passenger Car	Passenger Car	Driver Lost Control		N/A	Clear		
6424880	6424880	17101100234	10/11/2017	12:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Not A Collision with Motor Vehicle	Motor Vehicle In Motion	0	0	32.5497	-84.9502	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A	Clear		
6426421	6426421	17101200348	10/12/2017	16:40:00	N/A	N/A	MUSCOGEE	VETERANS PARKWAY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.5465	-84.951985	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
6426494	6426494	17101200320	10/12/2017	15:10:00	N/A	N/A	MUSCOGEE	JR ALLEN EB PKWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.542418	-84.873674	Pickup Truck	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear		
6426497	6426497	17101200384	10/12/2017	18:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.554571	-84.9113	Pickup Truck	Van	Following too Close	No Contributing Factors	N/A	Clear		
6426542	6426542	17101200455	10/12/2017	21:00:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	I-185	Not A Collision with Motor Vehicle	Guard Rail End	0	0	32.537846	-84.959581	Passenger Car	N/A	No Contributing Factors		N/A	Clear	Interstate	
6426849	6426849	17101200122	10/12/2017	9:30:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.54114	-84.872861	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6426864	6426864	17101200143	10/12/2017	10:03:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.54114	-84.872861	Pickup Truck	N/A	No Contributing Factors		N/A	Clear		
6427386	6427386	17109000180	10/9/2017	12:10:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Highway Traffic Sign Post	0	0	32.548763	-84.961432	Passenger Car	N/A	Other		N/A	Cloudy		Interstate
6427475	6427475	17103000201	10/13/2017	12:15:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	US 80	Angle	Motor Vehicle In Motion	0	0	32.554114	-84.905523	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Disregard Other Traffic Contro	No Contributing Factors	N/A	Clear	US Route	
6427656	6427656	17103000337	10/13/2017	17:35:00	N/A	N/A	MUSCOGEE	JR ALLEN EXPWY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.544594	-84.873432	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6427719	6427719	17103000317	10/13/2017	16:35:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Angle	Motor Vehicle In Motion	0	0	32.550349	-84.92678	Passenger Car	Pickup Truck	Improper Turn	No Contributing Factors	N/A	Clear		
6428445	6428445	17101400494	10/14/2017	22:56:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551135	-84.949428	Sports Utility Vehicle (SUV)	Van	Following too Close	No Contributing Factors	N/A	Cloudy		
6429426	6429426	17101600186	10/16/2017	12:00:00	N/A	N/A	MUSCOGEE	US 80	0	0	GATEWAY RD	Angle	Motor Vehicle In Motion	0	0	32.541465	-84.872933	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Clear	US Route	
6429429	6429429	17101600202	10/16/2017	12:30:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle	Motor Vehicle In Motion	0	0	32.538281	-84.869633	Sports Utility Vehicle (SUV)	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear		
6429500	6429500	17101600140	10/16/2017	10:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	1	0	32.551047	-84.949475	Sports Utility Vehicle (SUV)	Van	Following too Close	No Contributing Factors	N/A	Clear		
6429862	6429862	17101400323	10/14/2017	16:55:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN EB PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54584	-84.95226	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear		
6429865	6429865	17101600429	10/16/2017	20:18:00	N/A	N/A	MUSCOGEE	I 185 N	10	0		Rear End	Motor Vehicle In Motion	0	0	32.540891	-84.959696	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear		Interstate
6430006	6430006	17101700041	10/17/2017	4:34:00	N/A	N/A	MUSCOGEE	JR ALLEN EB RP	0	0	WHITESVILLE RD	Not A Collision with Motor Vehicle	Tree	1	0	32.541638	-84.967436	Passenger Car	N/A	Driver Lost Control		N/A	Clear		
6430235	6430235	17101700107	10/17/2017	9:00:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.553612	-84.898406	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6431269	6431269	17101700163	10/17/2017	11:15:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	0	0	32.507151	-84.98982	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear		
6432296	6432296	17101800098	10/18/2017	9:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PRKY	0	0	GATEWAY RD	Angle	Motor Vehicle In Motion	0	0	32.541585	-84.873026	Passenger Car	N/A	No Contributing Factors		N/A	Clear		
6432933	6432933	17101800346	10/18/2017	17:41:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	JR ALLEN PRKWY	Rear End	Motor Vehicle In Motion	1	0	32.543421	-84.960505	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		Interstate
6433066	6433066	17101900057	10/19/2017	5:30:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Angle	Motor Vehicle In Motion	0	0	32.52891	-84.97572	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		
6433068	6433068	17101900054	10/19/2017	5:20:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	BRADLEY PARK DR	Rear End	Motor Vehicle In Motion	2	0	32.53177	-84.97434	Passenger Car	Passenger Car	Changed Lanes Improperly		N/A	Clear		
6433406	6433406	17101800096	10/18/2017	7:45:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY RP	0	1	HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.539686	-84.871022	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear	US Route	
6434231	6434231	17101900034	10/19/2017	16:35:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551158	-84.949415	Van	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear		
6434663	6434663	17102000032	10/20/2017	3:45:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MILGEN RD	Not A Collision with Motor Vehicle	Deer	1	0	32.5385	-84.86828	Passenger Car	N/A	Other		N/A	Clear		
6436393	6436393	17101900368	10/19/2017	17:45:00	N/A	N/A	MUSCOGEE	6600 FLATROCK CT	0	0		Angle	Motor Vehicle In Motion	0	0	32.544689	-84.873281	Sports Utility Vehicle (SUV)	Pickup Truck	Misjudged Clearance	No Contributing Factors	N/A	Clear		
6436580	6436580	17102000409	10/20/2017	18:35:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Angle	Motor Vehicle In Motion	0	0	32.5492	-84.92691	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear		
6436647	6436647	17102000512	10/20/2017	0:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Angle	Motor Vehicle In Motion	0	0	32.507342	-84.989677	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6438769	6438769	17102000163	10/21/2017	11:25:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLATROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.539853	-84.870992	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
6439038	6439038	17102300115	10/23/2017	9:15:00	N/A	N/A	MUSCOGEE	JR. ALLEN WEST HWY	0	0	MOON RD	Not A Collision with Motor Vehicle	Motor Vehicle In Motion	0	0	32.554676	-84.918595	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain		
6439096	6439096	17102300092	10/23/2017	7:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Rear End	Motor Vehicle In Motion	0	0	32.525861	-84.978799	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Rain		
6439118	6439118	17102300086	10/23/2017	8:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	2	NO AVE	Rear End	Motor Vehicle In Motion	0	0	32.512074	-84.991341	Sports Utility Vehicle (SUV)	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Rain	Following too Close,Weather Conditions	
6439265	6439265	17102300315	10/23/2017	17:00:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	US HWY 80	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.553258	-84.926592	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear		
6439373	6439373	17102300483	10/23/2017	22:45:00	094081	N/A	MUSCOGEE	BEAVER RUN ROAD	0	0	FLAT ROCK ROAD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.537511	-84.870069	Tractor/Trailer	Bus	Misadjged Clearance	No Contributing Factors	N/A	Clear		
6442141	6442141	17102500326	10/25/2017	15:43:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.544689	-84.873281	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear		
6444837	6444837	17102500326	10/25/2017	16:13:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY W	0	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.554853	-84.911985	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear		
6445006	6445006	17102300336	10/23/2017	17:49:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	S STADIUM DR	Rear End	Motor Vehicle In Motion	0	0	32.552251	-84.905218	Panel Truck	Van	Following too Close	No Contributing Factors	N/A	Clear		
6445779	6445779	17102600127	10/26/2017	8:15:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPSY	Rear End	Motor Vehicle In Motion	0	0	32.508197	-84.989826	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6445809	6445809	17102600093	10/26/2017	7:30:00	N/A	N/A	MUSCOGEE	7000 KITTEN LAKE DR	0	0		Rear End	Motor Vehicle In Motion	0	0	32.53911	-84.86842	Pickup Truck	Van	Improper Backing	No Contributing Factors	N/A	Clear		
6445848	6445848	17102500255	10/25/2017	13:20:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	2ND AVE	Not A Collision with Motor Vehicle	Other Non-Collision	1	0	32.511028	-84.992079	Motorcycle	N/A	Driver Lost Control		N/A	Clear		
6446071	6446071	17102600402	10/26/2017	16:38:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY EB	0	0	BRADLEY PARK DR	Rear End	Motor Vehicle In Motion	1	0	32.531927	-84.974358	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear		
6446092	6446092	17102600442	10/26/2017	17:15:00	N/A	N/A	MUSCOGEE	US 80	0	0	BRADLEY PARK DR	Rear End	Motor Vehicle In Motion	0	0	32.532602	-84.974315	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		US Route
6447822	6447822	17102800015	10/28/2017	0:33:00	N/A	N/A	MUSCOGEE	US 80	0	0	RP	Not A Collision with Motor Vehicle	Deer	0	0	32.53049	-84.97466	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors	No Contributing Factors	N/A	Clear		US Route
6448222	6448222	17102700360	10/27/2017	18:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I 185	Rear End	Motor Vehicle In Motion	0	0	32.552413	-84.931615	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	Interstate	
6448223	6448223	17102700407	10/27/2017	18:15:00	N/A	N/A	MUSCOGEE	J R ALLEN	0	0	I 185	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.546988	-84.956126	Pickup Truck	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear	Interstate	
6448407	6448407	171028	10/28/2017	0:00:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Angle	Motor Vehicle In Motion	0	0	32.540308	-84.870807	Pickup Truck	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	N/A	Cloudy		
6448414	6448414	17102700390	10/27/2017	19:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.548929	-84.950721	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear		Motor Vehicle In Motion
6448524	6448524	17-1028000339	10/28/2017	17:45:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Not A Collision with Motor Vehicle	Median Barrier	1	0	32.5538	-84.9234	Pickup Truck	N/A	Driver Lost Control		N/A	Rain		
6448540	6448540	17102800062	10/28/2017	4:13:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	45TH ST	Sideswipe-Opposite Direction	Motor Vehicle In Motion	0	0	32.507248	-84.98982	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Clear		
6449471	6449471	17102900448	10/29/2017	19:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.551262	-84.94908	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		
6449595	6449595	17103000052	10/30/2017	5:53:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I-185 HWY	Not A Collision with Motor Vehicle	Deer	0	0	32.54658	-84.95695	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors	No Contributing Factors	N/A	Clear		
6451259	6451259	17103000105	10/30/2017	8:40:00	N/A	N/A	MUSCOGEE	SR 22 E	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.55353	-84.898225	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear		State Route
6451260	6451260	17103000150	10/30/2017	10:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion	0	0	32.551239	-84.949362	Van	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear		
6451447	6451447	17103000332	10/30/2017	17:30:00	N/A	N/A	MUSCOGEE	US 80 W	0	0	2 ND AVE	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.508762	-84.994796	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	N/A	Clear		US Route
6451568	6451568	17103000329	10/30/2017	17:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBURG RD	Rear End	Motor Vehicle In Motion	0	0	32.55282	-84.92758	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear		
6451724	6451724	17103000337	10/30/2017	17:30:00	N/A	N/A	MUSCOGEE	SCHOMBURG	0	0	BRIDLEWOOD DRIVE	Rear End	Motor Vehicle In Motion	0	0	32.55282	-84.90548	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close,Other Interior Distraction (Di	No Contributing Factors	N/A	Clear		
6452872	6452872	17103100320	10/31/2017	15:45:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.5414	-84.872951	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	US Route	
6454465	6454465	C000525795	10/31/2017	15:20:00	N/A	N/A	MUSCOGEE	N ON N BOUND SR 85 RP	0	1		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.542405	-84.869697	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear		State Route
6454965	6454965	17101100395	11/1/2017	17:35:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	JR ALLEN	Rear End	Motor Vehicle In Motion	0	0	32.545572	-84.960852	Pickup Truck	Passenger Car	Following too Close	Other	Motor Vehicle In Motion	Clear		Interstate Motor Vehicle In Motion
6455070	6455070	17101000371	11/1/2

6467900	6467900	17111000452	11/10/2017	21:15:00	N/A	N/A	MUSCOGEE	JR ALLEN EB PARK	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	1	0	32.548778	-84.949516	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
6467975	6467975	17111000340	11/10/2017	17:25:00	N/A	N/A	MUSCOGEE	JR ALLEN EXPY	0	0	2 ND AVENUE RP	Angle	Motor Vehicle In Motion	0	0	32.512254	-84.992134	Sports Utility Vehicle (SUV)	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
6468090	6468090	17111100098	11/11/2017	5:00:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	2ND AVE	Not A Collision with Motor Vehicle	Animal	0	0	32.50954	-84.99348	Passenger Car	N/A	No Contributing Factors		N/A	Clear								
6468399	6468399	17111100261	11/11/2017	12:32:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Not A Collision with Motor Vehicle	Other Non-Collision	1	0	32.548178	-84.951057	Passenger Car	N/A	Other		N/A	Cloudy								
6468684	6468684	17111100359	11/11/2017	16:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY RP	0	0	1 BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539689	-84.871069	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy								
6469380	6469380	17111200195	11/12/2017	11:57:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	US 80	Angle	Mailbox	0	0	32.54107	-84.87309	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	US Route							
6472902	6472902	17111400095	11/14/2017	9:50:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PARKWAY (EASTBOUND) OFF PKWY	0	0	VETERANS PARKWAY OFF RAMP	Rear End	Motor Vehicle In Motion	2	0	32.549414	-84.948843	Passenger Car	Passenger Car	Following too Close,Other	No Contributing Factors	N/A	Clear								
6473109	6473109	17111400141	11/14/2017	11:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I 185	Rear End	Motor Vehicle In Motion	0	0	32.542405	-84.965662	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear	Interstate							
6473239	6473239	17111400343	11/14/2017	17:20:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.536921	-84.959471	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear			Interstate					
6473243	6473243	17111400366	11/14/2017	18:05:00	N/A	N/A	MUSCOGEE	JR ALLEN W	0	0	2 ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.51263	-84.99218	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
6473369	6473369	17111400423	11/14/2017	20:35:00	N/A	N/A	MUSCOGEE	N LAKE PKWY	0	0	HAMILTON RD	Rear End	Motor Vehicle In Motion	0	0	32.552943	-84.948244	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
6473470	6473470	17111400459	11/14/2017	0:00:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	BLACKMON RD	Not A Collision with Motor Vehicle	Other Non-Collision	1	0	32.53448	-84.89808	Passenger Car	N/A	No Contributing Factors		N/A	Clear								
6474480	6474480	17111500281	11/15/2017	16:00:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	FLATROCK ROAD	Rear End	Motor Vehicle In Motion	0	0	32.54114	-84.872861	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
6476103	6476103	17111600377	11/16/2017	17:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Angle	Motor Vehicle In Motion	0	0	32.539119	-84.869524	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear								
6476464	6476464	17111700060	11/17/2017	5:35:00	N/A	N/A	MUSCOGEE	WARM SPRINGS RD	0	0	SPRINGBROOK DR	Not A Collision with Motor Vehicle	Deer	0	0	32.552033	-84.876081	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors		N/A	Clear								
6477071	6477071	17111700223	11/17/2017	13:00:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	US HWY 80	Sideswipe-Same Direction	Motor Vehicle In Motion	1	0	32.55326	-84.92659	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
6477366	6477366	17111700301	11/17/2017	15:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM DRIVE	Rear End	Motor Vehicle In Motion	1	0	32.545348	-84.952629	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
6477403	6477403	17111700318	11/17/2017	15:57:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1	VETERANS PKWY	Rear End	Motor Vehicle In Motion	1	0	32.546975	-84.951611	Van	Pickup Truck	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
6477619	6477619	17111700383	11/17/2017	17:40:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	0	1	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	0	0	32.539685	-84.870954	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
6478564	6478564	17111800368	11/18/2017	0:00:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	J R ALLEN	Angle	Motor Vehicle In Motion	0	0	32.520576	-84.988229	Sports Utility Vehicle (SUV)	Pickup Truck	Improper Turn	No Contributing Factors	N/A	Clear								
6479363	6479363	17111900381	11/19/2017	18:46:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	US HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.540905	-84.87285	Sports Utility Vehicle (SUV)	Passenger Car	Misadjged Clearance	No Contributing Factors	N/A	Clear								
6479848	6479848	17112000060	11/20/2017	6:50:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR. ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.5554	-84.898	Sports Utility Vehicle (SUV)	N/A	Failed to Yield	No Contributing Factors	N/A	Clear								
6481043	6481043	17112000350	11/20/2017	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN EXPWY	0	0	2 ND AVE RP	Rear End	Motor Vehicle In Motion	0	0	32.514738	-84.992617	Van	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
6481057	6481057	17112000353	11/20/2017	18:30:00	899876	N/A	MUSCOGEE	JR ALLEN	0	0		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.546946	-84.954362	Tractor/Trailer	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
6484474	6484474	17112300249	11/23/2017	14:30:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	US HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.541594	-84.872881	Van	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
6484768	6484768	17112400019	11/24/2017	1:20:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Angle	Motor Vehicle In Motion	0	0	32.507165	-84.989799	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	N/A	Cloudy								
6484942	6484942	17112400137	11/24/2017	9:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.551702	-84.949089	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
6485093	6485093	17112400193	11/24/2017	12:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551347	-84.949384	N/A	Sports Utility Vehicle (SUV)	No Contributing Factors		N/A	Clear								
6485290	6485290	17112400340	11/24/2017	18:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXPY	Angle	Motor Vehicle In Motion	0	0	32.540033	-84.870953	Pickup Truck	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Clear								
6486452	6486452	17112600257	11/26/2017	15:54:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN S RP	Angle	Motor Vehicle In Motion	0	0	32.553405	-84.905492	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear								
6486803	6486803	17112700137	11/27/2017	9:44:00	N/A	N/A	MUSCOGEE	US HWY 80 RP	0	1		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.50887	-84.99479	Pickup Truck	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
6486938	6486938	17112700164	11/27/2017	11:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.50803	-84.99788	Pickup Truck	Van	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
6488565	6488565	17112800326	11/27/2017	16:55:00	606056	N/A	MUSCOGEE	FLATROCK RD 6300	0	0	FLATROCK RD 6400	Sideswipe-Opposite Direction	Motor Vehicle In Motion	0	0	32.537509	-84.870068	Tractor/Trailer	Pickup Truck	Failed to Yield	No Contributing Factors	N/A	Clear								
6489094	6489094	17112800108	11/28/2017	8:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EPWY OFF RP	0	1	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54159	-84.872878	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
6489483	6489483	17112800240	11/28/2017	12:45:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2 ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507286	-84.989608	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
6490181	6490181	17112800458	11/28/2017	18:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Angle	Motor Vehicle In Motion	0	0	32.53019	-84.97475	Tractor/Trailer	Passenger Car	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
6491191	6491191	17112900267	11/29/2017	13:05:00	N/A	N/A	MUSCOGEE	4420 2ND AVE	0	0		Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.506839	-84.989472	Passenger Car	Sports Utility Vehicle (SUV)	Misadjged Clearance	No Contributing Factors	N/A	Clear								
6491302	6491302	17112900393	11/29/2017	18:13:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY	0	0	2ND AVENUE	Rear End	Motor Vehicle In Motion	0	0	32.507286	-84.989601	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
6491354	6491354	17112900407	11/29/2017	18:35:00	N/A	N/A	MUSCOGEE	JR ALLEN EXPY	0	0	WHITESVILLE RD	Angle	Ditch	0	0	32.540773	-84.970149	Van	N/A	Reaction to Object or Animal		N/A	Clear								
6491396	6491396	17112900098	11/29/2017	8:00:00	N/A	N/A	MUSCOGEE	FLATROCK RD	0	0	BEAVER RUN	Angle	Motor Vehicle In Motion	1	0	32.538274	-84.869637	Sports Utility Vehicle (SUV)	Passenger Car	Improper Turn	No Contributing Factors	N/A	Cloudy								
6491444	6491444	17112900385	11/29/2017	17:55:00	N/A	N/A	MUSCOGEE	JR ALLEN WB PKWY	0	0	2 ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.515179	-84.992706	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	N/A	Clear								
6491445	6491445	17112900472	11/29/2017	22:01:00	N/A	N/A	MUSCOGEE	JR ALLEN WB PKWY	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Animal	0	0	32.530393	-84.975056	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors		N/A	Clear								
6491591	6491591	17113000004	11/29/2017	23:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PARK	0	0	SCHOMBURG RD	Not A Collision with Motor Vehicle	Animal	0	0	32.55435	-84.90186	Passenger Car	N/A	No Contributing Factors		N/A	Clear								
6492519	6492519	17113000245	11/30/2017	14:20:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	45TH ST	Rear End	Motor Vehicle In Motion	0	0	32.50721	-84.98976	Passenger Car	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy								
6494324	6494324	17113000259	11/30/2017	14:51:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.541317	-84.873078	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
6494338	6494338	17113000358	11/30/2017	18:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN	Rear End	Motor Vehicle In Motion	0	0	32.54753	-84.95123	Sports Utility Vehicle (SUV)	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Rain								
6494398	6494398	17113000341	11/30/2017	17:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SHOMBURG	Not A Collision with Motor Vehicle	Animal	0	0	32.55361	-84.924831	Pickup Truck	N/A	No Contributing Factors		N/A	Rain								
6494435	6494435	17113000375	11/30/2017	18:30:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	FLAT ROACK	Rear End	Motor Vehicle In Motion	0	0	32.54	-84.87	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Rain								
6495525	6495525	17120100431	12/1/2017	19:00:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	SCHOMBURG	Rear End	Motor Vehicle In Motion	1	0	32.553405	-84.905617	Van	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
6496331	6496331	17120100194	12/1/2017	11:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion	0	0	32.538849	-84.869409	Passenger Car	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Clear								
6497016	6497016	17120100371	12/2/2017	17:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.508871	-84.994635	Sports Utility Vehicle (SUV)	Pickup Truck	Driver Lost Control		N/A	Cloudy								
6497407	6497407	17120300236	12/3/2017	14:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.550819	-84.948519	Motorcycle	Passenger Car	Misadjged Clearance	No Contributing Factors	N/A	Clear								
6498340	6498340	17120400102	12/4/2017	0:00:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN PKWAY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.551976	-84.926691	Passenger Car	Sports Utility Vehicle (SUV)	Improper Turn	Changed Lanes Improperly	N/A	Clear								
6499054	6499054	17120400221	12/4/2017	13:40:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EXPRESSWAY	Rear End	Motor Vehicle In Motion	1	0	32.507253	-84.989846	Passenger Car	Passenger Car	Other	No Contributing Factors	N/A	Clear								
6499196	6499196	17120400287	12/4/2017	15:29:00	N/A	N/A	MUSCOGEE	6920 FLAT ROCK RD	0	0		Rear End	Motor Vehicle In Motion	0	0	32.538545	-84.86879	Sports Utility Vehicle (SUV)	N/A	Improper Backing	No Contributing Factors	N/A	Cloudy								
6499267	6499267	17120400379	12/4/2017	18:30:00	N/A	N/A	MUSCOGEE	JR ALLEN EXPY	0	0	MOOD RD	Rear End	Motor Vehicle In Motion	0	0	32.553072	-84.926621	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Clear								
6499307	6499307	17120400358	12/4/2017	17:50:00	N/A	N/A	MUSCOGEE	US 80	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.55225	-84.930883	Sports Utility Vehicle (SUV)	Single Unit Truck	Inattentive or Other Distracti	No Contributing Factors	N/A	Clear						US Route		
6500416	6500416	17120400254	12/4/2017	14:35:00	N/A	N/A	MUSCOGEE	US 80	0	0	RIVER RD	Rear End	Motor Vehicle In Motion	2	0	32.520577	-84.988228	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear						US Route		
6500939	6500939	17120400407	12/4/2017	19:45:00	N/A	N/A	MUSCOGEE	I 185 RP	0	1	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Tree	1	0	32.54243	-84.961772	Passenger Car	N/A	Other		N/A	Clear						Interstate		
6501057	6501057	17120500219	12/5/2017	13:00:00	N/A	N/A	MUSCOGEE	I-185 HWY	0	0	DOUBLE CHURCHES RD	Angle	Motor Vehicle In Motion	2	0	32.555506	-84.962374	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Changed Lanes Improperly,Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy								
6501137	6501137	17120500294	12/5/2017	15:40:00	N/A	1869650	MUSCOGEE	HWY 80 US	0	0	2 ND AVE	Rear End	Motor Vehicle In Motion	1	0	32.50778	-84.99855	Passenger Car	Tractor/Trailer	Failed to Yield	No Contributing Factors	N/A	Clear						US Route		
6501256	6501256	17120500373	12/5/2017	17:25:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXP	Rear End	Motor Vehicle In Motion	0	0	32.539688	-84.871013	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
6503419	6503419	17120600401	12/6/2017	19:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXP	0	0	2 ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.50726	-84.989821	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy								
6504068	6504068	17120700151	12/7/2017	8:50:00	N/A	N/A	MUSCOGEE	US 80 RP W	0	1	I-185	Not A Collision with Motor Vehicle	Ditch	0	0	32.544929	-84.961786	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control,Other		N/A	Clear						US Route		
6504131	6504131	17120700142	12/7/2017	8:40:00	0000000	N/A	MUSCOGEE	ACCESS RD	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.55353	-84.898224	Bus	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	N/A	Cloudy								
6504571	6504571	17120700122	12/7/2017	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBERG RD	Not A Collision with Motor Vehicle	Deer	0	0	32.554786	-84.909401	Passenger Car	N/A	No Contributing Factors		N/A	Clear								
6504790	6504790	17120700339	12/7/2017	16:10:00	N/A	N/A	MUSCOGEE	I- 185	0	0	US HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.536921	-84.959472	N/A	Sports Utility Vehicle (SUV)	Changed Lanes Improperly		N/A	Clear								
6504795	6504795	17120700338	12/7/2017	16:00:00	N/A	N/A	MUSCOGEE	RAMP I 185 RP S	0	1	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Tree	0	0	32.542324	-84.961243	Passenger Car	N/A	Weather Conditions,Too Fast For Conditions		N/A	Rain						Interstate		
6505039	6505039	17120700382	12/7/2017	17:44:00	N/A	N/A	MUSCOGEE	MOON ROAD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550699	-84.926735	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
6505040	6505040	17120700484	12/7/2017	21:56:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	MILGEN RD	Rear End	Motor Vehicle In Motion	0	0	32.538534	-84.869463	Pickup Truck	Pickup Truck	Weather Conditions	No Contributing Factors	N/A	Rain								
6505636	6505636	17120800261	12/8/2017	12:40:00	N/A	N/A	MUSCOGEE	US 80	0	0	RIVER RD	Not A Collision with Motor Vehicle	Deer	0	0	32.53732	-84.990905	Pickup Truck	N/A	Weather Conditions,Driver Lost Control		N/A	Rain						US Route		
6505682	6505682	17120800000154	12/8/2017	8:04:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.55361	-84.924831	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain								
6505733	6505733	17120800312	12/8/2017	14:40:00	N/A	N/A	MUSCOGEE	7263 NORTH LAKE PKWY	0	0		Angle	Motor Vehicle In Motion	0	0	32.54882	-84.949378	Passenger Car	Sports Utility Vehicle (SUV)	Improper Backing	No Contributing Factors	N/A	Rain								
6505899	6505899	17120800290	12/8/2017	13:45:00	N/A	N/A	MUSCOGEE	US 80	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	1	0	32.541479	-84.873191	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	N/A	Rain						US Route		
6506052	6506052	17120800373	12/8/2017	0:00:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550324	-84.926658	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
6506074	6506074	17120800491	12/8/2017	19:58:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES	Rear End	Motor Vehicle In Motion	0	0	32.551635	-84.949129	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield	No Contributing Factors	N/A	Clear								
6506210	6506210	17120800467	12/8/2017	0:00:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0	0	FLAT ROCK RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.538818	-84.869272	Pickup Truck	Passenger Car	Misadjged Clearance	No Contributing Factors	N/A	Rain								
6506311	6506311	17120800560	12/9/2017	3:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Sideswipe-Opposite Direction	Motor Vehicle In Motion	0	0	32.55185	-84.949	Pickup Truck	Passenger Car	Driver Lost Control	No Contributing Factors	N/A	Rain								
6506671	6506671	17120900192	12/9/2017	12:15:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.55068	-84.926739	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
6508102	6508102	17120800324	12/8/2017	15:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	US 80	Rear End	Motor Vehicle In Motion	2	0	32.54841	-84.95109	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Too Fast For Conditions	No Contributing Factors	N/A	Rain	US Route							
6508836	6508836	17121100115	12/11/2017	8:25:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	BEAVER RUN RD	Rear End	Motor Vehicle In Motion	1	0	32.539688	-84.871024	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear						US Route		
6509274	6509274	17121100386	12/11/2017	0:00:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	COLUMBUS MANCHESTER EXPY	Rear End	Motor Vehicle In Motion	0	0	32.540078	-84.87078	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
6509384	6509384	167121100401	12/11/2017	19:36:00	N/A	N/A	MUSCOGEE	BEAVER RUN	0	0	KITTEN LAKE DR	Rear End	Motor Vehicle In Motion	1	0	32.538852	-84.869458	Pickup Truck	Pickup Truck	No Contributing Factors	No Contributing Factors	N/A	Clear								
6511397	6511397	17121200406	12/12/2017	17:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.545749	-84.952497	Passenger Car	Other	Following too Close	No Contributing Factors	N/A	Clear	US Route							
6511411	6511411	17121200409	12/12/2017	17:40:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.54114	-84.872861	Passenger Car	Single Unit Truck	Following too Close	No Contributing Factors	N/A	Clear								
6511497	6511497	17121200424	12/12/2017	18:05:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.533506	-84.974597	Sports Utility Vehicle (SUV)	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
6511498	6511498	17-12122000418	12/12/2017	18:00:00	325932	N/A	MUSCOGEE	JR ALLEN	0	0	GTWY	Angle	Motor Vehicle In Motion	0	0	32.541599	-84.87328	Tractor/Trailer	Passenger Car	Other	No Contributing Factors	N/A	Clear								
6511499	6511499	17121200442	12/12/2017	18:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.547872	-84.951588	Sports Utility Vehicle (SUV)	Single Unit Truck	Following too Close	No Contributing Factors	N/A	Clear								
6513328	6513328	17121300528	12/13/2017	22:30:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.550452	-84.926896	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
6513702	6513702	17121400083	12/14/2017	7:43:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY S RP	0	1	HWY 80	Rear End	Motor Vehicle In Motion	0	0	32.541591	-84.872875	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear	US Route							
6513774	6513774	17121400092	12/14/2017	8:20:00	N/A	N/A	MUSCOGEE

6523841	6523841	171221000103	12/21/2017	7:15:00	N/A	N/A	MUSCOGEE	7310 VETERANS PKWY	0	0		Not A Collision with Motor Vehicle	Motor Vehicle In Motion	0	0	32.552609	-84.947986	Passenger Car	N/A	Occupant Distraction (Distract		N/A	Cloudy								
6524492	6524492	171220000458	12/21/2017	0:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	N LAKE PKWY	Rear End	Motor Vehicle In Motion	0	0	32.552952	-84.948308	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
6524615	6524615	171221000443	12/21/2017	20:00:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	0	0	32.552508	-84.926589	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Clear								
6524734	6524734	171221000382	12/21/2017	17:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	WHITESVILLE RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.540782	-84.970137	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Cloudy								
6524750	6524750	171221000391	12/21/2017	17:59:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	2	0	32.520577	-84.988228	Van	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	N/A	Cloudy								
6525540	6525540	171222000203	12/22/2017	11:40:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	Motor Vehicle In Motion	0	0	32.550658	-84.926741	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
6525562	6525562	171222000218	12/22/2017	12:10:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.5502	-84.92691	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
6525604	6525604	171222000212	12/22/2017	12:00:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	0	MOON RD	Rear End	Motor Vehicle In Motion	1	0	32.554215	-84.926545	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
6525852	6525852	171222000311	12/22/2017	15:00:00	N/A	N/A	MUSCOGEE	4420 2ND AVE	0	0		Angle	Motor Vehicle In Motion	0	0	32.507079	-84.989436	Passenger Car	Sports Utility Vehicle (SUV)	Vision Obscured	Vision Obscured	N/A	Cloudy								
6525891	6525891	171222000417	12/22/2017	19:20:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.553556	-84.898266	Single Unit Truck	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
6526289	6526289	171222000156	12/22/2017	10:00:00	N/A	N/A	MUSCOGEE	VETERANS	0	0	NORTHLAKE	Rear End	Motor Vehicle In Motion	0	0	32.552642	-84.948459	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Clear								
6526752	6526752	171223000365	12/23/2017	17:08:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.55549	-84.90577	Passenger Car	N/A	Following too Close	No Contributing Factors	N/A	Clear								
6526803	6526803	171223000357	12/23/2017	16:47:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.550511	-84.926701	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	N/A	Cloudy								
6528125	6528125	171222000134	12/22/2017	9:01:00	N/A	N/A	MUSCOGEE	FLATROCK RD	0	0	JR ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.5382	-84.869686	Passenger Car	Passenger Car	Improper Passing	No Contributing Factors	N/A	Clear								
6528431	6528431	171226000378	12/26/2017	20:01:00	N/A	N/A	MUSCOGEE	RIVER ROAD	0	0	JR ALLEN	Not A Collision with Motor Vehicle	Animal	0	0	32.522379	-84.989704	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors	N/A	N/A	Clear								
6531608	6531608	171228000187	12/28/2017	12:00:00	N/A	N/A	MUSCOGEE	JR ALLEN W	0	0	RIVER RD	Angle	Motor Vehicle In Motion	1	0	32.52519	-84.98004	Passenger Car	Passenger Car	Reaction to Object or Animal	No Contributing Factors	N/A	Clear								
6532071	6532071	171228000326	12/28/2017	16:50:00	N/A	N/A	MUSCOGEE	JR ALLEN EB	0	0	GATEWAY RD	Rear End	Motor Vehicle In Motion	0	0	32.54198	-84.873505	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	N/A	Cloudy								
6532166	6532166	171228000390	12/28/2017	19:01:00	N/A	N/A	MUSCOGEE	VETERANS PARKWAY	0	0	ADAMS FARM DRIVE	Rear End	Motor Vehicle In Motion	0	0	32.547095	-84.951657	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Clear								
6533343	6533343	171230000067	12/30/2017	2:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Not A Collision with Motor Vehicle	Deer	0	0	32.553695	-84.923061	Passenger Car	N/A	No Contributing Factors	No Contributing Factors	N/A	Clear								
6533651	6533651	171230000277	12/30/2017	14:21:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Angle	Motor Vehicle In Motion	0	0	32.525338	-84.979725	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	N/A	Clear								
6533925	6533925	171231000061	12/31/2017	2:35:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Not A Collision with Motor Vehicle	Animal	0	0	32.52721	-84.97711	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors		N/A	Clear								
6534070	6534070	171231000172	12/31/2017	10:30:00	N/A	N/A	MUSCOGEE	US 80 RP	0	1	MOON RD	Rear End	Motor Vehicle In Motion	0	0	32.552218	-84.926675	N/A	Passenger Car	No Contributing Factors	No Contributing Factors	N/A	Fog		US Route						
6534140	6534140	171231000196	12/31/2017	13:00:00	N/A	N/A	MUSCOGEE	RP	0	1	US 80	Rear End	Motor Vehicle In Motion	0	0	32.541592	-84.872867	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	N/A	Cloudy		US Route						
6535167	6535167	180101000476	1/1/2018	22:10:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN PKWY WB RAMP	Angle	Motor Vehicle In Motion	0	0	32.554225	-84.926824	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	N/A	Clear								
6536130	6536130	180102000361	1/2/2018	16:13:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	0	0	32.54562	-84.95255	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6536155	6536155	180102000354	1/2/2018	16:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY EASTBOUND OFF RAMP	0	0	VETERANS PARKWAY	Rear End	Motor Vehicle In Motion	0	0	32.546926	-84.951583	Passenger Car	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6537018	6537018	180103000139	1/3/2018	8:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Rear End	Motor Vehicle In Motion	0	0	32.5483	-84.950946	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6537725	6537725	180103000299	1/3/2018	15:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Rear End		0	0	32.553524	-84.898214	Pickup Truck	Passenger Car	Following too Close	Other	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6537780	6537780	180103000369	1/3/2018	17:30:00	N/A	N/A	MUSCOGEE	BRIDLEWOOD DR	0	0	SCHOMBURG RD	Angle		1	0	32.552242	-84.905319	Passenger Car	Passenger Car	Failed to Yield	Other	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6537806	6537806	180103000391	1/3/2018	0:00:00	N/A	N/A	MUSCOGEE	BLACKMON	0	0	JR ALLEN	Angle	Motor Vehicle In Motion	1	0	32.551084	-84.896409	Sports Utility Vehicle (SUV)	Van	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6538640	6538640	180104000239	1/4/2018	12:40:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN PKWY	Rear End		1	0	32.552386	-84.926556	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6540066	6540066	180105000111	1/5/2018	8:20:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Rear End		0	0	32.507247	-84.989822	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6540071	6540071	180105000120	1/5/2018	8:19:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Rear End		2	0	32.54671	-84.95548	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6540125	6540125	180105000	1/5/2018	8:57:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY E	0	0	SCHOMBURG RD	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.555101	-84.89105	Pickup Truck	Sports Utility Vehicle (SUV)	Failed to Yield,Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6540550	6540550	180105000247	1/5/2018	14:18:00	202471	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Not A Collision with Motor Vehicle		0	0	32.552448	-84.926556	Other	N/A	Too Fast For Conditions		N/A	Clear							Motor Vehicle In Motion
6540560	6540560	180105000293	1/5/2018	16:20:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	JR ALLEN PKWY	Rear End		1	0	32.554785	-84.9116	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6540576	6540576	180105000277	1/5/2018	15:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RP	Rear End		0	0	32.554799	-84.911841	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6541956	6541956	180107000193	1/7/2018	12:15:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN W BOUND ACCESS RD	Rear End		0	0	32.553456	-84.905434	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6542386	6542386	180105000133	1/5/2018	9:11:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD.	0	0	VETERANS PARKWAY	Angle		0	0	32.551165	-84.949476	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6542936	6542936	180108000028	1/8/2018	0:00:00	N/A	N/A	MUSCOGEE	I- 185	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle		0	0	32.544755	-84.961095	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors	N/A	N/A	Rain							Animal
6543223	6543223	180108000429	1/8/2018	19:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Rear End		0	0	32.551535	-84.949195	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion
6543295	6543295	180108000398	1/8/2018	18:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End		1	0	32.543593	-84.873547	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion
6544584	6544584	180109000260	1/9/2018	12:55:00	N/A	N/A	MUSCOGEE	SR 22 RP E	0	1	US 80	Rear End		0	0	32.552153	-84.926936	Passenger Car	Pickup Truck	Following too Close,Other	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route		State Route			Motor Vehicle In Motion
6544808	6544808	180109000376	1/9/2018	16:35:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY	0	0	2ND AVENUE	Angle		0	0	32.507311	-84.989639	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Occupant Distraction (Distract	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6545963	6545963	180110000201	1/10/2018	12:07:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I 185	Not A Collision with Motor Vehicle		0	0	32.545719	-84.959777	Pickup Truck	N/A	Driver Lost Control		N/A	Clear		Interstate					Guard Rail Face
6546171	6546171	180110000303	1/10/2018	15:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBURG RD	Sideswipe-Same Direction		0	0	32.554732	-84.913781	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6546172	6546172	180110000331	1/10/2018	15:32:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	S STADIUM DR	Sideswipe-Same Direction		0	0	32.557401	-84.905943	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6548267	6548267	180111000348	1/11/2018	15:07:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	US 80	Rear End		0	0	32.542871	-84.87378	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route					Motor Vehicle In Motion
6548268	6548268	180111000370	1/11/2018	15:49:00	N/A	N/A	MUSCOGEE	US 80	0	0	BLACKMON RD	Rear End		0	0	32.555309	-84.890846	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear				US Route			Motor Vehicle In Motion
6548325	6548325	180111000419	1/11/2018	17:18:00	N/A	N/A	MUSCOGEE	US 80	0	0	BRADLEY PARK DR EXIT	Rear End		2	0	32.539532	-84.972279	Passenger Car	Passenger Car	Following too Close,Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Clear				US Route			Motor Vehicle In Motion
6548600	6548600	180111000505	1/11/2018	20:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Angle		0	0	32.53861	-84.869412	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6551593	6551593	180113000422	1/13/2018	19:11:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End		0	0	32.551076	-84.949454	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6552102	6552102	180114000209	1/14/2018	11:25:00	N/A	N/A	MUSCOGEE	RIVER ROAD	0	2	54TH STREET	Angle		2	0	32.519908	-84.987692	Passenger Car	Van	Failed to Yield		Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6552422	6552422	180114000305	1/14/2018	15:50:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETEREANS PKWY	Angle		0	0	32.55105	-84.949474	Passenger Car	Sports Utility Vehicle (SUV)	Other		Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6552625	6552625	180115000044	1/15/2018	2:30:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EXPWY	Sideswipe-Same Direction		0	0	32.506876	-84.989817	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6553313	6553313	180115000270	1/15/2018	16:33:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	US HWY 80	Rear End	Motor Vehicle In Motion	2	0	32.553055	-84.926563	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6555043	6555043	180117000082	1/17/2018	4:33:00	N/A	N/A	MUSCOGEE	2ND AVE RP	0	1		Not A Collision with Motor Vehicle	Guard Rail Face	0	0	32.512426	-84.991466	Passenger Car	N/A	Reaction to Object or Animal		N/A	Snow							Guard Rail Face
6555237	6555237	180117000078	1/17/2018	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Not A Collision with Motor Vehicle		0	0	32.50838	-84.996157	Pickup Truck	N/A	Too Fast For Conditions		N/A	Snow							Guard Rail Face
6555396	6555396	180117000232	1/17/2018	9:20:00	N/A	N/A	MUSCOGEE	US 80	0	0	FLAT ROCK RD	Rear End		0	0	32.538756	-84.86931	Passenger Car	Sports Utility Vehicle (SUV)	Driver Lost Control	No Contributing Factors	Motor Vehicle In Motion	Clear						US Route	Motor Vehicle In Motion
6555575	6555575	180117000133	1/17/2018	7:58:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Angle		0	0	32.555254	-84.889932	Farm or Construction Equip.	Passenger Car	Other	Other	Motor Vehicle In Motion	Snow							Parked Motor Vehicle
6555744	6555744	180117000285	1/17/2018	7:45:00	N/A	146060	MUSCOGEE	US 80	0	0	2 ND AVE	Sideswipe-Opposite Direction		0	0	32.509447	-84.993151	Pickup Truck	Tractor/Trailer	Driver Lost Control	No Contributing Factors	Motor Vehicle In Motion	Snow				US Route			Other Non-Collision
6555824	6555824	180117000403	1/17/2018	15:40:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	US HWY 80	Not A Collision with Motor Vehicle		0	0	32.553258	-84.926592	Passenger Car	N/A	Too Fast For Conditions		N/A	Clear							Bridge Rail
6555898	6555898	180117000437	1/17/2018	14:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.55318	-84.92609	Passenger Car	N/A	Driver Lost Control		N/A	Snow							Other - Fixed Object
6555917	6555917	180117000179	1/17/2018	9:13:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY W	0	0	2 ND AVE ON RP	Not A Collision with Motor Vehicle	Other - Fixed Object	0	0	32.516583	-84.992764	Passenger Car	N/A	Other		N/A	Clear							Other - Fixed Object
6555956	6555956	180117000414	1/17/2018	16:00:00	N/A	N/A	MUSCOGEE	S I 185 RP	0	1	JR ALLEN W RP	Not A Collision with Motor Vehicle		0	0	32.545931	-84.961572	Passenger Car	N/A	Driver Lost Control		N/A	Clear				Interstate			Motor Vehicle In Motion
6556740	6556740	180118000190	1/18/2018	9:45:00	N/A	N/A	MUSCOGEE	2 ND AVENUE RP	0	1	JR ALLEN W RP	Not A Collision with Motor Vehicle		1	0	32.512056	-84.98946	Passenger Car	N/A	Too Fast For Conditions		N/A	Clear							Motor Vehicle In Motion
6556807	6556807	180118000192	1/18/2018	0:00:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Not A Collision with Motor Vehicle		0	0	32.51133	-84.992809	Passenger Car	N/A	Too Fast For Conditions		N/A	Clear							Guard Rail Face
6557206	6557206	180118000289	1/18/2018	13:20:00	N/A	N/A	MUSCOGEE	RIVER RD RP	0	1	JR ALLEN ON RP	Angle		1	0	32.523683	-84.986332	Passenger Car	Sports Utility Vehicle (SUV)	Other	Other	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6557521	6557521	180118000440	1/18/2018	19:15:00	N/A	N/A	MUSCOGEE	I 185 RP S	0	1	JR ALLEN	Not A Collision with Motor Vehicle		1	0	32.54256	-84.961497	Passenger Car	N/A	Driver Lost Control		N/A	Clear				Interstate			Tree
6557621	6557621	180119000067	1/19/2018	3:00:00	N/A	N/A	MUSCOGEE	32.51235	0	0	-84.99175	Not A Collision with Motor Vehicle		0	0	32.510906	-84.992888	Sports Utility Vehicle (SUV)	N/A	Too Fast For Conditions		N/A	Clear							Other - Fixed Object
6558902	6558902	180119000381	1/17/2018	12:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY E BOUND	0	0	I 185	Not A Collision with Motor Vehicle		0	0	32.54712	-84.954424	Passenger Car	N/A	Too Fast For Conditions		N/A	Snow		Interstate					Guard Rail Face
6559747	6559747	180119000408	1/19/2018	18:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End		1	0	32.543875	-84.873503	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6559808	6559808	180120000223	1/20/2018	12:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN ROAD	0	0	FLAT ROCK ROAD	Rear End		0	0	32.544483	-84.873341	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6560090	6560090	180120000370	1/20/2018	18:28:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J R ALLEN PKWY RP	Rear End		2	0	32.546068	-84.952191	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6560442	6560442	180121000207	1/21/2018	12:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Sideswipe-Same Direction		0	0	32.53291	-84.97424	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6560681	6560681	180121000284	1/21/2018	15:55:00	N/A	N/A	MUSCOGEE	SR 22 CONN	0	0	HWY 80	Not A Collision with Motor Vehicle		0	0	32.512589	-84.992268	Passenger Car	N/A	Driver Lost Control		N/A	Clear		US Route		State Route			Other - Fixed Object
6562535	6562535	180123000112	1/23/2018	5:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MANCHESTER EXPWY	Rear End	Motor Vehicle In Motion	0	0	32.539942	-84.871179	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6563968	6563968	180123000283	1/23/2018	13:59:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	FLAT ROCK RD	Sideswipe-Same Direction		0	0	32.54577	-84.873152	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear				US Route			Motor Vehicle In Motion
6564101	6564101	180123000453	1/23/2018	18:36:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Rear End	Motor Vehicle In Motion	0	0	32.5512	-84.9493	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6564202	6564202	180123000495	1/23/2018	20:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCES RD	Angle		0	0	32.551694	-84.949225	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6565272	6565272	180124000284	1/24/2018	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN EXIT RP E	0	1	RIVER RD	Not A Collision with Motor Vehicle		0	0	32.520757	-84.988142	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6565488	6565488	180124000375	1/24/2018	14:47:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Rear End		0	0	32.507163	-84.989826	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6565561	C000517809		1/19/2018	14:30:00	N/A	N/A	MUSCOGEE	GATEWAY SR 22 RD	0	0		Rear End	Motor Vehicle In Motion	0	0	32.541593	-84.872877	Passenger Car	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	N/A	Clear				State Route			
6566359	6566359	180125000128	1/25/2018	9:50:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY	Angle		1	0	32.520703	-84.98829	Van	Single Unit Truck	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6566808	6566808	180125000358	1/25/2018	0:00:00	N/A	N/A	MUSCOGEE	VETERAN'S PARKWAY	0	0	J. R. ALLEN PARKWAY	Angle		0	0	32.550893	-84.948825	Van	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6566909	6566909	180125000263	1/25/2018	16:11:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End		0	0	32.537794	-84.869948	Passenger Car	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6567513	6567513	180125000329	1/25/2018	18:10:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End		0	0	32.553617	-84.905521	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6567988	6567988	180126000480	1/26/2018	19:10:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY	Angle	Motor Vehicle In Motion	3	0	32.5205	-84.988	Passenger Car	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion

6592185	6592185	18021400151	2/14/2018	8:30:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	S RAMP JR ALLEN	Rear End	Motor Vehicle In Motion	0	0	32.55333	-84.8982	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6592416	6592416	18021400137	2/14/2018	7:45:00	N/A	N/A	MUSCOGEE	JR. ALLEN	0	0	VETERANS	Rear End		0	0	32.54736	-84.953131	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6592671	6592671	18021400287	2/14/2018	13:35:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	I-185	Sideswipe-Same Direction		0	0	32.54684	-84.954668	Passenger Car	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6592674	6592674	18021400400	2/14/2018	17:15:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	MOON RD	Rear End		0	0	32.552	-84.935168	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6592826	6592826	18021400420	2/14/2018	18:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	MANCHESTER EXPY	Angle	Motor Vehicle In Motion	0	0	32.541599	-84.872944	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6593181	6593181	18021400099	2/14/2018	5:55:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP	0	1	RP	Angle		0	0	32.546989	-84.956125	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6593472	6593472	18021400002555	2/14/2018	12:28:00	N/A	N/A	MUSCOGEE	185 HWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion	2	0	32.54862	-84.96188	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6594374	6594374	18021500037	2/15/2018	15:08:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY E OFF- RP	0	1	VETERANS PKWY	Rear End		0	0	32.546923	-84.951583	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	No Signal/Improper Signal	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6594602	6594602	18021500369	2/15/2018	17:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	MOON RD	Rear End		0	0	32.554207	-84.926471	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6596519	6596519	18021600268	2/16/2018	12:44:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN	Rear End		3	0	32.550004	-84.950052	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6596868	6596868	18021600533	2/16/2018	20:40:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0	0	BEAVER RUN RD	Rear End		0	0	32.539097	-84.869051	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6597166	6597166	18021700137	2/17/2018	18:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	WHITESVILLE RD	Not A Collision with Motor Vehicle		0	0	32.54016	-84.971259	Passenger Car	N/A	No Contributing Factors		Motor Vehicle In Motion	Clear							Ditch
6597193	6597193	18021700543	2/17/2018	20:12:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY	0	0	2ND AVE	Rear End		0	0	32.507316	-84.989646	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6597521	6597521	20180218037?	2/18/2018	17:10:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	GATEWAY RD	Rear End		0	0	32.541534	-84.872696	N/A	Passenger Car	Under the Influence (U.I.)	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6597941	6597941	18021900042	2/19/2018	11:26:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	JR ALLEN PKWY	Rear End		0	0	32.538692	-84.869419	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6598149	6598149	18021900389	2/19/2018	17:05:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2 ND AVE	Rear End		0	0	32.507132	-84.989736	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6598238	6598238	18021900422	2/19/2018	0:00:00	N/A	N/A	MUSCOGEE	SR 22 E	0	0	BLACKMON RD	Rear End		0	0	32.553547	-84.898252	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					State Route		Motor Vehicle In Motion
6598581	6598581	18021600347	2/16/2018	15:30:00	N/A	N/A	MUSCOGEE	US 80	0	0	RP	Sideswipe-Same Direction		1	0	32.538962	-84.972376	Passenger Car	Passenger Car	Exceeding Speed Limit,Driver Lost Control,Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Clear					US Route		Motor Vehicle In Motion
6598619	6598619	18021900478	2/19/2018	19:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction		0	0	32.550901	-84.949559	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6598825	6598825	18022000451	2/20/2018	19:15:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Rear End		0	0	32.52884	-84.97577	Pickup Truck	Sports Utility Vehicle (SUV)	Changed Lanes Improperly,Reckless Driving,Aggressive Driving	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6598835	6598835	18022000461	2/20/2018	19:15:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Rear End		0	0	32.52871	-84.97586	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6599106	6599106	18022100070	2/21/2018	14:05:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Not A Collision with Motor Vehicle		0	0	32.538918	-84.869202	Passenger Car	Passenger Car	Following too Close,Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6599196	6599196	18022000407	2/21/2018	18:25:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	MOON RD	Rear End		0	0	32.55215	-84.926922	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6602151	6602151	18021200442	2/21/2018	19:36:00	N/A	N/A	MUSCOGEE	JR ALLEN EB ACCESS RD	0	0	BLACKMON RD	Rear End		0	0	32.553559	-84.898272	Passenger Car	Other	No Contributing Factors	Other	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6607060	6607060	18022200379	2/22/2018	16:22:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End		0	0	32.550416	-84.926713	Single Unit Truck	Single Unit Truck	Following too Close	Other	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6608235	6608235	18022300094	2/23/2018	14:20:00	N/A	N/A	MUSCOGEE	6600 FLAT ROACK RD	0	0		Sideswipe-Opposite Direction		0	0	32.544306	-84.872709	Other	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6608566	6608566	18022300570	2/23/2018	21:41:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	MOON RD	Rear End		0	0	32.554245	-84.926126	Passenger Car	N/A	Improper Backing		N/A	Clear							Motor Vehicle In Motion
6608584	6608584	18022300529	2/23/2018	20:42:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY WB OFF RAMP	0	0	MOON RD	Rear End		0	0	32.55424	-84.926158	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6609323	6609323	18022400432	2/24/2018	19:40:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	RIVER RD	Rear End		5	0	32.521943	-84.988923	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					US Route		Motor Vehicle In Motion
6609338	6609338	18022400441	2/24/2018	19:45:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Rear End		1	0	32.50988	-84.99308	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6609344	6609344	18022400448	2/24/2018	20:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Sideswipe-Same Direction		2	0	32.508446	-84.995935	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6609349	6609349	18022400456	2/24/2018	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PK WY	0	0	RIVER RD	Rear End		0	0	32.521124	-84.988565	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6609488	6609488	18022400509	2/25/2018	5:50:00	N/A	N/A	MUSCOGEE	J R ALLEN	0	0	RIV	Not A Collision with Motor Vehicle		0	0	32.521732	-84.989201	Passenger Car	N/A	Driver Lost Control		N/A	Clear							Median Barrier
6609688	6609688	18022400252	2/24/2018	13:05:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	2 ND AVE	Rear End		0	0	32.516675	-84.992458	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6609765	6609765	18022500275	2/25/2018	14:10:00	N/A	N/A	MUSCOGEE	7400 BLACKMON RD	0	0		Angle		0	0	32.551238	-84.896075	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors		N/A	Rain							Motor Vehicle In Motion
6609793	6609793	18022500281	2/25/2018	14:30:00	N/A	N/A	MUSCOGEE	RIVER ROAD RP	0	1	JR ALLEN PKWY	Angle		0	0	32.524032	-84.982515	Sports Utility Vehicle (SUV)	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6609850	6609850	18072250006286	2/25/2018	14:45:00	N/A	N/A	MUSCOGEE	HAMILTON RD	0	0	FORTSON RD	Angle		2	0	32.552283	-84.948695	Passenger Car	Passenger Car	Disregard Other Traffic Contro	Other	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6610726	6610726	18022600125	2/26/2018	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY EB	0	0	2ND AVENUE	Rear End		0	0	32.508332	-84.995356	Passenger Car	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion
6610727	6610727	18022600127	2/26/2018	7:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY EB	0	0	2ND AVENUE	Rear End		0	0	32.508332	-84.995355	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion
6611376	6611376	18030600307	2/26/2018	14:35:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	VETERANS PARKWAY	Not A Collision with Motor Vehicle		1	0	32.548703	N/A	Pickup Truck	Motorcycle	Driver Lost Control	N/A		Clear							Median Barrier
6611601	6611601	18022600467	2/26/2018	20:30:00	N/A	N/A	MUSCOGEE	7026 RUFFIE PKWY	0	0		Angle		0	0	32.53885	-84.867694	N/A	Passenger Car		No Contributing Factors	Parked Motor Vehicle	Clear							Motor Vehicle In Motion
6612982	6612982	18022700466	2/27/2018	17:25:00	N/A	N/A	MUSCOGEE	US 80	0	0	VETERANS PKWY	Rear End		1	0	32.547632	-84.952907	Pickup Truck	Passenger Car	Following too Close,Too Fast For Conditions		Motor Vehicle In Motion	Clear					US Route		Motor Vehicle In Motion
6614764	6614764	18028000603	2/28/2018	23:00:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	SCHOMBURG ROAD	Not A Collision with Motor Vehicle		0	0	32.55466	-84.91309	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A	Clear							Other - Fixed Object
6615970	6615970	18030100028	3/1/2018	10:55:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP	0	1	VETERANS PKWY	Rear End		0	0	32.546909	-84.951577	Sports Utility Vehicle (SUV)	N/A	Following too Close		Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6617725	6617725	18030200331	3/2/2018	14:15:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	I-185	Sideswipe-Same Direction		1	0	32.54597	-84.9607	Single Unit Truck	Van	Driver Lost Control,Driver Condition	No Contributing Factors	Motor Vehicle In Motion	Clear			Interstate				Motor Vehicle In Motion
6617813	6617813	18030200462	3/2/2018	17:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Rear End		0	0	32.549633	-84.950359	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6618983	6618983	18030400171	3/4/2018	9:10:00	N/A	N/A	MUSCOGEE	US 80	0	0	2 ND AVE	Rear End		0	0	32.520775	-84.99036	Sports Utility Vehicle (SUV)	Van	Following too Close		Motor Vehicle In Motion	Clear					US Route		Motor Vehicle In Motion
6619150	6619150	18030400282	3/4/2018	0:00:00	N/A	N/A	MUSCOGEE	US 80	0	0	BLACKMON ROAD RP	Rear End		0	0	32.55354	-84.89824	Passenger Car	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear					US Route		Motor Vehicle In Motion
6619407	6619407	18030400400	3/4/2018	19:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle		0	0	32.525426	-84.978965	Passenger Car	N/A	No Contributing Factors		N/A	Clear							Other Object (Not Fixed)
6619451	6619451	18030400332	3/4/2018	16:52:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End		0	0	32.550484	-84.926934	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6621320	6621320	18030500473	3/5/2018	18:18:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY EB ACCESS RD	0	0	BLACKMON RD	Rear End		0	0	32.55355	-84.898255	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6621391	6621391	18030500421	3/5/2018	16:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Sideswipe-Same Direction		1	0	32.50802	-84.997615	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6621472	6621472	18030500327	3/5/2018	14:00:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PARKWAY	Rear End		1	0	32.551657	-84.949115	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6622475	6622475	18030600400	3/6/2018	16:43:00	2154826	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle		0	0	32.538557	-84.869522	Tractor/Trailer	Sports Utility Vehicle (SUV)	Improper Turn		Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6625621	6625621	18030800345	3/8/2018	12:35:00	N/A	N/A	MUSCOGEE	RP	0	1	BEAVER RUN RD	Rear End		0	0	32.539662	-84.871307	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6627135	6627135	18030900219	3/9/2018	10:55:00	N/A	N/A	MUSCOGEE	OFFRAMP I 185 RP N	0	1	JR ALLEN PKWY	Angle		0	0	32.545786	-84.959592	Passenger Car	N/A	No Contributing Factors		Motor Vehicle In Motion	Clear					Interstate		Motor Vehicle In Motion
6627246	6627246	18030900401	3/9/2018	18:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End		0	0	32.5524	-84.9486	Passenger Car	Other	No Contributing Factors		Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6627390	6627390	18309000527	3/9/2018	0:00:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	JR ALLEN PKWY	Angle		1	0	32.538751	-84.869357	Vehicle With Trailer	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6627401	6627401	18-0309000108	3/9/2018	5:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY PKWY	0	0	BLACKMON RD	Not A Collision with Motor Vehicle		0	0	32.554519	-84.897707	Passenger Car	N/A	No Contributing Factors		N/A	Clear							Deer
6627556	6627556	18030900232	3/9/2018	10:55:00	N/A	N/A	MUSCOGEE	MANCHESTER S	0	0	JR ALLEN	Rear End		0	0	32.541593	-84.872871	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6628002	6628002	18031000533	3/10/2018	20:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM DR	Rear End		0	0	32.550286	-84.949897	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6628064	6628064	18031000406	3/10/2018	16:55:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Rear End		0	0	32.546786	-84.951816	Passenger Car	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6628072	6628072	18031000516	3/10/2018	20:13:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXPY	Rear End		0	0	32.539679	-84.870924	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6628313	6628313	18031100101	3/11/2018	11:08:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	RIVER RD	Not A Collision with Motor Vehicle		1	0	32.526078	-84.978011	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control,Too Fast For Conditions		N/A	Rain							Motor Vehicle In Motion
6628428	6628428	18031100303	3/11/2018	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Rear End		0	0	32.552214	-84.92657	Pickup Truck	Sports Utility Vehicle (SUV)	Improper Passing	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion
6628444	6628444	18031100293	3/11/2018	15:55:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY RP N	0	1	BEAVER RUN RD	Rear End		0	0	32.539692	-84.871034	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Other	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion
6629819	6629819	18031200026	3/12/2018	12:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM DRIVE	Sideswipe-Same Direction		0	0	32.54543	-84.95252	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6630152	6630152	18031200292	3/12/2018	12:30:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End		1	0	32.550531	-84.926725	Sports Utility Vehicle (SUV)	Panel Truck	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6630251	6630251	18031000380	3/10/2018	16:11:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	US 80	Not A Collision with Motor Vehicle		0	0	32.522028	-84.987351	Motorcycle	N/A	Driver Lost Control		N/A	Cloudy		US Route					Other Non-Collision
6630452	6630452	18031200485	3/12/2018	21:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Sideswipe-Same Direction		0	0	32.538778	-84.869351	Passenger Car	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6630598	6630598	18031200534	3/12/2018	15:50:00	N/A	N/A	MUSCOGEE	FLAT ROCK CT	0	0	FLAT ROCK RD	Angle		0	0	32.54378	-84.87172	Pickup Truck	Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6631910	6631910	18031300397	3/13/2018	0:00:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle		0	0	32.53802	-84.869829	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6632835	6632835	18031400104	3/14/2018	7:20:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	STADIUM DR	Angle		0	0	32.556109	-84.905862	Passenger Car	Pickup Truck	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6633368	6633368	18031400399	3/14/2018	17:40:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	MANCHESTER EXPRESSWAY	Angle		0	0	32.506785	-84.989794	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6633370	6633370	18031300458	3/13/2018	18:14:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Rear End		1	0	32.507263	-84.989896	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6633492	6633492	18031400329	3/14/2018	15:55:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	HWY 80	Rear End		0	0	32.548796	-84.950736	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route						Motor Vehicle In Motion
6633502	6633502	18031400495	3/14/2018	21:00:00	N/A	N/A	MUSCOGEE	MILGEN	0	0	BEAVER RUN	Rear End		0	0	32.53838	-84.868581	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6633983	6633983	18031400514	3/15/2018	7:50:00	N/A	N/A	MUSCOGEE	RP	0	1	BLACKMON RD	Rear End		0	0	32.555533	-84.898084	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6634591	6634591	18031300447	3/13/2018	18:20:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Rear End		0	0	32.507252	-84.989898	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6635559	6635559	18031600294	3/16/2018	13:53:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	COLUMBUS MANCHESTER EXPY	Rear End		1	0	32.540371	-84.871825	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6635749	6635749	18031600349	3/16/2018	15:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PWKY	0	0	I-185	Rear End		0	0	32.543273	-84.96529	N/A	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
6635901	6635901	18031600401	3/16/2018	17:30:00	N/A	N/A	MUSCOGEE	7042 MOON RD	0	0		Angle		0	0	32.550332	-84.92639	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6636116	6636116	18031600524	3/16/2018	0:00:00	N/A	N/A	MUSCOGEE	MANCHESTER	0	0	JR ALLEN	Rear End		0	0	32.53986	-84.871044	Passenger Car	Passenger Car	Under the Influence (U.I.),Following too Close	Reaction to Object or Animal	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6636220	6636220	18031700610	3/17/2018	23:55:00	N/A	N/A	MUSCOGEE	5555 WHITTLESEY BLVD BLVD	0	0		Not A Collision with Motor Vehicle		0	0	32.550511	-84.926664	Passenger Car	N/A	Improper Backing		N/A	Clear							
6636752	6636752	18031700538	3/17/2018	22:00:00	N/A	N/A	MUSCOGEE	JR ALLEN W BOUND RP	0	1	I-185	Not A Collision with Motor Vehicle		0	0	32.545006	-84.962928	Passenger Car	N/A	Too Fast For Conditions		N/A	Clear			Interstate				Guard Rail Face
6636779	6636779	18031800011	3/18/2018	0:00:00	N/A	N/A	MUSCOGEE	HWY 80WEST RP	0	1	RIVER RD	Not A Collision with Motor Vehicle		0	0	32.521571	-84.988825	Passenger Car	N/A	Driver Lost Control		N/A	Clear							Tree
6637781	6637781	18031800209	3/18/2018	10:05:00	N/A	N/A	1759944	BULLET BLVD	0	0	FLAT ROCK RD	Angle	Motor Vehicle In Motion	0	0	32.5375	-84.8702	Sports Utility Vehicle (SUV)	Tractor/Trailer	Other	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6637818	6637818	18031800123	3/19/2018	7:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Not A Collision with

6655208	6655208	18040200311	3/26/2018	12:00:00	N/A	N/A	MUSCOGEE	6707 FLAT ROCK RD	0	0			Angle			0	0	32.543367	-84.873247	N/A		Passenger Car			No Contributing Factors	Motor Vehicle In Motion	Clear						Parked Motor Vehicle
6655700	6655700	18040200416	4/2/2018	18:15:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY		Angle			0	0	32.551169	-84.949415	N/A		Passenger Car	Failed to Yield		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6656792	6656792	18040300311	4/3/2018	14:00:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY		Rear End			0	0	32.520781	-84.988331	Sports Utility Vehicle (SUV)		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6657273	6657273	18040300449	4/3/2018	18:00:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0			Rear End			1	0	32.55077	-84.94131	Passenger Car		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6657286	6657286	18040300445	4/3/2018	18:30:00	655796	N/A	MUSCOGEE	FLAT ROCK RD	0	0	US HWY 80		Angle			0	0	32.544725	-84.873717	Truck Tractor (Bobtail)		Passenger Car	Other		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6658177	6658177	18040200221	4/3/2018	13:00:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	US HWY 80		Rear End			0	0	32.541511	-84.873209	Sports Utility Vehicle (SUV)		Pickup Truck	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6658180	6658180	18040400191	4/4/2018	9:45:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD		Rear End			0	0	32.550594	-84.926663	Passenger Car		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6658541	6658541	C00542443	3/31/2018	0:54:00	N/A	N/A	MUSCOGEE	SR 22	0	0	MILE MARKER 4		Rear End	Motor Vehicle In Motion		1	0	32.546917	-84.956474	Motorcycle		Passenger Car	No Contributing Factors		No Contributing Factors	N/A	Clear				State Route		
6658664	6658664	18040400333	4/4/2018	15:15:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	RP		Rear End			0	0	32.555321	-84.89099	Passenger Car		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear				US Route		Motor Vehicle In Motion
6659570	6659570	18040500232	4/5/2018	12:38:00	N/A	N/A	MUSCOGEE	4420 2ND AVE	0	0			Angle			0	0	32.506955	-84.989662	Sports Utility Vehicle (SUV)		Passenger Car	Improper Backing		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6660163	6660163	18040500296	4/5/2018	15:40:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	54TH ST		Angle	Motor Vehicle In Motion		0	0	32.51965	-84.9874	Passenger Car		Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6661481	6661481	18040500170	4/7/2018	10:20:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY		Angle			0	0	32.507176	-84.98977	Sports Utility Vehicle (SUV)		Passenger Car	Failed to Yield		No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6661549	6661549	18040700224	4/7/2018	12:03:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY		Angle			1	0	32.520791	-84.988344	Passenger Car		Passenger Car	Failed to Yield		No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
6661862	6661862	18040700377	4/7/2018	18:25:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0			Rear End			0	0	32.50818	-84.99571	Sports Utility Vehicle (SUV)		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6661931	6661931	18040700420	4/7/2018	18:50:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD		Rear End			0	0	32.550454	-84.926986	Passenger Car		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6662084	6662084	18040800218	4/8/2018	12:15:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	US HWY 80		Rear End			3	0	32.555277	-84.92732	Passenger Car		All Terrain Vehicle	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6662127	6662127	18040800246	4/8/2018	12:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBURG RD		Sideswipe-Same Direction			0	0	32.554795	-84.912505	Sports Utility Vehicle (SUV)		Passenger Car	Changed Lanes Improperly		No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6662250	6662250	18040800319	4/8/2018	15:55:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	US 27		Rear End			0	0	32.539685	-84.871006	Passenger Car		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear		US Route				Motor Vehicle In Motion
6662328	6662328	18040800297	4/8/2018	15:55:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD		Rear End			0	0	32.538462	-84.869508	Sports Utility Vehicle (SUV)		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6662333	6662333	18040800426	4/8/2018	20:15:00	N/A	N/A	MUSCOGEE	7330 VETERANS PARKWAY	0	0			Angle			0	0	32.552943	-84.948244	N/A		Passenger Car	Misjudged Clearance		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6662465	6662465	18040800329	4/8/2018	16:27:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY		Rear End			0	0	32.551309	-84.949695	Passenger Car		Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	Mailbox	Cloudy						Mailbox
6663649	6663649	18040900181	4/9/2018	8:59:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD		Sideswipe-Same Direction			0	0	32.538686	-84.868746	Sports Utility Vehicle (SUV)		Passenger Car	Changed Lanes Improperly		No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
6664109	6664109	180900414	4/9/2018	17:54:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BULLET BLVD		Angle			0	0	32.537515	-84.870066	Passenger Car		Van	Improper Turn		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6665530	6665530	18041000301	4/10/2018	13:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD		Rear End			0	0	32.551259	-84.949355	Passenger Car		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6665560	6665560	18041000238	4/10/2018	10:54:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD		Rear End			0	0	32.550416	-84.926713	Pickup Truck		Pickup Truck	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6669145	6669145	18041000049	4/10/2018	18:13:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY E	0	0	VETERANS PKWY		Rear End			0	0	32.546901	-84.951571	Pickup Truck		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6669707	6669707	18041100122	4/11/2018	8:29:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY WB RAMP		Rear End			0	0	32.554423	-84.905581	Passenger Car		Sports Utility Vehicle (SUV)	Other		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6670222	6670222	18041100353	4/11/2018	16:40:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	BEAVER RUN RD		Rear End			0	0	32.541237	-84.873	Passenger Car		Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6670237	6670237	18041100349	4/11/2018	16:55:00	N/A	N/A	MUSCOGEE	US 80 W	0	0	I 185		Rear End			0	0	32.541613	-84.873052	Passenger Car		Pickup Truck	Misjudged Clearance		No Contributing Factors	Motor Vehicle In Motion	Cloudy		Interstate		US Route		Motor Vehicle In Motion
6671403	6671403	18041200527	4/12/2018	21:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXPY		Rear End			0	0	32.53991	-84.87116	Pickup Truck		Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6671981	6671981	18041300155	4/13/2018	8:22:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0	1	US 80		Rear End			1	0	32.541589	-84.872888	Passenger Car		Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear		US Route				Motor Vehicle In Motion
6672251	6672251	18041300401	4/13/2018	17:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD		Rear End			0	0	32.550094	-84.950071	Passenger Car		Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6672655	6672655	18041300042	4/13/2018	18:17:00	N/A	N/A	MUSCOGEE	VETERANS PKWY RP	0	1	JR ALLEN		Rear End	Motor Vehicle In Motion		0	0	32.55007	-84.94986	Pickup Truck		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6673280	6673280	18041500231	4/15/2018	12:30:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	2ND AVENUE		Not A Collision with Motor Vehicle			0	0	32.50899	-84.99366	Passenger Car		N/A	Driver Lost Control,Too Fast For Conditions		N/A		Rain						Motor Vehicle In Motion
6673722	6673722	18041600022	4/16/2018	0:49:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	MOON RD		Rear End			0	0	32.55241	-84.931107	Panel Truck		Passenger Car	Reckless Driving		No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
6673738	6673738	18041600046	4/16/2018	0:49:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1	SCHOMBURG RD		Angle			0	0	32.554889	-84.908359	Panel Truck		Passenger Car	Improper Backing		No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
6673745	6673745	18041500095	4/15/2018	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	MOON RD		Not A Collision with Motor Vehicle			1	0	32.551982	-84.928773	Passenger Car		N/A	Too Fast For Conditions		N/A		Rain						Guard Rail Face
6676556	6676556	18041700365	4/17/2018	16:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD		Not A Collision with Motor Vehicle			0	0	32.554635	-84.896396	Pickup Truck		Pickup Truck	Other		Reaction to Object or Animal	Other Object (Not Fixed)	Clear						Other Object (Not Fixed)
6676785	6676785	18041600543	4/16/2018	20:50:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0			Rear End			0	0	32.509418	-84.993703	Passenger Car		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6677746	6677746	18041800238	4/18/2018	16:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR		Rear End	Motor Vehicle In Motion		0	0	32.534594	-84.974214	Passenger Car		Van	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6678381	6678381	18041800369	4/18/2018	15:08:00	N/A	N/A	MUSCOGEE	4420 2 ND AVE	0	0			Rear End			0	0	32.507129	-84.98998	Sports Utility Vehicle (SUV)		Passenger Car	Driver Lost Control,Misjudged Clearance		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6679029	6679029	18041900499	4/19/2018	16:20:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY		Sideswipe-Same Direction			0	0	32.507397	-84.989879	Passenger Car		Passenger Car	Improper Passing		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6679124	6679124	18041900573	4/19/2018	20:15:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	MARINA DR		Sideswipe-Same Direction			0	0	32.518817	-84.99273	N/A		N/A	Changed Lanes Improperly		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6679331	6679331	18042000092	4/20/2018	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD		Rear End			1	0	32.523234	-84.98503	Passenger Car		N/A	Driver Lost Control		N/A		Clear						Guard Rail Face
6679607	6679607	18042000193	4/20/2018	11:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM DR		Rear End			2	0	32.544862	-84.95281	Sports Utility Vehicle (SUV)		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6679886	6679886	18042000266	4/20/2018	13:39:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY SB RAMP	0	0	JR ALLEN PKWY		Rear End			0	0	32.541594	-84.872887	Sports Utility Vehicle (SUV)		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6680306	6680306	18042000346	4/20/2018	16:35:00	N/A	N/A	MUSCOGEE	80W US	0	0	FLAT ROACK RD		Rear End			1	0	32.544115	-84.873438	Sports Utility Vehicle (SUV)		Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear				US Route		Motor Vehicle In Motion
6680307	6680307	18042000382	4/20/2018	17:30:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	ACE HARDWARE ENTRANCE		Rear End			0	0	32.5511	-84.8965	Sports Utility Vehicle (SUV)		Pickup Truck	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6680657	6680657	18042100284	4/21/2018	12:59:00	N/A	N/A	MUSCOGEE	JR ALLEN ACCESS RD	0	0	BLACKMON RD		Rear End			0	0	32.553551	-84.89826	Passenger Car		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6680695	6680695	18042100516	4/21/2018	14:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXWY RP	0	1	US 80		Rear End			0	0	32.539687	-84.871036	Pickup Truck		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Cloudy		US Route				Motor Vehicle In Motion
6681159	6681159	18042200245	4/22/2018	12:20:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG RD	0	0	S STADIUM DR		Angle	Motor Vehicle In Motion		1	0	32.55709	-84.90588	Pickup Truck		Passenger Car	Disregard Stop Sign/Signal,Misjudged Clearance		Reaction to Object or Animal	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6681181	6681181	18042200272	4/22/2018	0:00:00	N/A	N/A	MUSCOGEE	SR 22 E	0	0	BLACKMON RD		Rear End			0	0	32.553528	-84.898222	Pickup Truck		Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Cloudy				State Route		Motor Vehicle In Motion
6681282	6681282	18042200527	4/21/2018	21:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD		Rear End			0	0	32.538805	-84.869355	Passenger Car		Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6681329	6681329	18042200382	4/22/2018	18:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD		Angle			0	0	32.551135	-84.949428	Passenger Car		Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal		No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
6682308	6682308	18042300144	4/23/2018	8:08:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD		Rear End			0	0	32.543407	-84.873698	N/A		Single Unit Truck	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6682850	6682850	18042300518	4/23/2018	21:10:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD		Rear End			0	0	32.550566	-84.926742	Sports Utility Vehicle (SUV)		Sports Utility Vehicle (SUV)	Following too Close		Other	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
6683386	6683386	18042400125	4/24/2018	8:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY EXIT RAMP RP	0	1	JR ALLEN PKWY		Rear End			0	0	32.541586	-84.872885	Pickup Truck		N/A	No Contributing Factors		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6683485	6683485	18042400120	4/24/2018	7:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY EASTBOUND	0	0	I-185 NORTHBOUND RAMP		Not A Collision with Motor Vehicle			0	0	32.54516	-84.959029	Passenger Car		N/A	Driver Lost Control			Clear							Guard Rail End
6683499	6683499	18042140012	4/24/2018	8:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY E	0	0	BLACKMON RD		Rear End			0	0	32.553554	-84.898263	Passenger Car		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6684299	6684299	18042400348	4/24/2018	15:55:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR		Rear End			0	0	32.539084	-84.869246	Sports Utility Vehicle (SUV)		Passenger Car	No Contributing Factors		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6684990	6684990	18042500098	4/25/2018	6:40:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	2ND AVE		Not A Collision with Motor Vehicle			0	0	32.509442	-84.993163	Passenger Car		N/A	Reaction to Object or Animal			N/A	Clear						Other Object (Not Fixed)
6685562	6685562	18042600091	4/26/2018	3:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR		Not A Collision with Motor Vehicle			0	0	32.536986	-84.973814	Passenger Car		N/A	Under the Influence (U.I.)			N/A	Clear						Guard Rail Face
6686565	6686565	18042600371	4/26/2018	16:10:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	VETERANS PARKWAY		Rear End			0	0	32.546906	-84.951574	N/A		Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6687206	6687206	18042700277	4/27/2018	8:32:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE		Rear End			0	0	32.507131	-84.989841	Pickup Truck		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6687216	6687216	18042700309	4/27/2018	13:40:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD		Rear End			0	0	32.549601	-84.950379	Sports Utility Vehicle (SUV)		Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6687613	6687613	18042700444	4/27/2018	0:00:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY		Rear End			0	0	32.5512	-84.9495	Pickup Truck		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6687801	6687801	18042700572	4/27/2018	21:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	NORTHLAKE PKWY		Angle			0	0	32.552962	-84.948202	Pickup Truck		Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal,Traffic Contro		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6688341	6688341	18042800312	4/28/2018	15:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR		Rear End			0	0	32.539104	-84.8695	Passenger Car		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6689572	6689572	18043000116	4/30/2018	8:25:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY		Rear End			0	0	32.507214	-84.989847	Passenger Car		Pickup Truck	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6689778	6689778	18043000277	4/30/2018	13:25:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR		Rear End			1	0	32.538753	-84.868899	Sports Utility Vehicle (SUV)		Pickup Truck	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6690154	6690154	18043000043	4/30/2018	18:55:00	N/A	N/A	MUSCOGEE	MILGEN RD	0	0	US 80		Rear End			0	0	32.5382	-84.86585	Sports Utility Vehicle (SUV)		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear		US Route				Motor Vehicle In Motion
6691434	6691434	18050100426	5/1/2018	16:00:00	N/A	N/A	MUSCOGEE	I- 185 NB	0	0	WHITTLESEY RD		Rear End			0	0	32.538937	-84.959607	Passenger Car		Pickup Truck	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6691463	6691463	18050100425	5/1/2018	15:57:00	N/A	N/A	MUSCOGEE	PRIVATE DR	0	0	BEAVER RUN RD		Angle			1	0	32.543722	-84.873455	Sports Utility Vehicle (SUV)		Passenger Car	Following too Close,Inattentive or Other Distracti		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6694226	6694226	18050300060	5/3/2018	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS		Not A Collision with Motor Vehicle			2	0	32.55361	-84.924831	Passenger Car		N/A	Driver Lost Control			Clear							Guard Rail Face
6694658	6694658	18050300227	5/3/2018	12:40:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	US 80		Rear End			0	0	32.553617	-84.898112	Pickup Truck		Passenger Car	Disregard Stop Sign/Signal		No Contributing Factors	Motor Vehicle In Motion	Clear		US Route				Motor Vehicle In Motion
6696305	6696305	18050400485	5/4/2018	18:30:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	45TH ST		Rear End			0	0	32.507253	-84.989846	Passenger Car		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6696523	6696523	18050300483	5/3/2018	21:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD		Rear End			0	0	32.551268	-84.949354	Passenger Car		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6696524	6696524	18050300482	5/3/2018	21:20:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR		Not A Collision with Motor Vehicle			0	0	32.538781	-84.869354	Passenger Car		N/A	Other			N/A	Clear						Median Barrier
6697046	6697046	18050500382	5/5/2018	18:29:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBURG		Not A Collision with Motor Vehicle			0	0	32.555188	-84.902945	Sports Utility Vehicle (SUV)		N/A	Other			N/A	Clear						Guard Rail End
6697582	6697582	181805060003348	5/6/2018	16:30:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	SONOMA POINTE DR		Rear End			0	0	32.551238	-84.896075	Passenger Car		Passenger Car	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6698558	6698558	10050700102	5/7/2018	0:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY ACCESS		Rear End			0	0	32.55358	-84.905515	Passenger Car		Sports Utility Vehicle (SUV)	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6698607	6698607	10050700293	5/7/2018	12:01:00	1657229	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BULLET BLVD		Rear End			0	0	32.53782	-84.869918	Tractor/Trailer		Passenger Car	Improper Backing		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6699059	6699059	18050800060	5/8/2018	4:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	EXIT 4		Not A Collision with Motor Vehicle			1	0	32.554848	-84.915026	Sports Utility Vehicle (SUV)		N/A	Driver Lost Control			N/A	Clear						Guard Rail Face
6699273	6699273	18050400436	5/4/2018	17:30:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	US HWY 80		Rear End			0	0	32.554664	-84.898081	Pickup Truck		Pickup Truck	Following too Close		No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6701308	6701308	18050800061	5/8/2018	16:00:00	N/A	N/A	MUSCOGEE	I 85 N	0	0	HWY 80W		Rear End			0	0	32.541521	-84.872708	Passenger Car		Sports Utility Vehicle (SUV)	Misjudged Clearance		No Contributing Factors	Motor Vehicle In Motion	Clear		US Route		Interstate		Motor Vehicle In Motion
6701801	6701801	18050900228	5/9/2018	11:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1	HWY 80		Rear End			0	0	32.545089	-84.958713	Passenger Car

6722445	6722445	18052300390	5/23/2018	16:33:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Angle			1	0	32.531737	-84.974328	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
6722814	6722814	18052200481	5/22/2018	19:45:00	N/A	N/A	MUSCOGEE	2ND AVENUE	0	0	MANCHESTER EXPRESSWAY	Rear End			0	0	32.507184	-84.989152	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6723998	6723998	18052400412	5/24/2018	17:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J R ALLEN PKWY	Rear End			0	0	32.546097	-84.95233	Passenger Car	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6724154	6724154	18052400375	5/24/2018	16:50:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0	1	BEAVER RUN RD	Rear End			0	0	32.539675	-84.871285	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
6725024	6725024	18052500429	5/25/2018	16:45:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0	1	HIGHWAY 80	Rear End			0	0	32.541359	-84.872843	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain								Motor Vehicle In Motion
6725048	6725048	18052500356	5/25/2018	16:05:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Sideswipe-Same Direction			0	0	32.550517	-84.926665	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6725060	6725060	18052500241	5/25/2018	11:35:00	N/A	041934	MUSCOGEE	JR ALLEN PKWY	0	0	WHITESVILLE RD	Angle			0	0	32.541321	-84.96817	Sports Utility Vehicle (SUV)	Tractor/Trailer	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6725221	6725221	18052500082	5/25/2018	18:10:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle			0	0	32.538647	-84.869419	N/A	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Rain								Motor Vehicle In Motion
6726259	6726259	18052700187	5/27/2018	10:12:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY OFF RAMP RP	0	1	VETERANS PKWY	Rear End			0	0	32.546873	-84.951773	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
6726751	6726751	18052800011	5/28/2018	0:27:00	N/A	N/A	MUSCOGEE	JR ALLEN E	0	0	SCHOMBURG RD	Sideswipe-Same Direction	Motor Vehicle In Motion		0	0	32.554556	-84.89791	Passenger Car	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Rain								Motor Vehicle In Motion
6727285	6727285	18052800332	5/28/2018	16:50:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	GATEWAY RD	Sideswipe-Same Direction	Motor Vehicle In Motion		0	0	32.541141	-84.872843	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6730405	6730405	18052900203	5/29/2018	23:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Other Object (Not Fixed)		0	0	32.532089	-84.974631	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors											Other Object (Not Fixed)
6730621	6730621	18053100096	5/31/2018	7:35:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Rear End			0	0	32.507131	-84.989822	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
6731150	6731150	18053100164	5/31/2018	10:44:00	2338167	N/A	MUSCOGEE	I 185 N	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	Other - Fixed Object		0	0	32.546356	-84.955509	Other	N/A	Other				N/A		Cloudy			Interstate	Other - Fixed Object	
6731502	6731502	18053100310	5/31/2018	16:10:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	COLUMBUS MANCHESTER EXPY	Rear End			1	0	32.539688	-84.871029	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6731639	6731639	18053310003	5/31/2018	16:00:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion		0	0	32.541223	-84.872987	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6732575	6732575	18060100383	6/1/2018	17:29:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	HWY 80	Not A Collision with Motor Vehicle			0	0	32.525338	-84.979944	Passenger Car	N/A	Other				N/A		Clear	US Route	US Route			Motor Vehicle In Motion
6732675	6732675	18060100371	6/1/2018	16:44:00	N/A	N/A	MUSCOGEE	US 80	0	0	FLAT ROCK RD	Sideswipe-Same Direction			0	0	32.543733	-84.873533	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Cloudy						US Route	US Route	Mailbox
6732810	6732810	18060100431	6/1/2018	18:15:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN PKWY	Angle			0	0	32.552909	-84.926595	Passenger Car	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
6734585	6734585	18060400134	6/4/2018	7:40:00	N/A	N/A	MUSCOGEE	FKATROCK RD	0	0	FLATROCK CT	Sideswipe-Same Direction			0	0	32.54479	-84.872112	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6735205	6735205	18060400237	6/4/2018	10:55:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	LAKE OLIVER RD	Rear End			1	0	32.522618	-84.989871	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6735260	6735260	18060400420	6/4/2018	17:17:00	N/A	N/A	MUSCOGEE	HWY 80 US RP	0	1	2 ND AVENUE EXIT RP	Rear End			0	0	32.509287	-84.991795	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						US Route		Motor Vehicle In Motion
6735545	6735545	18060500121	6/5/2018	8:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY ACCESS RD	0	0	SCHOMBURG RD	Rear End			0	0	32.555234	-84.904226	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6735641	6735641	18060500234	6/5/2018	11:25:00	N/A	N/A	MUSCOGEE	US 80	0	0	VETERANS PKWY	Rear End			0	0	32.546921	-84.951581	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						US Route		Motor Vehicle In Motion
6735965	6735965	18060600114	6/6/2018	7:10:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	JR ALLEN PKWY	Rear End			0	0	32.546847	-84.96108	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Interstate		Motor Vehicle In Motion
6737965	6737965	18060600151	6/6/2018	8:30:00	N/A	N/A	MUSCOGEE	45TH ST	0	0	3RD AVE	Sideswipe-Same Direction			0	0	32.507172	-84.989233	Pickup Truck	Pickup Truck	Changed Lanes Improperly,Improper Turn	Mailbox			Not Visible (Object, Person, o							Mailbox
6738224	6738224	18060600416	6/6/2018	17:11:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	I 185	Rear End			0	0	32.544729	-84.960892	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear			Interstate							Motor Vehicle In Motion
6738259	6738259	18060600249	6/6/2018	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Rear End			1	0	32.548016	-84.951748	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6738311	6738311	18060600048	6/6/2018	18:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Rear End			1	0	32.547174	-84.953684	Sports Utility Vehicle (SUV)	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6739063	6739063	18060700172	6/7/2018	8:59:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	54TH ST	Rear End			0	0	32.519791	-84.987617	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6739074	6739074	18060700170	6/7/2018	8:58:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY OFF RAMP RP E	0	1	VETERANS PKWY	Rear End			0	0	32.546889	-84.951567	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6739129	6739129	18060700247	6/7/2018	11:20:00	N/A	N/A	MUSCOGEE	6600 FLAT ROCK RD	0	0		Rear End			0	0	32.544345	-84.873235	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	Parked Motor Vehicle	Clear								Motor Vehicle In Motion
6739668	6739668	18060700264	6/7/2018	18:27:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY E	0	0	BLACKMON RD	Rear End			0	0	32.553536	-84.898235	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6740073	6740073	18060800115	6/8/2018	7:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	RUFFIE WAY	Rear End			1	0	32.538462	-84.868195	Passenger Car	Pickup Truck	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6740144	6740144	18060800133	6/8/2018	8:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	VETERANS PKWY	Rear End			1	0	32.546908	-84.951577	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6740401	6740401	18060800360	6/8/2018	13:30:00	N/A	N/A	MUSCOGEE	JR ALLEN EB OFF RAMP	0	0	VETERANS PKWY	Rear End			0	0	32.544928	-84.951585	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6740526	6740526	18060800244	6/8/2018	13:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN	Head On			0	0	32.548421	-84.950924	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
6740582	6740582	18060800290	6/8/2018	14:34:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End			0	0	32.546075	-84.873154	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain								Motor Vehicle In Motion
6740883	6740883	18060900003	6/9/2018	0:01:00	N/A	N/A	MUSCOGEE	VETERANS PKWY N	0	0	JR ALLEN ON RP	Angle			1	0	32.550852	-84.949598	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6741852	6741852	18061000223	6/10/2018	12:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction			0	0	32.553511	-84.949201	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6741942	6741942	18061000272	6/10/2018	14:20:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	JR ALLEN PKWY	Rear End			0	0	32.541147	-84.873157	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6742913	6742913	18061100220	6/11/2018	11:30:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	FLAT ROCK RD	Rear End			1	0	32.538863	-84.869363	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6742986	6742986	18061100251	6/11/2018	9:25:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	BEAVER RUN RD	Rear End			0	0	32.539771	-84.871048	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6743183	6743183	18061100339	6/11/2018	15:14:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Sideswipe-Same Direction			1	0	32.509088	-84.993852	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear								Median Barrier
6743421	6743421	18061100445	6/11/2018	17:45:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Sideswipe-Same Direction			1	0	32.537944	-84.869814	Passenger Car	Pickup Truck	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
6743548	6743548	18061100543	6/11/2018	18:30:00	N/A	N/A	MUSCOGEE	7400 BLACKMON RD	0	0		Rear End			0	0	32.551238	-84.896075	Sports Utility Vehicle (SUV)	Passenger Car	Improper Backing	No Contributing Factors	Parked Motor Vehicle	Cloudy								Motor Vehicle In Motion
6744734	6744734	18061200363	6/12/2018	14:56:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY EB RAMP	Rear End			0	0	32.553427	-84.90542	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
6744777	6744777	18061200357	6/12/2018	14:50:00	N/A	N/A	MUSCOGEE	HWY 80 US RP	0	1	GATEWAY RD	Rear End			0	0	32.54146	-84.872899	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						US Route		Motor Vehicle In Motion
6744789	6744789	18061200177	6/12/2018	8:29:00	N/A	N/A	MUSCOGEE	JR ALLEN PK RP	0	1	SCHOMBURG RD	Sideswipe-Same Direction			0	0	32.554867	-84.911349	Sports Utility Vehicle (SUV)	Pickup Truck	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
6744934	6744934	18061200400	6/12/2018	17:20:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	WHITTLESEY RD	Rear End			1	0	32.535969	-84.959348	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Interstate		Motor Vehicle In Motion
6745761	6745761	18061300288	6/13/2018	14:05:00	N/A	N/A	MUSCOGEE	45TH ST	0	0	2ND AVE	Rear End			0	0	32.507142	-84.989849	Passenger Car	Passenger Car	Following too Close	Other	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6746056	6746056	18061300423	6/13/2018	18:25:00	N/A	N/A	MUSCOGEE	OFFRAMP I 85 RP S	0	1	US 80	Rear End			0	0	32.541377	-84.872877	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy			US Route					Motor Vehicle In Motion
6746068	6746068	18061300428	6/13/2018	18:33:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	E BRADLEY PARK DR	Sideswipe-Same Direction			0	0	32.537683	-84.873792	Passenger Car	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6746074	6746074	18060200310	6/2/2018	15:30:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK	Rear End			0	0	32.53878	-84.8692	Passenger Car	Passenger Car	Following too Close		Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6747189	6747189	18061400313	6/14/2018	15:00:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	US 80	Angle			0	0	32.553728	-84.898162	Passenger Car	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear			US Route					Motor Vehicle In Motion
6747207	6747207	18061400384	6/14/2018	16:30:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	US 80	Angle			0	0	32.553728	-84.898215	Passenger Car	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	Motor Vehicle In Motion	Cloudy			US Route					Motor Vehicle In Motion
6747467	6747467	18061400480	6/14/2018	19:05:00	N/A	N/A	MUSCOGEE	RIVER RD RP	0	1	JR ALLEN PKWY	Not A Collision with Motor Vehicle			0	0	32.52372	-84.986482	Passenger Car	N/A	Other Interior Distraction (Di				N/A		Cloudy					Other - Fixed Object
6747590	6747590	18061400512	6/14/2018	19:55:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1	MOON RD	Not A Collision with Motor Vehicle			1	0	32.55136	-84.934453	Pickup Truck	N/A	Driver Lost Control				N/A		Rain					Tree
6748165	6748165	18061500273	6/15/2018	12:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP E	0	1	VETERANS PKWY	Rear End			0	0	32.546914	-84.951781	Pickup Truck	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6748181	6748181	18061500293	6/15/2018	13:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN RP	Rear End			0	0	32.547273	-84.951577	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6748215	6748215	18061500221	6/15/2018	11:10:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	RP	Rear End			0	0	32.541469	-84.87294	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Cloudy			US Route					Motor Vehicle In Motion
6748642	6748642	18061500451	6/15/2018	18:15:00	N/A	N/A	MUSCOGEE	J R ALLEN PRKWY	0	0	MOON RD	Rear End			0	0	32.554195	-84.920502	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6748643	6748643	18061500410	6/15/2018	17:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MANCHESTER EXPY	Rear End			0	0	32.541399	-84.87296	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6749249	6749249	18061600001	6/16/2018	18:20:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	I 185	Rear End			0	0	32.547207	-84.953475	Passenger Car	Sports Utility Vehicle (SUV)	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Rain			Interstate					Motor Vehicle In Motion
6749268	6749268	18061600529	6/16/2018	19:50:00	N/A	N/A	MUSCOGEE	7466 BLACKMON RD	0	0		Angle	Motor Vehicle In Motion		0	0	32.55495	-84.89477	Passenger Car	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
6749334	6749334	18061600510	6/16/2018	20:20:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MILGEN RD	Rear End			1	0	32.538246	-84.868432	Passenger Car	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
6749645	6749645	18061700074	6/17/2018	10:25:00	N/A	N/A	MUSCOGEE	I 185 RP S	0	1	JR ALLEN PKWY	Not A Collision with Motor Vehicle			0	0	32.542768	-84.961374	Pickup Truck	N/A	Driver Lost Control				N/A		Rain			Interstate		Highway Traffic Sign Post
6750920	6750920	18061800148	6/18/2018	8:43:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	SCHOMBURG RD	Not A Collision with Motor Vehicle			1	0	32.55374	-84.907445	Passenger Car	N/A	Too Fast For Conditions				N/A		Clear					Tree
6750988	6750988	18061800218	6/18/2018	11:55:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Angle			0	0	32.553427	-84.90542	Sports Utility Vehicle (SUV)	Passenger Car	Other Interior Distraction (Di,Disregard Other Traffic Contro	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6751186	6751186	18061700512	6/17/2018	23:18:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Sideswipe-Same Direction			0	0	32.538525	-84.869502	N/A	Sports Utility Vehicle (SUV)	Improper Passing	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6754452	6754452	18061800018	6/18/2018	16:24:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Sideswipe-Same Direction			0	0	32.538983	-84.869185	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6759465	6759465	18061800402	6/18/2018	18:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY E	0	0	MOON RD	Sideswipe-Same Direction			0	0	32.55462	-84.917545	Passenger Car	Van	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6759577	6759577	18061900094	6/19/2018	5:51:00	N/A	N/A	MUSCOGEE	BEAVER RUN	0	0	KITTEN LAKE DR	Sideswipe-Same Direction			0	0	32.538878	-84.869274	Passenger Car	Passenger Car	Misjudged Clearance		Misjudged Clearance	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6760468	6760468	18061900240	6/19/2018	11:45:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	SR 22	Rear End			0	0	32.508773	-84.989734	Pickup Truck	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear			State Route					Motor Vehicle In Motion
6761358	6761358	18061900401	6/19/2018	14:44:00	N/A	N/A	MUSCOGEE	HAMILTON RD	0	0	US HWY 80	Rear End			0	0	32.548703	-84.950785	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6762246	6762246	18062000242	6/20/2018	11:15:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Angle			1	0	32.507131	-84.989822	Van	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6762570	6762570	18062000285	6/20/2018	12:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	WHITESVILLE RD	Not A Collision with Motor Vehicle			0	0	32.542376	-84.967121	Passenger Car	N/A	Driver Condition				N/A		Clear					Tree
6762634	6762634	18062000035	6/20/2018	13:55:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	MANCHESTER EXPY	Rear End			0	0	32.507796	-84.989872	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6762660	6762660	18062000182	6/20/2018	8:40:00	446292	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Rear End			1	0	32.554344	-84.920903	Single Unit Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6762824	6762824	18062000432	6/20/2018	17:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Sideswipe-Same Direction			0	0	32.548703	-84.950785	Motorcycle	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6762829	6762829	18062000216	6/20/2018	10:10:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	US HWY 80	Angle			0	0	32.554423	-84.905581	Sports Utility Vehicle (SUV)	N/A	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6763514	6763514	18062100201	6/21/2018	9:10:00	N/A	N/A	MUSCOGEE	6900 BEAVER RUN RD	0	0		Angle			0	0	32.538846	-84.869671	N/A	Passenger Car		No Contributing Factors	Motor Vehicle In Motion	Clear								
6764953	6764953	18062200265	6/22/2018	13:03:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	BEAVER RUN RD	Rear End			0	0	32.541274	-84.873047	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
6765010	6765010	18062200192	6/22/2018	10:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY COLLECTOR DISTRIBUTOR W	0	0	I 185	Not A Collision with Motor Vehicle			0	0	32.544988	-84.961707	Passenger Car	N/A	Driver Lost Control,Changed Lanes Improperly,Too Fast For Conditions				N/A		Clear	Interstate				Guard Rail End
6765387	6765387	18062200261	6/22/2018	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	2 ND AVE	Not A Collision with Motor Vehicle			0	0	32.51124	-84.992257	Pickup Truck	N/A	Driver Lost Control,Too Fast For Conditions				N/A		Rain			

6788023	6788023	18071100295	7/11/2018	14:04:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP	0	0	1 RP	Rear End		0	0	32.545942	-84.959369	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
6789426	6789426	18071200336	7/12/2018	0:00:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	2 ND AVE	Not A Collision with Motor Vehicle		1	0	32.507322	-84.99886	Pickup Truck	N/A	Driver Lost Control		N/A	Rain						US Route	Bridge Rail			
6789734	6789734	18071200369	7/12/2018	17:40:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Rear End		0	0	32.507165	-84.98982	Van	Pickup Truck	Following too Close	Other	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion	
6790562	6790562	18071300198	7/13/2018	11:00:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	BEAVER RUN RD	Rear End		0	0	32.541281	-84.873054	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6790563	6790563	18071300280	7/13/2018	14:10:00	N/A	N/A	MUSCOGEE	RP	0	0	1 HWY 80	Rear End		0	0	32.541416	-84.872951	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy	US Route								Motor Vehicle In Motion	
6790580	6790580	18071300347	7/13/2018	16:15:00	N/A	N/A	MUSCOGEE	RAMP RP	0	0	1 BEAVER RUN RD	Rear End		0	0	32.539781	-84.871078	Passenger Car	Passenger Car	No Signal/Improper Signal	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6790643	6790643	18071300337	7/13/2018	16:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End		0	0	32.538402	-84.869612	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Mailbox	
6790928	6790928	18071300406	7/13/2018	17:58:00	N/A	N/A	MUSCOGEE	JR ALLEN E	0	0	GATEWAY RD	Rear End		0	0	32.541213	-84.873101	Sports Utility Vehicle (SUV)	Van	Following too Close	Other	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion	
6791082	6791082	18071200273	7/12/2018	14:10:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle		0	0	32.538845	-84.869277	Passenger Car	Passenger Car	Disregard Other Traffic Contro	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6791255	6791255	18071400291	7/14/2018	13:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0	0	1 J R ALLEN PKWY	Not A Collision with Motor Vehicle		0	0	32.542804	-84.870154	Pickup Truck	N/A	No Contributing Factors		N/A	Clear									Motor Vehicle In Motion	
6791650	6791650	18071500128	7/15/2018	6:00:00	N/A	N/A	MUSCOGEE	6720 FLAT ROCK RD	0	0	0	Not A Collision with Motor Vehicle		0	0	32.545167	-84.87182	Pickup Truck	N/A	Driver Condition		N/A	Clear									Other - Fixed Object	
6791786	6791786	18071500093	7/15/2018	12:00:00	N/A	N/A	MUSCOGEE	US 80	0	0	0 RP	Angle		0	0	32.524518	-84.980927	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear						US Route			Motor Vehicle In Motion	
6791838	6791838	18071400349	7/14/2018	15:34:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Head On		0	0	32.538931	-84.869201	Panel Truck	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion	
6792055	6792055	18071500377	7/15/2018	16:35:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN	Not A Collision with Motor Vehicle	Motor Vehicle In Motion	0	0	32.523633	-84.990364	Passenger Car	N/A	No Contributing Factors		N/A	Rain									Fence	
6792570	6792570	18071600028	7/15/2018	22:00:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	JR ALLEN	Not A Collision with Motor Vehicle		0	0	32.554298	-84.879502	Passenger Car	N/A	Too Fast For Conditions		N/A	Clear									Other - Fixed Object	
6793340	6793340	18071600220	7/16/2018	12:00:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End		0	0	32.550515	-84.927094	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	Other	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6793569	6793569	18071200205	7/12/2018	9:15:00	N/A	N/A	MUSCOGEE	MANCHESTER RP	0	0	1 BEAVER RUN RD	Rear End		0	0	32.5399	-84.87119	N/A	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6793595	6793595	18071600367	7/16/2018	17:12:00	N/A	N/A	MUSCOGEE	JR ALLEN E	0	0	SCHOMBURG EXIT	Sideswipe-Same Direction		0	0	32.554746	-84.915017	Sports Utility Vehicle (SUV)	Pickup Truck	Improper Passing,Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6793921	6793921	18071700142	7/17/2018	8:10:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Angle		0	0	32.507219	-84.989876	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion	
6795275	6795275	18071700092	7/17/2018	5:50:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	MACON RD	Rear End		0	0	32.544939	-84.961124	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Interstate	Mailbox			
6797907	6797907	18071900561	7/19/2018	22:14:00	N/A	N/A	MUSCOGEE	MANCHESTER	0	0	2 ND AVE	Rear End		0	0	32.507143	-84.989849	N/A	Pickup Truck	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6799006	6799006	18070000393	7/20/2018	17:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN	Rear End		2	0	32.549339	-84.95047	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6799156	6799156	18072000378	7/20/2018	16:38:00	N/A	N/A	MUSCOGEE	I 185	0	0	JR ALLEN	Rear End		1	0	32.552993	-84.961974	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Interstate			Motor Vehicle In Motion	
6799158	6799158	18072000415	7/20/2018	17:25:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN	Angle		0	0	32.538252	-84.869636	Passenger Car	Passenger Car	Failed to Yield,Vision Obscured	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6802550	6802550	18072300485	7/23/2018	19:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Not A Collision with Motor Vehicle		0	0	32.509099	-84.993833	Passenger Car	N/A	Other		N/A	Clear									Motor Vehicle In Motion	
6803140	6803140	18072400272	7/24/2018	12:15:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	US 80	Not A Collision with Motor Vehicle		0	0	32.520741	-84.988311	N/A	N/A	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy	US Route								Motor Vehicle In Motion	
6803435	6803435	18072400323	7/24/2018	13:35:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	BRADLEY PARK DR	Rear End		2	0	32.531849	-84.974458	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6803760	6803760	18072400608	7/24/2018	21:49:00	N/A	N/A	MUSCOGEE	MOON RD RP	0	0	1 JR ALLEN	Angle		0	0	32.552151	-84.926688	Pickup Truck	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6804146	6804146	18072500121	7/25/2018	8:35:00	N/A	N/A	MUSCOGEE	J R ALLEN PARKWAY RP	0	0	1 VETERANS PKWY	Sideswipe-Same Direction		0	0	32.551158	-84.949075	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	No Signal/Improper Signal	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6805236	6805236	18072300280	7/21/2018	14:00:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	BEAVER RUN RD	Rear End		0	0	32.541202	-84.873018	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6806870	6806870	18072700124	7/27/2018	8:00:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End		0	0	32.550505	-84.926714	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6806945	6806945	18072600495	7/26/2018	20:55:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Angle		1	0	32.507225	-84.989404	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6807066	6807066	18072700362	7/27/2018	15:24:00	N/A	N/A	MUSCOGEE	2801 DOUBLE CHURCHES RD	0	0	0	Not A Collision with Motor Vehicle		0	0	32.551277	-84.949626	Sports Utility Vehicle (SUV)	N/A	Other		N/A	Clear									Motor Vehicle In Motion	
6807427	6807427	18072700577	7/27/2018	10:00:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	MACON RD	Not A Collision with Motor Vehicle		0	0	32.544939	-84.961124	Sports Utility Vehicle (SUV)	N/A	Other		N/A	Clear						Interstate	Other Object (Not Fixed)			
6807496	6807496	18072700597	7/27/2018	22:54:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	0	1 I 185	Not A Collision with Motor Vehicle		0	0	32.544882	-84.962556	Passenger Car	N/A	Reaction to Object or Animal		N/A	Clear						Interstate	Guard Rail Face			
6808839	6808839	18072900639	7/29/2018	23:37:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	0	Angle		0	0	32.53863	-84.97312	Passenger Car	Passenger Car	Not Visible (Object, Person, o	Other	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6809736	6809736	18073000295	7/30/2018	12:30:00	0196026	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End		0	0	32.551181	-84.949397	Other	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion	
6810241	6810241	18073000398	7/30/2018	16:05:00	N/A	N/A	MUSCOGEE	US 80	0	0	RIVER RD	Angle		0	0	32.520896	-84.9899	Van	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Cloudy						US Route			Motor Vehicle In Motion	
6811482	6811482	18073000374	7/30/2018	15:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES ROAD	Rear End		0	0	32.552283	-84.948695	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6811870	6811870	18073100382	7/31/2018	17:50:00	N/A	N/A	MUSCOGEE	BRADLEY PARK DR	0	0	JR ALLEN PKWY	Rear End		0	0	32.531865	-84.974202	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6813395	6813395	18080100420	8/1/2018	18:07:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPR	0	0	2 ND AVE	Rear End		0	0	32.50722	-84.989842	Passenger Car	Passenger Car	Following too Close	Other	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion	
6813400	6813400	18080100521	8/1/2018	21:03:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End		0	0	32.550511	-84.926664	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6813777	6813777	18080200038	8/2/2018	15:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXPWY	Rear End		0	0	32.539857	-84.870997	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain									Motor Vehicle In Motion	
6816860	6816860	18080300270	8/3/2018	14:00:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	MOON RD	Sideswipe-Same Direction		0	0	32.553258	-84.926592	Passenger Car	Pickup Truck	Improper Passing	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6817091	6817091	18080300351	8/3/2018	16:55:00	N/A	N/A	MUSCOGEE	JR ALLEN W	0	0	FLAT ROCK RD	Sideswipe-Same Direction		0	0	32.54455	-84.873312	Van	Pickup Truck	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6817656	6817656	18080300382	8/3/2018	16:14:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Angle		0	0	32.550511	-84.926664	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6818928	6818928	18080300449	8/3/2018	19:20:00	N/A	N/A	MUSCOGEE	JR ALLEN OFF RP W	0	0	1 VETERANS PKWY	Angle		0	0	32.551275	-84.949344	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6819044	6819044	18080500368	8/5/2018	14:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End		0	0	32.55124	-84.9496	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6819324	6819324	18080500425	8/5/2018	16:20:00	N/A	N/A	MUSCOGEE	BEAVER RUN ROAD	0	0	MALLARD DRIVE	Rear End		0	0	32.53794	-84.86526	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6820605	6820605	18080500541	8/5/2018	17:29:00	N/A	N/A	MUSCOGEE	4420 2 ND AVE	0	0	0	Angle	Motor Vehicle In Motion	0	0	32.506911	-84.988627	Panel Truck	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6820648	6820648	18080600240	8/6/2018	11:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES ROAD	Sideswipe-Same Direction		0	0	32.552283	-84.948695	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6821067	6821067	18080600414	8/6/2018	16:27:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End		1	0	32.548601	-84.950831	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6822804	6822804	18080700230	8/7/2018	12:20:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0	0	1 BEAVER RUN RD	Rear End		0	0	32.539764	-84.871156	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6822855	6822855	18080700228	8/7/2018	12:05:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	JR ALLEN PKWY	Rear End		0	0	32.54112	-84.87297	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6823309	6823309	18080700339	8/7/2018	16:00:00	N/A	N/A	MUSCOGEE	JR ALLEN E	0	0	RIVER RD	Angle		0	0	32.525453	-84.979683	N/A	Pickup Truck	Improper Passing,Other Interior Distraction (Di	Other	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6823321	6823321	18080700365	8/7/2018	17:20:00	N/A	N/A	MUSCOGEE	JR. ALLEN PARKWAY	0	0	VETERANS PARKWAY	Rear End		0	0	32.5511	-84.94881	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6824406	6824406	18080800038	8/8/2018	15:40:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	BUENA VIS	Not A Collision with Motor Vehicle		0	0	32.542786	-84.960721	Passenger Car	N/A	Reaction to Object or Animal		N/A	Clear						Interstate			Motor Vehicle In Motion	
6825736	6825736	18080900157	8/9/2018	8:00:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	MACON RD	Sideswipe-Same Direction		0	0	32.544939	-84.961124	Pickup Truck	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear						Interstate			Motor Vehicle In Motion	
6825868	6825868	18080900358	8/9/2018	14:45:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	J R ALLEN PKWY	Rear End		0	0	32.55534	-84.905727	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6825870	6825870	18080900433	8/9/2018	16:55:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Rear End		1	0	32.548242	-84.951068	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6825907	6825907	18080900445	8/9/2018	17:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J R ALLEN PKWY	Rear End		0	0	32.547429	-84.951479	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6825971	6825971	18080900458	8/9/2018	17:35:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End		0	0	32.551186	-84.949413	N/A	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion	
6826004	6826004	18080900466	8/9/2018	17:49:00	N/A	N/A	MUSCOGEE	JRALLEN PKWY	0	0	MOON RD	Not A Collision with Motor Vehicle		0	0	32.553964	-84.921451	Passenger Car	N/A	No Contributing Factors		N/A	Cloudy									Other Non-Collision	
6826062	6826062	18080900530	8/9/2018	17:29:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End		0	0	32.550514	-84.926669	N/A	Passenger Car	No Contributing Factors		Motor Vehicle In Motion	Rain									Motor Vehicle In Motion	
6827002	6827002	18081000267	8/10/2018	12:20:00	054283	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	2 ND AVE	Rear End		0	0	32.508937	-84.994442	Tractor/Trailer	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Signal/Improper Signal	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6827035	6827035	18081000183	8/10/2018	9:40:00	N/A	N/A	MUSCOGEE	JR ALLEN ACCESS RD	0	0	I 185	Rear End		0	0	32.542958	-84.964792	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Interstate			Motor Vehicle In Motion	
6827313	6827313	18081000327	8/10/2018	14:38:00	N/A	N/A	MUSCOGEE	RAMP RP	0	0	1 US 80	Rear End		0	0	32.54136	-84.872918	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy	US Route								Motor Vehicle In Motion	
6827458	6827458	18081000452	8/10/2018	17:55:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP W	0	0	1 RIVER RD	Rear End		0	0	32.522453	-84.98973	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion	
6828095	6828095	18081100399	8/11/2018	16:01:00	N/A	N/A	MUSCOGEE	JR ALLEN W	0	0	BLACKMON RD ON RP	Rear End		0	0	32.555544	-84.89088	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6828869	6828869	18081200438	8/12/2018	19:09:00	N/A	N/A	MUSCOGEE	MANCHESTER S	0	0	JR ALLEN ON RP	Not A Collision with Motor Vehicle		0	0	32.541775	-84.872603	Passenger Car	N/A	Other		N/A	Clear									Animal	
6830328	6830328	18081300417	8/13/2018	11:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End		1	0	32.54989	-84.873431	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close,Inattentive or Other Distracti		Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6831013	6831013	18081300495	8/13/2018	18:15:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Rear End		0	0	32.551168	-84.949511	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6831991	6831991	18081400159	8/14/2018	9:20:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Angle		0	0	32.538851	-84.869251	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6831992	6831992	18081400181	8/14/2018	9:55:00	275148	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Angle		0	0	32.53885	-84.869304	Tractor/Trailer	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6832054	6832054	18081400298	8/14/2018	14:20:00	N/A	N/A	MUSCOGEE	6950 BEAVER RUN RD	0	0	0	Angle		0	0	32.538628	-84.8693	Sports Utility Vehicle (SUV)	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Parked Motor Vehicle	
6832137	6832137	18081400343	8/14/2018	15:28:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Angle		0	0	32.5073	-84.989691	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6832173	6832173	18081400326	8/14/2018	15:59:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP	0	0	1 I 185	Not A Collision with Motor Vehicle		0	0	32.543384	-84.95874	Passenger Car	N/A	Not Visible (Object, Person, o		N/A	Severe Thunderstorm or Tornadic	Interstate								Guard Rail Face	
6832196	6832196	18081400342	8/14/2018	16:45:00	N/A	N/A	MUSCOGEE	JR ALLEN W	0	0	BLACKMON RD	Rear End	Motor Vehicle In Motion	0	0	32.55471	-84.89775	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6832259	6832259	18081400350	8/14/2018	15:51:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Rear End		1	0	32.55488	-84.91538	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6834917	6834917	18081600451	8/16/2018	17:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	HWY 80	Rear End		0	0	32.549524	-84.952296	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy	US Route								Motor Vehicle In Motion	
6837899	6837899	18081800436	8/18/2018	11:29:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	J R ALLEN	Rear End		0	0	32.553061	-84.926558	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	Van	No Contributing Factors	Rain									Motor Vehicle In Motion	
6838320	6838320	18081800341	8/18/2018	15:25:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End		0	0	32.550518	-84.926716	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion	
6838661	6838661	18-18081900114	8/19/2018	5:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	0 2 ND AVENUE EXIT	Not A Collision with Motor Vehicle		0	0	32.50913	-84.993568	Passenger Car	N/A	Driver Lost Control		N/A	Clear									Motor Vehicle In Motion	
6839687	6839687	18082000142	8/20/2018	8:30:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle		0	0	32.538717	-84.869249	Passenger Car	Passenger Car	Failed to Yield		No Contributing Factors	Clear									Motor Vehicle In Motion	
6840455	6840455	18082000231	8/20/2018	16:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	HWY 80	Rear End		0	0	32.545529	-84.952336	Other	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain	US Route								Motor Vehicle In Motion	
6840692	6840692	18082000526	8/20/2018	18:57:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	JR ALLEN PKWY	Rear End		0	0	32.544689	-84.873281	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion	
6840747	6840747

6863360	6863360	18096000313	9/6/2018	15:46:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	VETERANS EXPWY	Rear End			0	0	32.546952	-84.951743	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Parked Motor Vehicle
6863953	6863953	18096700017	9/7/2018	8:00:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	US 80	Rear End			0	0	32.54139	-84.872967	Van	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route				Motor Vehicle In Motion
6864655	6864655	18096700374	9/7/2018	16:20:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ALLEN PKWY RP	Rear End			0	0	32.553645	-84.898186	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6865326	6865326	18096700416	9/7/2018	17:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY W	0	0	MOON RD	Angle			0	0	32.551908	-84.935521	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6865454	6865454	18096800361	9/8/2018	15:45:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1	VETERANS PKWY	Rear End			0	0	32.551304	-84.949278	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6865466	6865466	18096800402	9/8/2018	17:14:00	N/A	N/A	MUSCOGEE	JR ALLEN E	0	0	VETERANS PKWY ENTRANCE RP	Rear End			0	0	32.548153	-84.950825	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6865960	6865960	18096900150	9/9/2018	10:27:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End			0	0	32.546781	-84.951779	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6866249	6866249	18096900322	9/9/2018	17:10:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End			0	0	32.550489	-84.926639	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Other						Motor Vehicle In Motion
6867546	6867546	18091000146	9/10/2018	8:55:00	N/A	N/A	MUSCOGEE	3000 NORTH LAKE DR	0	0		Angle			0	0	32.552932	-84.948239	Van	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear					Parked Motor Vehicle
6867886	6867886	18091000408	9/10/2018	16:38:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	JR ALLEN PKWY	Sideswipe-Same Direction			0	0	32.535759	-84.959304	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear				Interstate	Motor Vehicle In Motion
6867913	6867913	18091000439	9/10/2018	17:30:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	45TH ST	Rear End			0	0	32.507295	-84.98993	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6869223	6869223	18091500073	9/11/2018	17:18:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Rear End			0	0	32.513377	-84.992262	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
6869305	6869305	18091100367	9/11/2018	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN E RAMP RP	0	0	JR ALLEN PKWY	Rear End			0	0	32.539848	-84.871103	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	Other	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
6869495	6869495	18091100417	9/11/2018	17:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End			0	0	32.549361	-84.950414	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6871290	6871290	18091200954	9/12/2018	18:50:00	N/A	N/A	MUSCOGEE	J.R. ALLEN PARKWAY	0	0	2ND AVE.	Not A Collision with Motor Vehicle			0	0	32.51135	-84.9928	Passenger Car	N/A	No Contributing Factors	N/A	N/A	Rain					Guard Rail Face
6871788	6871788	18091300118	9/13/2018	6:37:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	RP	Angle			1	0	32.520658	-84.988289	Passenger Car	Van	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6872049	6872049	18091200190	9/12/2018	9:28:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	VETERANS PKWY	Rear End			0	0	32.548178	-84.951057	Single Unit Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6872060	6872060	18091300162	9/13/2018	8:05:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	S STADIUM DR	Angle			0	0	32.556111	-84.905859	Sports Utility Vehicle (SUV)	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6872469	6872469	18091300231	9/13/2018	13:05:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2 ND AVE	Rear End			0	0	32.507041	-84.989892	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6874369	6874369	18091500183	9/15/2018	8:45:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0	1	J R ALLEN	Rear End			0	0	32.541478	-84.872883	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6874426	6874426	18091500233	9/15/2018	10:29:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	US 80	Sideswipe-Same Direction			0	0	32.53509	-84.95959	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route	Interstate	Motor Vehicle In Motion
6874546	6874546	18091500281	9/15/2018	0:00:00	N/A	N/A	MUSCOGEE	US 80 RP	0	1	SCHOMBURG RD	Sideswipe-Same Direction			0	0	32.553401	-84.905617	N/A	Sports Utility Vehicle (SUV)	Failed to Yield,Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Cloudy	US Route		Motor Vehicle In Motion
6876643	6876643	18091700218	9/17/2018	11:20:00	N/A	00808O6	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Sideswipe-Same Direction			0	0	32.538778	-84.869344	Sports Utility Vehicle (SUV)	Truck Tractor (Bobtail)	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6876778	6876778	18091700270	9/17/2018	13:30:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	54TH ST	Not A Collision with Motor Vehicle			0	0	32.520413	-84.988092	Sports Utility Vehicle (SUV)	N/A	Reaction to Object or Animal		N/A	Clear					Curb
6877051	6877051	18091600428	9/17/2018	18:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM	Angle			0	0	32.545501	-84.952579	Passenger Car	Passenger Car	Improper Backing	Other	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
6877259	6877259	18091600247	9/17/2018	16:29:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	JR ALLEN ACCESS RD	Rear End			0	0	32.507175	-84.989842	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6877279	6877279	18091400620	9/14/2018	21:10:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	GTWY	Head On			4	0	32.541679	-84.87327	Passenger Car	Single Unit Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6878227	6878227	18091800140	9/18/2018	8:00:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	54TH ST	Angle			3	0	32.520041	-84.987806	Pickup Truck	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6878405	6878405	18091800141	9/18/2018	8:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0	1	BEAVER RUN RD	Rear End			0	0	32.541705	-84.872656	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6879050	6879050	18091800421	9/18/2018	16:39:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BULLET BLVD	Angle			0	0	32.538176	-84.869818	Passenger Car	Bus	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6879067	6879067	18091800449	9/18/2018	17:31:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY W RP	0	1	SCHOMBURG RD	Rear End			2	0	32.554888	-84.909511	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6879085	6879085	18091800390	9/18/2018	16:30:00	N/A	N/A	MUSCOGEE	WARM SPRINGS RD	0	0	SPRINGBROOK DR	Angle			0	0	32.551937	-84.876408	Van	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6880199	6880199	18091900231	9/19/2018	13:40:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Sideswipe-Same Direction			0	0	32.538227	-84.869316	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6880251	6880251	18091900292	9/19/2018	12:55:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Rear End			1	0	32.507195	-84.989849	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6880587	6880587	18091900462	9/19/2018	17:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBURG RD	Rear End			1	0	32.554702	-84.914131	Passenger Car	Pickup Truck	Inattentive or Other Distracti	Other	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6880607	6880607	18091900435	9/19/2018	17:25:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Rear End			0	0	32.52911	-84.97562	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6881069	6881069	18092000157	9/20/2018	9:00:00	1834921	N/A	MUSCOGEE	JR ALLEN PKWY EB	0	0	2ND AVE	Rear End			0	0	32.508096	-84.995985	Pickup Truck	Pickup Truck	Following too Close		Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6881794	6881794	18092000159	9/20/2018	8:35:00	N/A	N/A	MUSCOGEE	US 80	0	0	RP	Angle			1	0	32.508449	-84.994937	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear				US Route	Motor Vehicle In Motion
6882227	6882227	18092100106	9/21/2018	7:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN ROAD	0	0	FLAT ROCK ROAD	Angle			0	0	32.538686	-84.868746	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6882944	6882944	18092100116	9/21/2018	9:40:00	191496	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	RP	Not A Collision with Motor Vehicle			0	0	32.519078	-84.991596	Tractor/Trailer	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear					Other Object (Not Fixed)
6883014	6883014	18092100345	9/21/2018	14:35:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN	Angle			1	0	32.521495	-84.988985	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6883362	6883362	18092100463	9/21/2018	17:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS	Rear End			1	0	32.55361	-84.924831	Pickup Truck	Passenger Car	Following too Close		Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6883381	6883381	18092100451	9/21/2018	17:45:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1	RP	Sideswipe-Same Direction			0	0	32.524401	-84.982826	Passenger Car	Pickup Truck	Changed Lanes Improperly		Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6883410	6883410	18092100503	9/21/2018	18:30:00	N/A	N/A	MUSCOGEE	I 185 SB	0	0	J.R. ALLEN EAST BOUND	Not A Collision with Motor Vehicle			0	0	32.54266	-84.96274	Passenger Car	N/A	Driver Condition		N/A	Clear					Guard Rail Face
6883425	6883425	18092100414	9/20/2018	12:00:00	N/A	N/A	MUSCOGEE	7401 BLACKMON RD	0	0		Angle			0	0	32.553166	-84.898173	N/A	Pickup Truck	Other	Other	Motor Vehicle In Motion	Clear					Parked Motor Vehicle
6883789	6883789	18092200187	9/22/2018	9:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Rear End			1	0	32.552255	-84.926504	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6883880	6883880	18092200378	9/22/2018	16:53:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN E BOUND	Angle			2	0	32.5466	-84.952039	Passenger Car	Sports Utility Vehicle (SUV)	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6883962	6883962	18092200464	9/22/2018	19:45:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Angle	Motor Vehicle In Motion		0	0	32.53892	-84.869184	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6884151	6884151	18092300216	9/23/2018	0:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM RD	Rear End			0	0	32.544757	-84.952834	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6884153	6884153	18092300231	9/23/2018	12:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End			0	0	32.551259	-84.949355	Pickup Truck	Pickup Trucks	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6885204	6885204	18092400075	9/24/2018	6:35:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End			1	0	32.551448	-84.94925	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti		Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6886374	6886374	18092400460	9/24/2018	18:45:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	BEAVER RUN RD	Rear End			0	0	32.541226	-84.873	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6887857	6887857	18092500008	9/25/2018	8:02:00	N/A	N/A	MUSCOGEE	RIVER RD RAMP RP	0	1	J R ALLEN PKWY	Rear End			0	0	32.522511	-84.989633	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6888268	6888268	18092500380	9/25/2018	17:17:00	N/A	N/A	MUSCOGEE	6600 FLAT ROCK RD	0	0		Angle			0	0	32.544386	-84.872855	Sports Utility Vehicle (SUV)	Pickup Truck	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
6888449	6888449	18092500526	9/25/2018	8:55:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	J R ALLEN PKWY	Rear End			0	0	32.536341	-84.959365	Passenger Car	Pickup Truck	Following too Close,Disregard Police - Traffic Con	No Contributing Factors	Motor Vehicle In Motion	Cloudy				Interstate	Motor Vehicle In Motion
6890201	6890201	18092600265	9/26/2018	15:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY E EXIT RAMP RP	0	1	MOON RD	Rear End			1	0	32.552246	-84.926967	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
6890261	6890261	18092600392	9/26/2018	18:30:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ALLEN W BOUND	Angle			0	0	32.555553	-84.898138	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6892293	6892293	18092800138	9/28/2018	7:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	HWY 80	Rear End			0	0	32.548797	-84.950681	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy	US Route				Motor Vehicle In Motion
6892324	6892324	18092800159	9/28/2018	8:23:00	N/A	2123712	MUSCOGEE	JR ALLEN PKWY RP W	0	1	VETERANS PKWY	Rear End			0	0	32.551278	-84.949341	Passenger Car	Panel Truck	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
6892773	6892773	18092800394	9/28/2018	15:24:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	FLAT ROCK RD	Rear End			0	0	32.543819	-84.873504	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
6892776	6892776	18092800362	9/28/2018	14:35:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Not A Collision with Motor Vehicle			0	0	32.538642	-84.869891	Sports Utility Vehicle (SUV)	N/A	Improper Backing		N/A	Clear					Other - Fixed Object
6893174	6893174	18092800604	9/28/2018	19:15:00	N/A	N/A	MUSCOGEE	JR ALLEN E	0	0	SCHOMBURG RD	Rear End			1	0	32.554552	-84.911101	Passenger Car	Passenger Car	Following too Close	Other	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
6893507	6893507	18092900271	9/29/2018	13:14:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction			0	0	32.551278	-84.94934	Passenger Car	Pickup Truck	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6893580	6893580	18092900239	9/29/2018	12:12:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	N LAKE PKWY	Rear End			1	0	32.552943	-84.948244	Passenger Car	Bus	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6893590	6893590	18092900263	9/29/2018	14:15:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN	Angle			0	0	32.553403	-84.905407	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6893992	6893992	18092900539	9/29/2018	23:39:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	HWY 80	Not A Collision with Motor Vehicle			0	0	32.50909	-84.989645	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain					Guard Rail Face
6894083	6894083	18092900216	9/29/2018	11:31:00	N/A	N/A	MUSCOGEE	6501 KITTEN LAKE DR	0	0		Rear End			0	0	32.53977	-84.8693	Pickup Truck	Sports Utility Vehicle (SUV)	Improper Backing		Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6894727	6894727	18093000286	9/30/2018	14:30:00	N/A	N/A	MUSCOGEE	RAMP MANCHESTER EXPWY	0	1	JR ALLEN	Rear End			1	0	32.54161	-84.87298	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6895883	6895883	18093000084	9/30/2018	5:05:00	N/A	N/A	MUSCOGEE	JR ALLEN	1	0	2 ND AVE	Not A Collision with Motor Vehicle			1	0	32.508935	-84.994372	N/A	N/A	Under the Influence (U.I.)		N/A	Cloudy					Motor Vehicle In Motion
6896319	6896319	18101000369	10/1/2018	16:05:00	N/A	N/A	MUSCOGEE	7330 VETERANS PKWY	0	0		Angle			0	0	32.553051	-84.948281	Passenger Car	Passenger Car	Improper Backing		Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6896354	6896354	18101000380	10/1/2018	17:22:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	S STADIUM DR	Rear End			0	0	32.556404	-84.905866	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6896364	6896364	18101000320	10/1/2018	14:40:00	N/A	N/A	MUSCOGEE	US 80	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle			0	0	32.530387	-84.974966	Pickup Truck	N/A	Too Fast For Conditions		N/A	Clear			US Route		Overturn
6896571	6896571	18101000517	10/1/2018	19:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN OFF RP	Rear End			0	0	32.546915	-84.951728	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6896622	6896622	18101000572	10/1/2018	21:00:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PARKWAY	Sideswipe-Same Direction			0	0	32.552283	-84.948695	Passenger Car	Passenger Car	Other	Other	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6897830	6897830	18102000397	10/2/2018	15:55:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	BRIDLEWOOD DR	Angle			1	0	32.552206	-84.905268	Passenger Car	Single Unit Truck	Disregard Stop Sign/Signal		N/A	Clear					Other - Fixed Object
6897831	6897831	18102000424	10/2/2018	16:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End			0	0	32.546975	-84.872992	Sports Utility Vehicle (SUV)	Panel Truck	Following too Close		Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6897847	6897847	18102000431	10/2/2018	17:05:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	J R ALLEN PKWY	Sideswipe-Same Direction			0	0	32.534638	-84.959673	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear				Interstate	Motor Vehicle In Motion
6900142	6900142	18104000204	10/4/2018	11:49:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP E	0	1	VETERANS PKWY	Rear End			0	0	32.548914	-84.951749	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6900460	6900460	18104000252	10/4/2018	11:18:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	MOON RD	Rear End			0	0	32.552152	-84.926635	Passenger Car	Passenger Car	Following too Close		Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6900576	6900576	18104000364	10/4/2018	15:50:00	N/A	N/A	MUSCOGEE	US 80	0	0	FLAT ROCK RD	Rear End			0	0	32.544656	-84.873293	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear			US Route		Motor Vehicle In Motion
6900577	6900577	18104000398	10/4/2018	17:00:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	FLAT ROCK RD	Rear End			0	0	32.544611	-84.873292	N/A	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear			US Route		Motor Vehicle In Motion
6902922	6902922	18106000329	10/6/2018	14:20:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Head On			1	0	32.554254	-84.905539	Sports Utility Vehicle (SUV)	Pickup Truck	Improper Turn	Other	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6903160	6903160	18106000485	10/6/2018	19:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY W BOUND	0	0	VETERANS PKWY	Not A Collision with Motor Vehicle			1	0	32.549091	-84.949333	Pickup Truck	N/A	Under the Influence (U.I.),Driver Lost Control		N/A	Clear					Other - Fixed Object
6903192	6903192	18106000457	10/6/2018	19:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End			1	0	32.549825	-84.950225	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6906464	6906464	18105000393	10/5/2018	17:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PARKWAY RP	Rear End			1	0	32.548471	-84.950927	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6907102	6907102	18109000405	10/9/2018	16:44:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Angle			0	0	32.525852	-84.978856	Pickup Truck	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
6908272	6908272	18109000307	10/9/2018	11:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Not A Collision with Motor Vehicle			0	0	32.517781	-84.992048	Pickup Truck	N/A	No Contributing Factors		N/A	Clear					Other Non-Collision
6908456	6908456	18109000183	10/10/2018	9:06:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY E RP	0	1	BEAVER RUN RD	Rear End			1	0	32.538871	-84.871017	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close,

6928148	6928148	18102400432	10/24/2018	16:30:00	N/A	N/A	MUSCOGEE	6515 KITTEN LAKE DR	0	0		Angle		0	0	32.538686	-84.868746	Passenger Car	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6929524	6929524	18102500388	10/25/2018	15:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY W OFF- RP	0	1	BLACKMON RD	Rear End		0	0	32.555509	-84.898085	N/A	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6929559	6929559	18102500362	10/25/2018	14:30:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY	Angle		1	0	32.520636	-84.988249	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Failed to Yield	Other	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6929580	6929580	18102500520	10/25/2018	15:02:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES ROAD	Angle		0	0	32.55047	-84.94979	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6929696	6929696	18102500048	10/25/2018	17:18:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	2ND AVE	Rear End		0	0	32.512439	-84.992134	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6929830	6929830	18102500435	10/25/2018	16:50:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	ACCESS RD	Angle		0	0	32.553427	-84.90542	Passenger Car	Passenger Car	Failed to Yield	Disregard Stop Sign/Signal	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6929850	6929850	18102500462	10/25/2018	16:40:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Rear End		0	0	32.55069	-84.93965	Pickup Truck	Passenger Car	Driver Lost Control,Other	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6930193	6930193	18102600088	10/26/2018	1:45:00	N/A	N/A	MUSCOGEE	HWY 80 US W	0	0	EXIT RAMP TO 2 ND AVE	Not A Collision with Motor Vehicle		0	1	32.516422	-84.992771	Sports Utility Vehicle (SUV)	N/A	Under the Influence (U.I.),Driver Lost Control	N/A	N/A	Rain				US Route	Guard Rail Face
6931704	6931704	18102600492	10/26/2018	20:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MILGEN RD	Angle		0	0	32.53823	-84.86828	N/A	Sports Utility Vehicle (SUV)	Misjudged Clearance	No Contributing Factors	N/A	Cloudy					Motor Vehicle In Motion
6932492	6932492	18102700333	10/27/2018	17:20:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	GATEWAY RD	Rear End		0	0	32.54114	-84.872861	Pickup Truck	Passenger Car	Following too Close,Other Exterior Distraction (Di	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6932493	6932493	18102700400	10/27/2018	19:15:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN BLVD	Angle		1	0	32.55232	-84.92645	Sports Utility Vehicle (SUV)	Passenger Car	Improper Turn	Too Fast For Conditions	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6933654	6933654	18102800116	10/28/2018	15:01:00	N/A	N/A	MUSCOGEE	JR ALLEN ACCESS RD	0	0	BLACKMON RD	Rear End		0	0	32.553572	-84.898152	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6933820	6933820	18102900273	10/29/2018	0:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	HWY 80	Rear End		0	0	32.545822	-84.952356	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route			Motor Vehicle In Motion
6933879	6933879	18102900276	10/29/2018	13:29:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	JR ALLAN ACCESS RD	Rear End		0	0	32.507308	-84.989896	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6933916	6933916	18102900288	10/29/2018	16:18:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End		0	0	32.551282	-84.949426	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6933970	6933970	18102800474	10/28/2018	21:18:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End		0	0	32.551497	-84.949214	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6934104	6934104	18103000136	10/30/2018	7:35:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY RP	Angle		0	0	32.520739	-84.98832	Passenger Car	Passenger Car	Failed to Yield	Other	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6937923	6937923	18103100173	10/31/2018	9:05:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	US 80	Sideswipe-Same Direction		1	0	32.540426	-84.970894	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route		US Route	Motor Vehicle In Motion
6937971	6937971	18103000184	10/30/2018	16:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Rear End		1	0	32.549088	-84.950657	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6938193	6938193	18103100380	10/31/2018	17:18:00	N/A	N/A	MUSCOGEE	VETERANS PARKWAY	0	0	JR ALLEN PARKWAY	Rear End		0	0	32.548703	-84.950785	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6938236	6938236	18103100354	10/31/2018	16:30:00	N/A	N/A	MUSCOGEE	4420 2ND AVE	0	0		Angle		0	0	32.507142	-84.989849	Passenger Car	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6938442	6938442	18103100462	10/31/2018	19:45:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	LORENZO RD	Rear End		0	0	32.554091	-84.926686	Passenger Car	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6938953	6938953	18103100300	10/31/2018	14:43:00	N/A	N/A	MUSCOGEE	JR ALLEN ACCESS RD	0	0	BLACKMON RD	Angle		0	0	32.55355	-84.89816	Sports Utility Vehicle (SUV)	Single Unit Truck	Other	Other	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6940003	6940003	18101000383	11/1/2018	16:42:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	RP	Angle		2	0	32.540323	-84.960371	Passenger Car	Van	Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Rain				Interstate	Motor Vehicle In Motion
6940187	6940187	18103100487	10/31/2018	20:45:00	N/A	N/A	MUSCOGEE	US 80	0	0	HWY 80	Not A Collision with Motor Vehicle		0	0	32.548985	-84.948807	Vehicle With Trailer	Passenger Car	Other	No Contributing Factors	Other Object (Not Fixed)	Clear		US Route		US Route	Other Object (Not Fixed)
6940198	6940198	18101000389	11/1/2018	16:07:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	FLAT ROCK CT	Angle		0	0	32.544689	-84.873281	Pickup Truck	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6940263	6940263	18101000485	11/1/2018	20:10:00	N/A	N/A	MUSCOGEE	6600 FLAT ROCK RD	0	0		Rear End		0	0	32.544733	-84.873318	Pickup Truck	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Parked Motor Vehicle
6941107	6941107	18102000102	11/2/2018	7:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Rear End		0	0	32.554848	-84.915026	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6941286	6941286	18102000114	11/2/2018	7:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Sideswipe-Same Direction		1	0	32.50814	-84.99593	Sports Utility Vehicle (SUV)	Single Unit Truck	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6941384	6941384	18102000111	11/2/2018	7:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Rear End		1	0	32.507598	-84.999393	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6941402	6941402	18102000108	11/2/2018	7:55:00	N/A	N/A	MUSCOGEE	JR. ALLEN PARKWAY	0	0	GATEWAY ROAD	Rear End		0	0	32.54634	-84.8732	Passenger Car	Passenger Car	Occupant Distraction (Distract	No Contributing Factors	Parked Motor Vehicle	Rain					Motor Vehicle In Motion
6941426	6941426	18102000113	11/2/2018	7:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Rear End		0	0	32.50751	-84.999339	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6941434	6941434	18102000112	11/2/2018	7:40:00	N/A	N/A	MUSCOGEE	JR ALLEN E	0	0	2 ND AVE	Rear End		0	0	32.507302	-84.999145	Passenger Car	Passenger Car	Following too Close	Other	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6942494	6942494	18102000558	11/2/2018	22:30:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	RIVER RD	Rear End	Motor Vehicle In Motion	0	0	32.5216	-84.98944	Pickup Truck	Passenger Car	Not Visible (Object, Person, o	Reaction to Object or Animal	N/A	Clear				US Route	Motor Vehicle In Motion
6943405	6943405	18103000541	11/3/2018	21:00:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	WOODRUFF FARM RD	Angle	Motor Vehicle In Motion	0	0	32.55362	-84.89812	N/A	Pickup Truck	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6945464	6945464	18105000216	11/5/2018	12:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2 ND AVE	Rear End		0	0	32.507179	-84.98981	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	Other	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
6945893	6945893	18105000393	11/5/2018	18:10:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Rear End		0	0	32.538921	-84.869102	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6947590	6947590	18106000353	11/6/2018	17:45:00	N/A	N/A	MUSCOGEE	ACCESS RD	0	0	BLACKMON RD	Angle		0	0	32.553623	-84.898119	Passenger Car	Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal,Not Visible (Object, Person, o	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6947884	6947884	18106000094	11/6/2018	8:20:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	HWY 80	Angle		0	0	32.541422	-84.872898	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy		US Route			Motor Vehicle In Motion
6948096	6948096	18106000359	11/6/2018	14:08:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	RP	Rear End		0	0	32.53986	-84.871	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6949260	6949260	18107000099	11/7/2018	8:10:00	N/A	N/A	MUSCOGEE	HWY 80 US RP	0	1	RP	Rear End		0	0	32.541407	-84.872938	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear				US Route	Motor Vehicle In Motion
6949757	6949757	18107000339	11/7/2018	17:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN RP	Rear End		0	0	32.548472	-84.950916	Passenger Car	Panel Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6950710	6950710	18103000217	11/8/2018	9:30:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	JR ALLEN	Rear End		0	0	32.553743	-84.962604	Passenger Car	N/A	Other	No Contributing Factors	Motor Vehicle In Motion	Rain				Interstate	Motor Vehicle In Motion
6951141	6951141	18103800416	11/8/2018	17:26:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Rear End		0	0	32.554321	-84.919632	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6951202	6951202	18103800448	11/8/2018	17:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Rear End		1	0	32.554816	-84.914606	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6951208	6951208	18103800450	11/8/2018	18:01:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End		1	0	32.548448	-84.95509	Pickup Truck	Single Unit Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6951223	6951223	UPD1811080004	11/8/2018	18:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Rear End		0	0	32.507143	-84.989774	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6951455	6951455	18103800482	11/8/2018	0:00:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	VETERANS PKWY	Rear End		0	0	32.548794	-84.950845	Pickup Truck	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Rain				US Route	Motor Vehicle In Motion
6952354	6952354	18109000239	11/9/2018	12:20:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	7600	Not A Collision with Motor Vehicle		1	0	32.557315	-84.905679	Motorcycle	N/A	Too Fast For Conditions	N/A	Cloudy						Other Non-Collision
6952744	6952744	18109000451	11/9/2018	18:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	COMMERCIAL CT	Angle		0	0	32.54565	-84.95249	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
6954256	6954256	18111000419	11/11/2018	17:37:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Not A Collision with Motor Vehicle		0	0	32.554342	-84.899145	Passenger Car	N/A	Reaction to Object or Animal		N/A	Clear					Deer
6955322	6955322	18111200290	11/12/2018	15:12:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES	Rear End		0	0	32.552283	-84.948695	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6955323	6955323	18111200305	11/12/2018	15:50:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	I-185	Not A Collision with Motor Vehicle		0	0	32.54145	-84.96803	Passenger Car	N/A	Driver Lost Control,Changed Lanes Improperly,Too Fast For Conditions		N/A	Rain					Guard Rail End
6955523	6955523	18111200332	11/12/2018	16:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK	Not A Collision with Motor Vehicle		0	0	32.525376	-84.9792	Passenger Car	N/A	Driver Lost Control		N/A	Cloudy					Embankment
6955658	6955658	18111300006	11/13/2018	0:20:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	RP	Not A Collision with Motor Vehicle		0	1	32.550188	-84.944992	N/A	Sports Utility Vehicle (SUV)	Other	Under the Influence (U.I.)	Pedestrian	Rain				US Route	Motor Vehicle In Motion
6956588	6956588	18111300123	11/13/2018	7:57:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Angle		0	0	32.55422	-84.90567	Passenger Car	Passenger Car	Driver Lost Control	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6957096	6957096	18111300320	11/13/2018	16:00:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPWY	Rear End		0	0	32.507263	-84.989896	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6957121	6957121	18111300361	11/13/2018	17:08:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	45TH ST	Rear End		0	0	32.507253	-84.989846	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6957141	6957141	18111300181	11/13/2018	10:26:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Angle		1	0	32.50722	-84.989824	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6957314	6957314	18111300304	11/13/2018	22:12:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	STADIUM DR	Angle		1	0	32.556178	-84.905832	Passenger Car	Passenger Car	Improper Turn,Driver Condition		Mailbox	Rain					Motor Vehicle In Motion
6957462	6957462	18103000154	10/30/2018	8:05:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1	MOON RD	Rear End		0	0	32.553999	-84.926819	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6957971	6957971	18111400189	11/14/2018	11:15:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End		0	0	32.553428	-84.90542	Passenger Car	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6958045	6958045	18111400217	11/14/2018	7:38:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	US 80	Rear End		0	0	32.548168	-84.951118	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain		US Route			Motor Vehicle In Motion
6958245	6958245	18111300035	11/13/2018	8:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	BEAVER RUN RD	Not A Collision with Motor Vehicle		1	0	32.54294	-84.86967	Passenger Car	N/A	Driver Lost Control		N/A	Rain					Tree
6958327	6958327	18111300375	11/13/2018	17:57:00	1677789	N/A	MUSCOGEE	US HWY 80	0	0		Rear End		1	0	32.50963	-84.99297	Tractor/Trailer	Sports Utility Vehicle (SUV)	Driver Lost Control,Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6958722	6958722	18111200394	11/12/2018	18:50:00	N/A	N/A	MUSCOGEE	7400 BLACKMON RD	0	0		Sideswipe-Opposite Direction		0	0	32.551124	-84.896336	Pickup Truck	Passenger Car	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6959396	6959396	18115000136	11/15/2018	8:10:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	MOON RD	Rear End		0	0	32.549771	-84.926734	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6960241	6960241	18111600023	11/16/2018	1:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle		0	0	32.536523	-84.974041	Pickup Truck	N/A	Reaction to Object or Animal		N/A	Clear					Deer
6963559	6963559	18111600357	11/16/2018	17:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PRKWY	4	0		Rear End		0	0	32.508964	-84.994322	Sports Utility Vehicle (SUV)	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6963572	6963572	18111600438	11/16/2018	17:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Rear End		0	0	32.548839	-84.95081	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6964150	6964150	18111600538	11/16/2018	9:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	RP	Angle		0	0	32.53987	-84.871017	Pickup Truck	Sports Utility Vehicle (SUV)	Disregard Stop Sign/Signal		Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6964786	6964786	18111700315	11/17/2018	16:09:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY RP RP W	0	1	JR ALLEN PKWY	Rear End		0	0	32.541361	-84.872852	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
6965568	6965568	18111800432	11/18/2018	19:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Rear End		0	0	32.546554	-84.951936	Passenger Car	Sports Utility Vehicle (SUV)	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6965575	6965575	18111800436	11/18/2018	19:19:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Not A Collision with Motor Vehicle		0	0	32.549713	-84.944774	Passenger Car	N/A	No Contributing Factors		N/A	Clear					Motor Vehicle In Motion
6965645	6965645	18111600218	11/16/2018	13:35:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	HWY 80	Angle		0	0	32.548034	-84.951116	N/A	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route			Motor Vehicle In Motion
6966931	6966931	18111900094	11/19/2018	5:27:00	N/A	2427263	MUSCOGEE	JR ALLEN EB COLLECTOR DISTRIBUTOR	0	0	WHITESVILLE ROAD	Rear End		2	0	32.541557	-84.967616	Passenger Car	Tractor/Trailer	Other		Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6967217	6967217	18111900172	11/19/2018	8:46:00	N/A	N/A	MUSCOGEE	SR 22 RP E	0	1	US 80	Not A Collision with Motor Vehicle		0	0	32.551984	-84.928633	Passenger Car	N/A	Reaction to Object or Animal		N/A	Clear		US Route		State Route	Animal
6967590	6967590	18111900208	11/19/2018	10:24:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	HWY 80	Rear End		1	0	32.541395	-84.872877	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route			Motor Vehicle In Motion
6967709	6967709	18111900242	11/19/2018	12:25:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End		0	0	32.550487	-84.926672	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close,Other Activity - Mobile Device		Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6967905	6967905	18111900447	11/19/2018	18:30:00	N/A	N/A	MUSCOGEE	US 27 ALT	0	0	RP	Rear End		0	0	32.542681	-84.869466	N/A	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route			Motor Vehicle In Motion
6969442	6969442	18120000295	11/20/2018	13:29:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD RP	0	1	RP	Rear End		0	0	32.55532	-84.905853	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6969751	6969751	18120000187	11/20/2018	9:38:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY	Angle		0	1	32.522351	-84.989688	Passenger Car	Pickup Truck	Failed to Yield,Improper Turn		Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
6969772	6969772	18120000387	11/20/2018	14:50:00	N/A	N/A	MUSCOGEE	EASTBOUND JR ALLEN ACCESS RD	0	0	BLACKMON RD	Rear End		0	0	32.553623	-84.898119	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6969952	6969952	18120000349	11/20/2018	15:19:00	2911927	N/A	MUSCOGEE	JR ALLEN PKWY EB	0	0	2ND AVENUE	Rear End		0	0	32.50727	-84.99932	Tractor/Trailer	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6970052	6970052	18120000384	11/20/2018	0:00:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	RP	Rear End		0	0	32.518817	-84.99273	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close,Other Exterior Distraction (Di	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6971465	6971465	18121000157	11/21/2018	8:25:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0	0	BEAVER RUN RD	Rear End		0	0	32.53893	-84.869201	Panel Truck	Sports Utility Vehicle (SUV)	Following too Close,Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6971806	6971806	18121000341	11/21/2018	16:06:00	N/A	186268	MUSCOGEE	JR ALLEN PKWY	0	0	MANCHESTER EXPY	Sideswipe-Same Direction		0	0	32.540383	-84.871499	Sports Utility Vehicle (SUV)	Other	Other	Other	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6971807	6971807	18121000249	11/21/2018	16:21:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY NB OFF-RAMP	0	0	BEAVER RUN RD	Rear End		0	0	32.540225	-84.871621	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
6971808	6971808	18121000356	11/21/2018	16:53:

6988483	6988483	181204000408	12/4/2018	17:30:00	N/A	N/A	MUSCOGEE	HAMILTON RD	0	0	N LAKE PKWY	Rear End			0	0	32.552943	-84.948244	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6988515	6988515	181204000338	12/4/2018	17:20:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle			0	0	32.538693	-84.869314	Passenger Car	Panel Truck	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6989280	6989280	181205000178	12/5/2018	9:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1	MANCHESTER EXPY OFF RP	Rear End			0	0	32.541444	-84.872905	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6989854	6989854	181205000361	12/5/2018	16:25:00	N/A	N/A	MUSCOGEE	RP	0	1	VETERANS PKWY	Rear End			0	0	32.55122	-84.949375	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6989916	6989916	181205000427	12/5/2018	18:05:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Rear End			0	0	32.539202	-84.869824	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6990228	6990228	181205000357	12/5/2018	16:08:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	NEAR RIVER RD	Sideswipe-Same Direction			0	0	32.541341	-84.96923	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6991245	6991245	181206000497	12/6/2018	18:22:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY RP	0	1		Rear End	Motor Vehicle In Motion		0	0	32.53987	-84.87085	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6991322	6991322	181206000487	12/6/2018	18:08:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY ACCESS RD	Angle			0	0	32.553346	-84.905393	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6991375	6991375	181206000514	12/6/2018	18:45:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	MOON ROAD	Rear End			0	0	32.55385	-84.9231	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6992648	6992648	181296999364	12/5/2018	21:00:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Rear End			0	0	32.507218	-84.989928	N/A	Passenger Car	Inattentive or Other Distracti	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
6993419	6993419	181207000467	12/7/2018	21:16:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXPY	Angle			0	0	32.540033	-84.871208	Sports Utility Vehicle (SUV)	Passenger Car	Disregard Stop Sign/Signal	Other	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6993712	6993712	181207000233	12/7/2018	13:05:00	N/A	N/A	MUSCOGEE	SR 22 CONN	0	0	JR ALLEN	Rear End			0	0	32.510884	-84.989184	Passenger Car	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					State Route	Motor Vehicle In Motion
6994023	6994023	181208000272	12/8/2018	14:20:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	VICTORY DR	Not A Collision with Motor Vehicle			0	0	32.544939	-84.961124	Passenger Car	N/A	Too Fast For Conditions,Other		N/A	Rain					Interstate	Median Barrier
6994077	6994077	181208000253	12/8/2018	13:25:00	N/A	N/A	MUSCOGEE	JR ALLEN E RAMP RP	0	1	MOON RD	Rear End			0	0	32.552132	-84.927008	Passenger Car	Passenger Car	Too Fast For Conditions	Other	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
6994129	6994129	181208000288	12/8/2018	14:36:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Angle			2	0	32.54896	-84.9504	Pickup Truck	Passenger Car	Following too Close,Changed Lanes Improperly,Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
6994400	6994400	181208000359	12/8/2018	17:08:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle			0	0	32.542047	-84.96693	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors		N/A	Rain						Motor Vehicle In Motion
6994401	6994401	181208000410	12/8/2018	19:13:00	N/A	N/A	MUSCOGEE	6707 FLAT ROCK CT	0	0		Angle			0	0	32.544951	-84.871697	N/A	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
6994531	6994531	181208000328	12/8/2018	16:14:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle	Other - Fixed Object		0	0	32.52545	-84.97883	Passenger Car	N/A	Other		N/A	Rain						Other - Fixed Object
6994675	6994675	181209000248	12/9/2018	2:15:00	N/A	N/A	MUSCOGEE	RIVER ROAD	0	0	LAKE OLIVER ROAD	Not A Collision with Motor Vehicle			0	0	32.5241	-84.9908	Passenger Car	N/A	Under the Influence (U.I.),Too Fast For Conditions,Other,Reckless Driving		N/A	Rain						Motor Vehicle In Motion
6995003	6995003	181209000413	12/9/2018	19:30:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY RD	Angle			0	0	32.550554	-84.926661	Pickup Truck	Pickup Truck	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
6997197	6997197	181210000356	12/10/2018	15:15:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	RP	Rear End			3	0	32.520662	-84.988263	Pickup Truck	Passenger Car	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
6998337	6998337	181210000493	12/7/2018	22:20:00	N/A	N/A	MUSCOGEE	RP	0	1	HWY 80	Not A Collision with Motor Vehicle			0	0	32.550242	-84.945032	Passenger Car	Driver Lost Control			N/A	Clear		US Route				Other Non-Collision
6998517	6998517	181211000242	12/11/2018	12:09:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY ACCESS ROAD RP	0	1	SCHOMBURG RD	Rear End			0	0	32.554837	-84.908828	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6998530	6998530	181211000244	12/11/2018	12:09:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY ACCESS RP	0	1	SCHOMBURG RD	Rear End			0	0	32.55511	-84.908307	N/A	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6998712	6998712	181211000391	12/11/2018	17:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	FORTSON RD	Rear End			0	0	32.553176	-84.948086	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6998759	6998759	181211000444	12/11/2018	18:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I 185	Not A Collision with Motor Vehicle			0	0	32.55106	-84.93975	Passenger Car	N/A	Driver Lost Control		N/A	Clear			Interstate			Motor Vehicle In Motion
6998854	6998854	181211000471	12/11/2018	18:40:00	N/A	N/A	MUSCOGEE	I 185	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle			0	0	32.52947	-84.97512	Passenger Car	N/A	Other		N/A	Clear					Interstate	Other Non-Collision
6999608	6999608	181212000279	12/12/2018	12:15:00	N/A	N/A	MUSCOGEE	RP	0	1	VETERANS PKWY	Rear End			0	0	32.546914	-84.95175	Sports Utility Vehicle (SUV)	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6999815	6999815	181212000392	12/12/2018	14:14:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End			0	0	32.545087	-84.873481	Pickup Truck	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6999831	6999831	181212000390	12/12/2018	15:13:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	JR ALLEN PKWY	Rear End			0	0	32.507222	-84.989632	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
6999884	6999884	181212000477	12/12/2018	17:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End			0	0	32.548536	-84.950866	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7000018	7000018	181212000582	12/12/2018	20:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2 ND AVE	Rear End			0	0	32.507147	-84.989845	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7000754	7000754	181213000163	12/13/2018	8:55:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	JRALLEN RP	Rear End			0	0	32.539727	-84.9604	Passenger Car	Passenger Car	Too Fast For Conditions	Other	Motor Vehicle In Motion	Cloudy					Interstate	Motor Vehicle In Motion
7000820	7000820	181213000168	12/13/2018	9:23:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK	Sideswipe-Same Direction			0	0	32.528651	-84.975502	Pickup Truck	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7000850	7000850	181213000186	12/13/2018	10:10:00	N/A	N/A	MUSCOGEE	MILGEN RD	0	0	BEAVER RUN RD	Rear End			1	0	32.538287	-84.868441	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
7001128	7001128	181213000428	12/13/2018	18:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	HWY 80	Rear End			0	0	32.549914	-84.950149	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route				Motor Vehicle In Motion
7001631	7001631	181214000093	12/14/2018	7:15:00	0196026	N/A	MUSCOGEE	RIVER RD	0	0	RP	Angle			0	0	32.520747	-84.98829	Pickup Truck	Pickup Truck	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
7001935	7001935	181213000287	12/13/2018	13:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Rear End			0	0	32.550586	-84.949792	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7003020	7003020	181214000277	12/14/2018	13:28:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle			0	0	32.526147	-84.977928	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain						Motor Vehicle In Motion
7003351	7003351	181214000461	12/14/2018	19:00:00	N/A	N/A	MUSCOGEE	US 80	0	0	HWY 80	Sideswipe-Same Direction			0	0	32.539519	-84.971742	Passenger Car	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Rain		US Route		US Route		Median Barrier
7003514	7003514	181214000429	12/14/2018	18:12:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	Motor Vehicle In Motion		0	0	32.54662	-84.95197	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7003616	7003616	181209000494	12/9/2018	23:45:00	N/A	N/A	MUSCOGEE	US 80 RP	0	1	2 ND AVE	Not A Collision with Motor Vehicle			0	0	32.510555	-84.992112	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain				US Route		Overturn
7004064	7004064	181215000303	12/15/2018	13:55:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	MOON RD	Rear End			4	0	32.553055	-84.926563	Vehicle With Trailer	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7004105	7004105	1214000163	12/15/2018	8:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MOON RD	Sideswipe-Same Direction			0	0	32.554848	-84.915026	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7004287	7004287	181215004487	12/15/2018	20:35:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	RP	Sideswipe-Same Direction			0	0	32.52212	-84.990049	N/A	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
7004604	7004604	181216000213	12/16/2018	10:30:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	VETERANS PKWY	Angle			0	0	32.54868	-84.950775	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7007247	7007247	181217000298	12/17/2018	13:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Rear End			0	0	32.538853	-84.869379	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	Other	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7007266	7007266	181217000339	12/17/2018	14:48:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM	Angle			0	0	32.54589	-84.95234	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7007614	7007614	181217000540	12/17/2018	20:50:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	J R ALLEN PKWY	Not A Collision with Motor Vehicle			0	0	32.541195	-84.960093	Passenger Car	N/A	No Contributing Factors		N/A	Clear					Interstate	Other Object (Not Fixed)
7007865	7007865	181217000454	12/17/2018	18:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Rear End			2	0	32.518916	-84.991757	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7008768	7008768	181213000495	12/13/2018	19:55:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	2 ND AVE	Not A Collision with Motor Vehicle			1	0	32.51152	-84.992	N/A	Pickup Truck	Other	No Contributing Factors	Pedestrian							Motor Vehicle In Motion
7009011	7009011	181218000390	12/18/2018	17:05:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Rear End			0	0	32.551249	-84.949572	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear				US Route		Motor Vehicle In Motion
7009498	7009498	181217000266	12/17/2018	12:45:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	J R ALLEN PKWY	Rear End			2	0	32.551484	-84.926625	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7009528	7009528	181218000400	12/18/2018	17:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY ACCESS RD	0	0	BLACKMON RD	Rear End			0	0	32.553639	-84.898161	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7010427	7010427	181219000299	12/19/2018	13:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Sideswipe-Same Direction			0	0	32.538131	-84.973537	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7010689	7010689	181219000508	12/19/2018	20:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR. ALLEN PKWY	Angle	Motor Vehicle In Motion		0	0	32.55425	-84.90559	N/A	Pickup Truck	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7011137	7011137	181220000063	12/20/2018	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY E	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle			0	0	32.526983	-84.976963	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain						Tree
7011265	7011265	181219000305	12/19/2018	13:45:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	US 80	Rear End			0	0	32.54148	-84.872855	Sports Utility Vehicle (SUV)	Single Unit Truck	Following too Close,Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route				Motor Vehicle In Motion
7011270	7011270	181220000101	12/20/2018	8:25:00	N/A	N/A	MUSCOGEE	JR ALLEN E	0	0	BRADLEY PARK	Not A Collision with Motor Vehicle			0	0	32.52717	-84.97667	Passenger Car	N/A	Driver Lost Control		N/A	Rain						Culvert
7011586	7011586	181220000183	12/20/2018	11:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Rear End			0	0	32.550034	-84.950079	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
7011587	7011587	181220000208	12/20/2018	12:10:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	VETERANS PKWY	Rear End			0	0	32.546864	-84.95165	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
7012133	7012133	181220000309	12/20/2018	15:25:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	US 27	Angle			0	0	32.541167	-84.872833	Van	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route				Motor Vehicle In Motion
7012741	7012741	181221000255	12/21/2018	11:30:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	RP	Rear End			0	0	32.547376	-84.953364	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain				US Route		Motor Vehicle In Motion
7012742	7012742	181221000246	12/21/2018	12:20:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End			0	0	32.550726	-84.926868	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7013079	7013079	181221000159	12/21/2018	8:01:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	BRADLEY PARK	Not A Collision with Motor Vehicle			0	0	32.52539	-84.97894	Sports Utility Vehicle (SUV)	N/A	Following too Close		N/A	Rain						Motor Vehicle In Motion
7014256	7014256	181221000453	12/21/2018	0:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	HWY 80	Rear End			0	0	32.54846	-84.950911	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	Following too Close	Motor Vehicle In Motion	Cloudy		US Route				Motor Vehicle In Motion
7014815	7014815	181203000245	12/22/2018	12:28:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1	MOON RD	Rear End			0	0	32.552168	-84.926631	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7014938	7014938	181222000409	12/22/2018	17:55:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle			0	0	32.544939	-84.961124	Passenger Car	N/A	Too Fast For Conditions		N/A	Clear				Interstate		Other - Fixed Object
7015440	7015440	181222000326	12/22/2018	15:15:00	N/A	N/A	MUSCOGEE	6600 FLAT ROCK RD	0	0		Angle			0	0	32.544233	-84.873126	Sports Utility Vehicle (SUV)	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7015512	7015512	181223000261	12/23/2018	14:18:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	GATEWAY RD	Rear End			1	0	32.54114	-84.872861	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
7015857	7015857	181223000264	12/22/2018	19:20:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Sideswipe-Same Direction			0	0	32.538451	-84.869508	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7015875	7015875	181223000343	12/23/2018	17:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1	I 185	Rear End			0	0	32.543284	-84.96548	Passenger Car	Passenger Car	No Contributing Factors		N/A	Clear			Interstate			Motor Vehicle In Motion
7016758	7016758	181224000432	12/24/2018	21:10:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	SR 22	Not A Collision with Motor Vehicle			0	0	32.552803	-84.898145	Passenger Car	N/A	Misadjged Clearance		N/A	Clear		State Route				Median Barrier
7018662	7018662	181226000075	12/26/2018	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Not A Collision with Motor Vehicle			0	0	32.509937	-84.989388	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors		N/A	Clear						Guard Rail Face
7019452	7019452	181226000334	12/26/2018	17:30:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	VETERANS PKWY	Rear End			0	0	32.551238	-84.949249	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion
7019472	7019472	181227000371	12/27/2018	17:22:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End	Motor Vehicle In Motion		0	0	32.54301	-84.8738	Passenger Car	Passenger Car	Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
7020538	7020538	181228000342	12/28/2018	16:09:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End			0	0	32.551615	-84.949283	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
7020601	7020601	181228000358	12/28/2018	18:21:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBURG RD	Rear End			0	0	32.554673	-84.913522	Pickup Truck	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
7020659	7020659	181228000358	12/28/2018	16:04:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End			0	0	32.551571	-84.94923	N/A	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
7020709	7020709	181228000307	12/28/2018	14:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	COMMERCIAL CT	Rear End			0	0	32.54529	-84.95266	Passenger Car	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion
7021028	7021028	181228000381	12/28/2018	22:35:00	N/A	N/A	MUSCOGEE	I 185 S	1	0	JR ALLEN EXIT	Not A Collision with Motor Vehicle			1	0	32.552908	-84.96262	Sports Utility Vehicle (SUV)	N/A	Under the Influence (U.I.),Driver Lost Control,Too Fast For Conditions		N/A	Rain				Interstate		Motor Vehicle In Motion
7021278	7021278	181229000400	12/29/2018	19:00:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End			0	0	32.550529	-84.926882	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
7021386	7021386	181229000477	12/29/2018	21:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1	BRADLEY PARK DR	Not A Collision with Motor Vehicle			1	0	32.528422	-84.975616	Pickup Truck	N/A	Under the Influence (U.I.),Driver Lost Control,Driver Condition		N/A	Rain						Other Non-Collision
7021608	7021608	181230000260	12/30/2018	12:29:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN	Head On			0	0	32.555313	-84.9057	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion
7021915	7021915	181229000224	12/30/2018	8:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	2 ND AVE	Not A Collision with Motor Vehicle			0	0	32.509938	-84.993177	Pickup Truck	N/A	Too Fast For Conditions		N/A	Rain						Motor Vehicle In Motion
7022231	7022231	181231000091	12/31/2018	8:31:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	BEAVER RUN ON RP	Rear End			0	0	32.539824	-84.8711	Passenger Car	Pickup Truck	Misadjged Clearance		No Contributing Factors	Clear						Motor Vehicle In Motion
7022417	7022417	181231000137	12/31/2018	10:53:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Rear End			0	0	32.544686	-84.87289	Passenger Car	Sports Utility Vehicle (SUV)	Misadjged Clearance		No Contributing Factors	Clear						Motor Vehicle In Motion
7022820	7022820	181231000307	12/31/2018	17:00:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	STONE MILL DR	Angle			0

7046904	7046904	19011600289	1/16/2019	13:48:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPWY	Rear End	0	0	32.507218	-84.98981	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7047286	7047286	19011600427	1/16/2019	17:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBURG RD	Rear End	0	0	32.554739	-84.913273	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7047296	7047296	19011600444	1/16/2019	17:35:00	N/A	N/A	MUSCOGEE	RIVER RD RP	0	1	HWY 80 OFF RP	Angle	2	0	32.522378	-84.98963	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route				Motor Vehicle In Motion
7047496	7047496	19011500403	1/15/2019	17:16:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN E RP	Rear End	0	0	32.547083	-84.951593	Passenger Car	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7047532	7047532	19011600657	1/16/2019	23:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY W	0	0	185 EXIT	Not A Collision with Motor Vehicle	1	0	32.54852	-84.95159	Pickup Truck	N/A	Driver Lost Control		Motor Vehicle In Motion	Clear					Other - Fixed Object
7048357	7048357	19011700147	1/17/2019	8:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I 185	Rear End	0	0	32.545169	-84.95977	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear	Interstate				Motor Vehicle In Motion
7048781	7048781	19011700339	1/17/2019	15:09:00	N/A	2870726	MUSCOGEE	I 185 N	0	0	JR ALLEN PKWY	Rear End	1	0	32.537594	-84.959462	Sports Utility Vehicle (SUV)	Tractor/Trailer	Driver Lost Control,Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Rain			Interstate		Parked Motor Vehicle
7049258	7049258	19011700078	1/17/2019	16:20:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY RP	0	1	HWY 80 JR ALLEN PKWY	Rear End	0	0	32.541402	-84.872888	Passenger Car	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Rain	US Route				Motor Vehicle In Motion
7049309	7049309	19011700349	1/17/2019	16:04:00	16130	N/A	MUSCOGEE	J R ALLEN PKWY RP	0	1	I 185	Rear End	0	0	32.5456	-84.961474	Single Unit Truck	Sports Utility Vehicle (SUV)	Following too Close,Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Clear	Interstate				Motor Vehicle In Motion
7050492	7050492	19011800119	1/18/2019	8:15:00	N/A	N/A	MUSCOGEE	US 80 RP	0	1	BEAVER RUN	Angle	0	0	32.541532	-84.872808	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy			US Route		Motor Vehicle In Motion
7050756	7050756	19011800247	1/18/2019	13:30:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Angle	0	0	32.550515	-84.926791	Passenger Car	Pickup Truck	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7051013	7051013	19011800434	1/18/2019	7:00:00	265752	N/A	MUSCOGEE	US HWY 80	0	0	FLAT ROCK RD	Rear End	0	0	32.539324	-84.870155	Panel Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7051066	7051066	19011800124	1/18/2019	7:40:00	N/A	N/A	MUSCOGEE	US 80	0	0	FLAT ROCK RD	Rear End	0	0	32.54474	-84.873266	N/A	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear			US Route		Motor Vehicle In Motion
7051448	7051448	19011900195	1/19/2019	11:00:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	RP	Sideswipe-Same Direction	0	0	32.550287	-84.944487	N/A	Pickup Truck	Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Cloudy			US Route		Motor Vehicle In Motion
7051885	7051885	19012000089	1/20/2019	2:56:00	8872	N/A	MUSCOGEE	I 185 N	0	0	DOUBLE CHURCHES RD	Not A Collision with Motor Vehicle	0	0	32.555472	-84.962408	Tractor/Trailer	N/A	Not Visible (Object, Person, o		Motor Vehicle In Motion	Cloudy			Interstate		Tree
7052134	7052134	19012000294	1/20/2019	13:20:00	N/A	N/A	MUSCOGEE	JR ALLEN OFF RAMPEAST RP	0	1	VETERANS PKWY	Angle	0	0	32.547119	-84.949522	Passenger Car	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7052357	7052357	19012000417	1/20/2019	19:01:00	N/A	N/A	MUSCOGEE	HWY 80 US W	0	0	I 185	Sideswipe-Same Direction	0	0	32.542199	-84.966268	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Changed Lanes Improperly,Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear	Interstate		US Route		Motor Vehicle In Motion
7052466	7052466	19012000347	1/20/2019	16:35:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	0	0	32.550683	-84.926665	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7052501	7052501	19012000410	1/20/2019	19:13:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Sideswipe-Same Direction	0	0	32.53659	-84.97429	Passenger Car	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7052588	7052588	19012100065	1/21/2019	3:45:00	N/A	N/A	MUSCOGEE	US 80 E	0	0	RIVER RD	Not A Collision with Motor Vehicle	0	0	32.52074	-84.990026	Passenger Car	N/A	Driver Lost Control		N/A	Clear			US Route		Median Barrier
7052862	7052862	19012100107	1/21/2019	8:45:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	HWY 80	Rear End	0	0	32.541453	-84.872823	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear			US Route		Motor Vehicle In Motion
7052996	7052996	19012100230	1/21/2019	14:25:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	SR 22	Angle	0	0	32.553403	-84.905407	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear	State Route				Motor Vehicle In Motion
7053092	7053092	19012100384	1/21/2019	19:15:00	N/A	N/A	MUSCOGEE	WHITESVILLE RD	0	0	US HWY 80	Not A Collision with Motor Vehicle	0	0	32.541422	-84.967907	Sports Utility Vehicle (SUV)	N/A	Other		Motor Vehicle In Motion	Clear					Other - Fixed Object
7053148	7053148	19012100325	1/21/2019	17:37:00	N/A	N/A	MUSCOGEE	ACCESS RD	0	0	BLACKMON RD	Rear End	0	0	32.553623	-84.898119	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7057019	7057019	19012300389	1/23/2019	15:35:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	S STADIUM DR	Angle	0	0	32.556008	-84.905903	Sports Utility Vehicle (SUV)	Passenger Car	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7057205	7057205	19012400150	1/24/2019	8:50:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	BEAVER RUN RD	Rear End	0	0	32.541387	-84.872887	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7057355	7057355	19012400342	1/24/2019	15:16:00	N/A	N/A	MUSCOGEE	US 80	0	0	RIVER RD	Sideswipe-Same Direction	0	0	32.521369	-84.989951	Pickup Truck	Sports Utility Vehicle (SUV)	Changed Lanes Improperly,Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Clear			US Route		Motor Vehicle In Motion
7057518	7057518	19012400338	1/24/2019	15:17:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY RP	Rear End	0	0	32.555309	-84.905686	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7057631	7057631	19012400348	1/24/2019	15:34:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY RP	Rear End	0	0	32.555309	-84.905686	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7057723	7057723	19012400449	1/24/2019	18:40:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	US HWY 80	Rear End	0	0	32.554664	-84.898081	Other	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7057724	7057724	19012400519	1/24/2019	20:34:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	US 80	Head On	0	0	32.546792	-84.951811	Pickup Truck	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route				Motor Vehicle In Motion
7057988	7057988	19012400133	1/24/2019	8:00:00	836557	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	0	0	32.551192	-84.949357	Single Unit Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
7058155	7058155	19012500083	1/25/2019	7:15:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	0	0	32.551052	-84.98191	Van	N/A	Driver Lost Control		N/A	Clear					Guard Rail Face
7058751	7058751	19012500157	1/25/2019	8:58:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	US 80	Rear End	1	0	32.541262	-84.872982	Passenger Car	Single Unit Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route				Motor Vehicle In Motion
7058876	7058876	19012500434	1/25/2019	17:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY RAMP RP	0	1	BEAVER RUN RD	Rear End	1	0	32.539312	-84.871832	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7059283	7059283	19012500095	1/25/2019	7:20:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	FLAT ROCK RD	Not A Collision with Motor Vehicle	0	0	32.539324	-84.870155	Motorcycle	N/A	No Contributing Factors		N/A	Clear					Motor Vehicle In Motion
7059798	7059798	19012600289	1/26/2019	15:19:00	N/A	N/A	MUSCOGEE	MANCHESTER EXP RP	0	1	BEAVER RUN RD	Rear End	0	0	32.539854	-84.871105	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7061084	7061084	19012600245	1/26/2019	13:15:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	WOODRUFF FARM RD	Rear End	0	0	32.553598	-84.898121	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7061222	7061222	19012700337	1/27/2019	19:16:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY RP	0	1	BEAVER RUN RD	Rear End	0	0	32.54175	-84.87268	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7061257	7061257	19012700222	1/28/2019	0:00:00	N/A	N/A	MUSCOGEE	6900 BEAVER RUN RD	0	0		Rear End	0	0	32.538995	-84.869625	Sports Utility Vehicle (SUV)	Passenger Car	Improper Backing		Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7061856	7061856	19012800099	1/28/2019	8:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Rear End	0	0	32.551278	-84.94934	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7062234	7062234	19012800151	1/28/2019	9:25:00	2829934	N/A	MUSCOGEE	I 185 N	0	0	RP	Angle	0	0	32.544016	-84.960419	Pickup Truck	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear			Interstate		Motor Vehicle In Motion
7063260	7063260	19012800054	1/27/2019	20:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Angle	0	0	32.538897	-84.86923	Passenger Car	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7063380	7063380	19012900108	1/29/2019	8:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Rear End	0	0	32.53884	-84.869458	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
7063381	7063381	19012900124	1/29/2019	9:05:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	JR ALLEN PKWY	Rear End	1	0	32.541354	-84.872928	Passenger Car	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
7063764	7063764	19012900282	1/29/2019	15:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Not A Collision with Motor Vehicle	0	0	32.55456	-84.899184	Passenger Car	N/A	Reaction to Object or Animal		N/A	Clear					Animal
7064995	7064995	19013000365	1/30/2019	16:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Angle	0	0	32.543907	-84.87353	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7067967	7067967	19013100134	1/31/2019	8:30:00	N/A	N/A	MUSCOGEE	7251 BLACKMON RD	0	0		Angle	0	0	32.550445	-84.897323	Single Unit Truck	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7068179	7068179	19020100121	2/1/2019	7:31:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	0	I 185	Rear End	0	0	32.541457	-84.872843	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7068306	7068306	19020100067	2/1/2019	16:26:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	EXIT 10	Rear End	1	0	32.534299	-84.959274	Motorcycle	N/A	Following too Close		N/A	Clear			Interstate		Motor Vehicle In Motion
7071251	7071251	19020400564	2/4/2019	17:45:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	54TH ST	Sideswipe-Same Direction	0	0	32.519943	-84.987743	Pickup Truck	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7071429	7071429	19020300318	2/3/2019	16:32:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	VETERANS PKWY	Rear End	0	0	32.551187	-84.949062	N/A	N/A	No Contributing Factors		Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7071844	7071844	19020500014	2/5/2019	8:15:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	7020 MOON RD	Rear End	0	0	32.54868	-84.926738	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7072225	7072225	19020500138	2/5/2019	7:55:00	N/A	N/A	MUSCOGEE	US 80	0	0	FLAT ROCK RD	Rear End	0	0	32.545054	-84.873456	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy			US Route		Motor Vehicle In Motion
7073436	7073436	19020600096	2/6/2019	7:55:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	0	0	32.551663	-84.949046	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Fog					Motor Vehicle In Motion
7073790	7073790	19020600237	2/6/2019	0:00:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	HWY 80	Rear End	1	0	32.541372	-84.872864	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy	US Route				Motor Vehicle In Motion
7074059	7074059	19020600384	2/6/2019	14:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY	0	0	2ND AVE	Sideswipe-Same Direction	0	0	32.507142	-84.989849	Passenger Car	Passenger Car	Other Exterior Distraction (Di	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7075157	7075157	19020700257	2/7/2019	13:00:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	JR ALLEN PKWY	Rear End	0	0	32.545075	-84.959025	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7075530	7075530	19020700354	2/7/2019	16:13:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle	1	0	32.538225	-84.869657	Passenger Car	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7075602	7075602	19020700500	2/7/2019	20:07:00	N/A	N/A	MUSCOGEE	7330 VETERANS PKWY	0	0		Sideswipe-Same Direction	0	0	32.553476	-84.947857	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7075843	7075843	17020700586	2/7/2019	23:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY RP	0	1	RP	Rear End	0	0	32.549762	-84.948504	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7077503	7077503	19020900212	2/9/2019	11:30:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY OFF RAMP RP	0	1	JR ALLEN PKWY	Rear End	0	0	32.541487	-84.87286	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7078291	7078291	19021000308	2/10/2019	14:58:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	I- 185	Rear End	0	0	32.544755	-84.961095	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7078596	7078596	19021000408	2/10/2019	18:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Not A Collision with Motor Vehicle	0	0	32.539071	-84.869464	N/A	N/A	Driver Lost Control	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7080294	7080294	19021100441	2/11/2019	19:40:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End	1	0	32.550511	-84.926664	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7081726	7081726	19021200548	2/12/2019	18:10:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End	0	0	32.553403	-84.90546	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
7081935	7081935	19021200669	2/12/2019	21:43:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I 185	Rear End	0	0	32.539891	-84.971208	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear	Interstate				Motor Vehicle In Motion
7083280	7083280	19021300236	2/13/2019	11:55:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP	0	1	MOON RD	Sideswipe-Same Direction	0	0	32.552664	-84.924439	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7083325	7083325	19021300424	2/13/2019	16:16:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End	1	0	32.553403	-84.905407	N/A	N/A	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7084256	7084256	19021200121	2/12/2019	8:07:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	0	0	32.550721	-84.949714	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7084331	7084331	19021400028	2/14/2019	8:25:00	N/A	N/A	MUSCOGEE	HWY 80 RP	0	1	RP	Rear End	0	0	32.541461	-84.872894	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear			US Route		Motor Vehicle In Motion
7085257	7085257	19021400326	2/14/2019	14:30:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP	0	1	RP	Sideswipe-Same Direction	0	0	32.546041	-84.959215	Passenger Car	Single Unit Truck	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7086208	7086208	19021500151	2/15/2019	8:55:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0	0	BEAVER RUN RD	Rear End	0	0	32.538936	-84.869213	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7086320	7086320	19021500158	2/15/2019	8:58:00	N/A	N/A	MUSCOGEE	RP	0	1	VETERANS PKWY	Rear End	0	0	32.54686	-84.951817	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7086513	7086513	19021500356	2/15/2019	16:21:00	N/A	N/A	MUSCOGEE	VETERANS PARKWAY	0	0	US HWY 80	Rear End	1	0	32.548178	-84.951057	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7086605	7086605	19021500492	2/15/2019	19:15:00	N/A	N/A	MUSCOGEE	HIGHWAY 80 RP	0	1	SCHOMBURG RD	Rear End	0	0	32.55342	-84.90622	N/A	Passenger Car	Following too Close,Other		Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
7087799	7087799	19021600130	2/16/2019	9:02:00	275700	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	HWY 80	Angle	0	0	32.507913	-84.996857	Other	Passenger Car	Not Visible (Object, Person, o	No Contributing Factors	Motor Vehicle In Motion	Cloudy	US Route				Motor Vehicle In Motion
7089084	7089084	19021500022	2/15/2019	12:45:00	N/A	N/A	MUSCOGEE	RP	0	1	VETERANS PKWY	Rear End	1	0	32.551266	-84.949417	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7089326	7089326	19021800334	2/18/2019	13:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Rear End	0	0	32.546909	-84.9517	Van	Passenger Car	Following too Close,Inattentive or Other Distracti	Other	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7089546	7089546	19021800545	2/18/2019	20:25:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	WILLIAMS RD	Not A Collision with Motor Vehicle	0	0	32.555352	-84.96287	Pickup Truck	N/A	No Contributing Factors		N/A	Clear					Other Non-Collision
7090112	7090112	19021500155	2/15/2019	7:30:00	N/A	N/A	MUSCOGEE	6600 FLAT ROCK RD	0	0		Rear End	0	0	32.544215	-84.872918	Pickup Truck	Sports Utility Vehicle (SUV)	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear					Parked Motor Vehicle
7090746	7090746	19021900421	2/19/2019	17:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	RP	Rear End	0	0	32.539804	-84.870998	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7091018	7091018	19021900509	2/19/2019	20:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN OFF RP	Angle	0	0	32.547338	-84.95151	N/A	Sports Utility Vehicle (SUV)	Misjudged Clearance		Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
7091067	7091067	19021900499	2/19/2019	19:35:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Angle	0	0	32.546825	-84.95178	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7091705	7091705	19021900003	2/20/2019	8:30:00	2880604	N/A	MUSCOGEE	US 80	0	0	US 27	Angle	0	0	32.540389	-84.872195	Single Unit Truck	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Cloudy	US Route		US Route		Motor Vehicle In Motion
7092333	7092333	19022000232	2/20/2019	10:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle	0	0	32.551173	-84.9494	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7092659	7092659	19022000397	2/20/2019	16:41:00	N/A	N/A	MUSCOGEE	I- 185SB	0	0	JR ALLEN RAMP	Angle	0	0	32.53608	-84.95967	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly		Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7093842	7093842	19022100385	2/21/2019	15:55:00	N/A	N/A	MUSCOGEE	US 80	0	0	FLAT ROCK RD	Rear End	0	0	32.544691	-84.873473	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear			US Route		Mailbox
7097144	7097144	19022200546	2/22/2019	20:10:00	N/A	N/A	MUSCOGEE	BEAVER

7110058	7110058	190305000051	3/5/2019	5:55:00		661173	MUSCOGEE	US HWY 80	0	0	FLAT ROCK RD	Sideswipe-Same Direction			0	0	32.539324	-84.870155	N/A	Tractor/Trailer	Improper Passing	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7111136	7111136	190306000279	3/6/2019	12:10:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End			0	0	32.550575	-84.926654	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7111192	7111192	190306000339	3/6/2019	14:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	N LAKE PKWY	Angle			0	0	32.552761	-84.948385	Sports Utility Vehicle (SUV)	Passenger Car	Disregard Police - Traffic Con	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7111309	7111309	190306000455	3/6/2019	17:59:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY RP	0	1	JR ALLEN PKWY	Rear End			1	0	32.541387	-84.872887	Pickup Truck	Pickup Truck	Following too Close,Inattentive or Other Distracti	Other	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7111497	7111497	190305000146	3/5/2019	17:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End			2	0	32.549645	-84.950302	N/A	N/A	Other	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7111642	7111642	190306000278	3/6/2019	12:25:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle			0	0	32.538289	-84.869777	Pickup Truck	Passenger Car	Changed Lanes Improperly,Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7112546	7112546	190307000250	3/7/2019	12:33:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Rear End			0	0	32.551563	-84.949179	N/A	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7112706	7112706	190307000100	3/7/2019	14:45:00	N/A	N/A	MUSCOGEE	MILGEN RD	0	0	BEAVER RUN RD	Rear End			0	0	32.538253	-84.868596	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7114522	7114522	190307000342	3/7/2019	16:35:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End			0	0	32.551571	-84.94923	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7114672	7114672	190308000226	3/8/2019	12:30:00	N/A	N/A	MUSCOGEE	HAMILTON RD	0	0		Rear End			0	0	32.54566	-84.9524	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close,Inattentive or Other Distracti	Other	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7115182	7115182	190308000379	3/8/2019	17:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End			0	0	32.546691	-84.95183	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7116252	7116252	190309000035	3/9/2019	10:45:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Rear End			0	0	32.507109	-84.989845	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7116456	7116456	190310000282	3/10/2019	13:40:00	641349	N/A	MUSCOGEE	GATEWAY RD	0	0	US 80	Rear End			0	0	32.541187	-84.873024	Tractor/Trailer	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route				Motor Vehicle In Motion
7117925	7117925	190311000233	3/11/2019	11:55:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY OFF RP E	0	1	BEAVER RUN RD	Rear End			0	0	32.539876	-84.871014	Panel Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7118056	7118056	190311000233	3/11/2019	12:20:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Rear End			0	0	32.507142	-84.989849	Passenger Car	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7118135	7118135	190311000353	3/11/2019	15:05:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	N LAKE PKWY	Angle			0	0	32.552971	-84.948183	Passenger Car	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
7118178	7118178	190311000438	3/11/2019	17:25:00	N/A	N/A	MUSCOGEE	HAMILTON RD	0	0	US HWY 80	Rear End			0	0	32.548052	-84.951106	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
7119242	7119242	190311000227	3/11/2019	11:12:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Rear End			6	0	32.547448	-84.951493	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7120030	7120030	190312000285	3/12/2019	16:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End			0	0	32.53835	-84.868101	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7120402	7120402	190312000576	3/12/2019	23:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Angle			0	0	32.529956	-84.975136	Pickup Truck	Passenger Car	Under the Influence (U.I.),Wrong Side of Road,Changed Lanes Improperly,Disregard Other Traffic C	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7121821	7121821	190313000261	3/13/2019	12:15:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End			2	0	32.555423	-84.905834	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7121915	7121915	190313000268	3/13/2019	15:36:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	S STADIUM DR	Angle			1	0	32.55613	-84.90622	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
7122108	7122108	190313000515	3/13/2019	16:30:00	N/A	N/A	MUSCOGEE	7400 BLACKMON RD	0	0		Angle			0	0	32.55127	-84.89663	N/A	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7122257	7122257	190314000064	3/14/2019	2:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Not A Collision with Motor Vehicle			2	0	32.5101	-84.99304	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A						Embankment
7123401	7123401	190314000503	3/14/2019	18:15:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	Motor Vehicle In Motion		0	0	32.5484	-84.95085	Motorcycle	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7125200	7125200	190315000282	3/15/2019	11:55:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End			0	0	32.550411	-84.926757	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7125242	7125242	190315000237	3/15/2019	11:05:00	N/A	N/A	MUSCOGEE	JR ALLEN OFF RP E	0	1	VETERANS PKWY	Rear End			1	0	32.546903	-84.951733	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7125262	7125262	190315000389	3/15/2019	15:58:00	N/A	N/A	MUSCOGEE	BEAVER RUN ROAD RP	0	1	MANCHESTER EXPY	Rear End			1	0	32.539953	-84.871038	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7125726	7125726	190315000600	3/15/2019	21:28:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Rear End			0	0	32.554848	-84.915026	Pickup Truck	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7126102	7126102	190316000115	3/16/2019	0:00:00	N/A	N/A	MUSCOGEE	7400 BLACKMON RD	0	0		Angle			0	0	32.551238	-84.896075	Sports Utility Vehicle (SUV)	Passenger Car	Not Visible (Object, Person, o	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7126223	7126223	190316000261	3/16/2019	13:50:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	HWY 80	Sideswipe-Same Direction			0	0	32.526807	-84.977667	Sports Utility Vehicle (SUV)	Van	Reaction to Object or Animal	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route				Motor Vehicle In Motion
7126255	7126255	190315000647	3/15/2019	23:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER	Rear End			0	0	32.540748	-84.872059	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7126549	7126549	190316000142	3/16/2019	20:50:00	N/A	N/A	MUSCOGEE	US 80	0	0	GATEWAY RD	Sideswipe-Same Direction	Motor Vehicle In Motion		0	0	32.541262	-84.872982	N/A	Passenger Car	Changed Lanes Improperly,Other	No Contributing Factors	Motor Vehicle In Motion	Rain			US Route		Motor Vehicle In Motion
7127002	7127002	190317000271	3/17/2019	13:38:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Sideswipe-Same Direction			1	0	32.526332	-84.977781	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7127072	7127072	190317000192	3/17/2019	9:25:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	MOON RD	Rear End			1	0	32.55437	-84.92015	Single Unit Truck	Panel Truck	Following too Close	Reaction to Object or Animal	Mailbox	Clear					Mailbox
7128609	7128609	190315000145	3/15/2019	7:30:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	BRIDLEWOOD DR	Rear End			2	0	32.552152	-84.905233	Pickup Truck	Passenger Car	Following too Close,Driver Condition	No Contributing Factors	Motor Vehicle In Motion	Rain					Motor Vehicle In Motion
7129437	7129437	190318000085	3/18/2019	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	FLAT ROCK	Rear End			0	0	32.554792	-84.914029	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7130053	7130053	190318000099	3/17/2019	14:00:00	N/A	N/A	MUSCOGEE	7461 BLACKMON RD	0	0		Not A Collision with Motor Vehicle			0	0	32.552335	-84.897959	Passenger Car	N/A	Changed Lanes Improperly		N/A	Cloudy					Other - Fixed Object
7130688	7130688	190319000557	3/19/2019	21:20:00	N/A	N/A	MUSCOGEE	JR ALLEN E	0	0	I 185	Not A Collision with Motor Vehicle			0	0	32.54234	-84.96697	Passenger Car	N/A	No Contributing Factors	N/A		Clear	Interstate				Motor Vehicle In Motion
7131652	7131652	190320000263	3/20/2019	13:58:00	N/A	446292	MUSCOGEE	RAMP RP	0	1	2 ND AVE	Sideswipe-Same Direction			0	0	32.509712	-84.989642	Passenger Car	Single Unit Truck	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7131982	7131982	190320000499	3/20/2019	20:30:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPWY	Rear End			0	0	32.507086	-84.989821	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7132121	7132121	190320000335	3/20/2019	16:23:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	N STADIUM DR	Angle			2	0	32.557166	-84.905944	N/A	N/A	Failed to Yield	Other	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7132126	7132126	190320000030	3/20/2019	15:35:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Rear End			0	0	32.538559	-84.869417	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7132939	7132939	190321000084	3/21/2019	7:58:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Rear End			0	0	32.507176	-84.989737	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7133149	7133149	190321000302	3/21/2019	14:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RP	Rear End			0	0	32.554031	-84.926682	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7133154	7133154	190321000284	3/21/2019	17:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY W	0	0	2 ND AVE	Rear End			1	0	32.55361	-84.924831	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7133172	7133172	190321000329	3/21/2019	15:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY E EXIT RP	0	1	VETERANS PKWY	Rear End			0	0	32.54687	-84.951728	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7134778	7134778	190322000124	3/22/2019	9:15:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	BRADLEY PARK DR	Rear End			1	0	32.52938	-84.97517	Panel Truck	Sports Utility Vehicle (SUV)	Following too Close,Other	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7135113	7135113	190322000277	3/22/2019	13:50:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	COLUMBUS MANCHESTER EXPY	Rear End			1	0	32.540225	-84.871621	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7135293	7135293	190322000027	3/22/2019	13:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Rear End			0	0	32.550138	-84.950047	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7135303	7135303	190322000414	3/22/2019	17:30:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End			0	0	32.550511	-84.926664	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7135521	7135521	190322000399	3/22/2019	16:55:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	GATEWAY RD	Rear End			0	0	32.54114	-84.872861	Pickup Truck	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7136243	7136243	190323000317	3/23/2019	15:35:00	N/A	N/A	MUSCOGEE	ACCESS RD	0	0	BLACKMON RD	Rear End			0	0	32.553623	-84.898119	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7136346	7136346	190323000337	3/23/2019	16:26:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	SCHOMBURG RD	Not A Collision with Motor Vehicle	Other Object (Not Fixed)		0	0	32.554446	-84.905589	Sports Utility Vehicle (SUV)	Pickup Truck	Other	No Contributing Factors	Motor Vehicle In Motion	Clear			US Route		Other Object (Not Fixed)
7136466	7136466	190324000074	3/24/2019	3:05:00	N/A	N/A	MUSCOGEE	JR ALLEN E	0	0	I 185	Not A Collision with Motor Vehicle			1	0	32.541248	-84.96832	Van	N/A	Driver Lost Control		N/A			Clear	Interstate		Guard Rail End
7138099	7138099	190325000160	3/25/2019	11:10:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	JR ALLEN PKWY	Rear End			0	0	32.554362	-84.923991	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7138408	7138408	190325000215	3/23/2019	11:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY RAMP RP	0	1	HWY 80	Not A Collision with Motor Vehicle			1	0	32.541302	-84.872913	Motorcycle	N/A	Driver Lost Control		N/A			Clear	US Route		Motor Vehicle In Motion
7138920	7138920	190325000493	3/25/2019	10:10:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	2ND AVE	Not A Collision with Motor Vehicle			0	0	32.50854	-84.99472	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain					Motor Vehicle In Motion
7139670	7139670	190326000218	3/26/2019	12:19:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0	0	BEAVER RUN RD	Angle			0	0	32.538931	-84.869201	Passenger Car	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7140062	7140062	190326000278	3/26/2019	14:27:00	N/A	N/A	MUSCOGEE	MOON ROAD RP	0	1	JR ALLEN PKWY ON-RAMP	Not A Collision with Motor Vehicle			1	0	32.554108	-84.926719	Passenger Car	N/A	Driver Lost Control,Driver Condition,Other		N/A						Ditch
7140185	7140185	190326000390	3/26/2019	17:17:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	FLAT ROCK RD	Rear End			0	0	32.542453	-84.873461	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7141272	7141272	190326000429	3/26/2019	17:45:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End			1	0	32.551	-84.926773	Pickup Truck	Passenger Car	Following too Close	Other	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7141662	7141662	190327000461	3/27/2019	20:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Not A Collision with Motor Vehicle			0	0	32.549529	-84.95036	Passenger Car	N/A	No Contributing Factors		N/A	Clear					Motor Vehicle In Motion
7142014	7142014	190327000207	3/26/2019	14:27:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN OFF RP	Angle			2	0	32.554164	-84.926729	Passenger Car	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7142978	7142978	190328000413	3/28/2019	17:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP W	0	1	2 ND AVE	Sideswipe-Same Direction			0	0	32.5091	-84.994114	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7143469	7143469	190329000049	3/29/2019	2:45:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Angle			1	0	32.538851	-84.869251	N/A	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7144167	7144167	190329000249	3/29/2019	13:45:00	N/A	N/A	MUSCOGEE	US 80	0	0	FLAT ROCK RD	Rear End			0	0	32.544801	-84.873452	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear			US Route		Motor Vehicle In Motion
7144234	7144234	190329000200	3/29/2019	12:15:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	HWY 80	Rear End			0	0	32.541487	-84.872791	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route				Motor Vehicle In Motion
7144402	7144402	190329000331	3/29/2019	17:05:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Rear End			0	0	32.515371	-84.992742	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7144812	7144812	190329000353	3/29/2019	16:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End			0	0	32.54683	-84.95179	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7144823	7144823	190329000308	3/29/2019	16:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End			0	0	32.54683	-84.95179	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7146169	7146169	190330000215	3/30/2019	11:50:00	N/A	N/A	MUSCOGEE	JR ALLEN E	0	0	GATEWAY RD	Rear End			0	0	32.541455	-84.873151	Sports Utility Vehicle (SUV)	Passenger Car	Misadjged Clearance	No Contributing Factors	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7146461	7146461	190331000379	3/31/2019	20:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	US 27	Rear End			1	0	32.540223	-84.871898	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route				Motor Vehicle In Motion
7147456	7147456	190401000158	4/1/2019	14:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End			0	0	32.551173	-84.9494	Passenger Car	Passenger Car	Following too Close,Other	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7147536	7147536	190401000394	4/1/2019	15:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	NORTHLAKE PKWY	Head On			0	0	32.552917	-84.948254	Van	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7148142	7148142	190401000533	4/1/2019	20:21:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN	Head On			0	0	32.553357	-84.905512	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7149348	7149348	190402000487	4/2/2019	17:19:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Rear End			0	0	32.551587	-84.899053	Pickup Truck	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7150362	7150362	190402000318	4/2/2019	11:15:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	US 80	Rear End			0	0	32.538825	-84.869474	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route				Motor Vehicle In Motion
7150742	7150742	190402000338	4/2/2019	12:35:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	HWY 80	Rear End			0	0	32.54243	-84.871512	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route				Motor Vehicle In Motion
7150955	7150955	190403000486	4/3/2019	18:00:00	N/A	N/A	MUSCOGEE	HWY 80 US RP W	0	1	BRADLEY PARK DR	Rear End			0	0	32.532548	-84.974637	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear			US Route		Motor Vehicle In Motion
7151368	7151368	190403000152	4/3/2019	0:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	S STADIUM DR	Angle			0	0	32.556746	-84.905912	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7151813	7151813	190404000166	4/4/2019	8:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	JR ALLEN PKWY	Rear End			0	0	32.554848	-84.915026	Passenger Car	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7151891	7151891	190404000242	4/4/2019	11:00:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle			0	0	32.544283	-84.960497	Passenger Car	N/A	No Contributing Factors		N/A	Clear			Interstate		Motor Vehicle In Motion
7151892	7151892	190404000330	4/4/2019	14:06:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Angle			2	0	32.538897	-84.869242	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Failed to Yield,Disregard Stop Sign/Signal	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7152302	7152302	190404000358	4/4/2019	18:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN EXPY	Rear End			0	0	32.548455	-84.950087	Passenger Car	Pickup Truck	Following too Close	Other	Motor Vehicle In Motion	Cloudy					Motor Vehicle In Motion
7153221	7153221	190405000411	4/5/2019	14:48:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End			0	0	32.549602	-84.950326	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Motor Vehicle In Motion
7153630	7153630	190405000610	4/5/2019	20:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	HWY 80	Rear End			1	0	32.549123	-84.95059	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route				Motor Vehicle In Motion
7153743	7153743	190402000183	4/2/2019	8:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0	1	US 80

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7237380	7237380	19066000451	6/6/2019	18:20:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End	0	0	32.550525	-84.926709	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion
7237409	7237409	19066000460	6/6/2019	0:00:00	N/A	N/A	MUSCOGEE	JR. ALLEN PARKWAY	0	0	RIVER ROAD	Angle	0	0	32.5225	-84.98804	Pickup Truck	Pickup Truck	Not Visible (Object, Person, o	No Contributing Factors	Parked Motor Vehicle	Cloudy							Motor Vehicle In Motion
7237717	7237717	19066700083	6/7/2019	5:38:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	GATEWAY RD	Rear End	0	0	32.54114	-84.872861	Passenger Car	Passenger Car	Following too Close,Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion
7238728	7238728	19066700480	6/7/2019	16:25:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	2 ND AVE	Rear End	0	0	32.5128	-84.992238	Passenger Car	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					US Route		Motor Vehicle In Motion
7238807	7238807	19066700044	6/7/2019	15:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Rear End	0	0	32.538895	-84.869252	Passenger Car	Pickup Truck	Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion
7238927	7238927	19066700550	6/7/2019	17:38:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	I-185 EB RAMP	Rear End	0	0	32.5522	-84.92654	N/A	N/A	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion
7239465	7239465	19068000283	6/8/2019	13:04:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	WHITESVILLE RD	Angle	0	0	32.541051	-84.969635	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Talking on Hand-Held Device (D	No Contributing Factors	Motor Vehicle In Motion	Rain					US Route		Motor Vehicle In Motion
7240232	7240232	19068900023	6/9/2019	16:15:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	COLUMBUS MANCHESTER EXPY	Sideswipe-Same Direction	0	0	32.540383	-84.871499	Pickup Truck	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7240250	7240250	19068900400	6/9/2019	18:55:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	I- 185	Not A Collision with Motor Vehicle	0	0	32.540346	-84.970782	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain							Motor Vehicle In Motion
7240270	7240270	19068900397	6/9/2019	18:00:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	0	0	32.540827	-84.959884	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A	Rain					Interstate	Guard Rail Face	Motor Vehicle In Motion
7241819	7241819	19061000030	6/10/2019	14:40:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	JR ALLEN PKWY	Rear End	0	0	32.541133	-84.873	Sports Utility Vehicle (SUV)	N/A	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Other Non-Collision	Motor Vehicle In Motion
7242163	7242163	19061000480	6/10/2019	19:35:00	N/A	N/A	MUSCOGEE	JR ALLEN EB OFF RAMP	0	0	VETERANS PKWY	Rear End	1	0	32.54696	-84.95172	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion
7243685	7243685	19061100492	6/11/2019	18:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Angle	0	0	32.512081	-84.99214	Pickup Truck	Pickup Truck	Changed Lanes Improperly	Other	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7243706	7243706	19061100480	6/11/2019	18:10:00	N/A	N/A	MUSCOGEE	JR ALLEN RP W	0	1	2 ND AVE	Not A Collision with Motor Vehicle	1	0	32.511261	-84.990416	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A		Cloudy						Other - Fixed Object	
7245121	7245121	19061200033	6/12/2019	12:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	2 ND AVE	Rear End	0	0	32.50913	-84.994115	Passenger Car	Passenger Car	Under the Influence (U.I.)	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7245156	7245156	19061200437	6/12/2019	18:57:00	N/A	N/A	MUSCOGEE	JR ALLEN E ACCESS RP	0	0	BLACKMON RD	Angle	0	0	32.553683	-84.898214	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
7246289	7246289	19061300273	6/13/2019	12:20:00	N/A	N/A	MUSCOGEE	RP	0	1	SCHOMBURG RD	Rear End	0	0	32.553428	-84.90542	Pickup Truck	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7246372	7246372	19061300362	6/13/2019	15:15:00	N/A	N/A	MUSCOGEE	6517 KITTEN LAKE DR	0	0		Rear End	0	0	32.539208	-84.869246	Passenger Car	Van	Following too Close		Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7246377	7246377	19061300436	6/13/2019	17:00:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Sideswipe-Same Direction	0	0	32.507486	-84.989847	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7247237	7247237	19061400154	6/14/2019	8:50:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN RP	Angle	0	0	32.520747	-84.988343	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7247585	7247585	19061300506	6/13/2019	19:09:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY ACCESS RD	0	0	BLACKMON RD	Angle	1	0	32.553594	-84.898265	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7249212	7249212	19061600325	6/16/2019	13:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End	0	0	32.553492	-84.905461	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7249448	7249448	19061600437	6/16/2019	0:00:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	RP	Sideswipe-Same Direction	2	0	32.555292	-84.905727	Pickup Truck	Pickup Truck	Improper Passing	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7250967	7250967	19061700338	6/17/2019	12:54:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY W	0	0	FLATROCK RD	Sideswipe-Same Direction	0	0	32.544702	-84.873369	Passenger Car	Passenger Car	Under the Influence (U.I.),Disregard Other Traffic Contro	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7251093	7251093	19061700465	6/17/2019	16:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	VETERANS PKWY	Rear End	0	0	32.547001	-84.951681	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	Other	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
7251395	7251395	19061700530	6/17/2019	18:05:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY	0	0	2ND AVE	Rear End	2	0	32.507142	-84.989849	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Fog							Motor Vehicle In Motion
7251658	7251658	19061700149	6/17/2019	7:40:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	FLAT ROCK RD	Angle	0	0	32.544633	-84.873432	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7252530	7252530	19061800326	6/18/2019	14:08:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	RIVER RD	Rear End	0	0	32.522376	-84.989788	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7253676	7253676	19061900219	6/19/2019	11:40:00	N/A	N/A	MUSCOGEE	6713 FLAT ROACK CT	0	0		Not A Collision with Motor Vehicle	0	0	32.543607	-84.871727	Passenger Car	N/A	Under the Influence (U.I.)		N/A								Embankment	
7253902	7253902	19061900327	6/19/2019	15:36:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Angle	0	0	32.507097	-84.989858	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7254064	7254064	19061900383	6/19/2019	17:09:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Rear End	0	0	32.53985	-84.870631	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7254734	7254734	19062000251	6/20/2019	12:25:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG RD	0	0	SCHOMBURG RD	Angle	0	0	32.557246	-84.90599	Passenger Car	Passenger Car	Improper Backing	Motor Vehicle In Motion	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7254773	7254773	19062000282	6/20/2019	13:08:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD RP	0	1	MANCHESTER EXPY	Rear End	0	0	32.539794	-84.872077	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7257505	7257505	19062200224	6/22/2019	10:35:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	7800 BLACKMON RD	Not A Collision with Motor Vehicle	0	0	32.557615	-84.898016	Passenger Car	N/A	Reaction to Object or Animal,Other		N/A		Clear						Ditch	
7257642	7257642	19062200375	6/22/2019	16:22:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY RAMP RP	0	1	JR ALLEN EPXY	Angle	1	0	32.541534	-84.872901	Passenger Car	Single Unit Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7257693	7257693	19062200393	6/22/2019	17:00:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	COLUMBUS MANCHESTER EXPY	Rear End	0	0	32.540371	-84.871825	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7258579	7258579	20190623000452	6/23/2019	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD RP	Not A Collision with Motor Vehicle	1	0	32.555911	-84.884416	Sports Utility Vehicle (SUV)	N/A	No Contributing Factors		N/A		Clear						Overturn	
7259804	7259804	19062400475	6/24/2019	15:50:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End	0	0	32.550511	-84.92707	Passenger Car	Van	Following too Close	Other	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7259858	7259858	19062400578	6/24/2019	19:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	GATEWAY RD	Rear End	0	0	32.54181	-84.87355	Van	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7262799	7262799	19062600001	6/26/2019	16:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	0	0	32.548704	-84.950917	N/A	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7262932	7262932	19062600601	6/26/2019	21:30:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1	VETERANS PKWY	Rear End	0	0	32.546754	-84.951715	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
7263828	7263828	19062600234	6/26/2019	11:55:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	0	0	32.5387	-84.869382	Sports Utility Vehicle (SUV)	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
7264896	7264896	19062800034	6/28/2019	7:15:00	N/A	N/A	MUSCOGEE	US 80	0	0	CHATTACHOOCHEE RIV	Rear End	0	0	32.507179	-84.999153	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Motor Vehicle In Motion	Clear					US Route		Motor Vehicle In Motion
7264928	7264928	19062800159	6/28/2019	8:32:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Rear End	2	0	32.507285	-84.999223	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7265223	7265223	19062800268	6/28/2019	13:10:00	N/A	N/A	MUSCOGEE	7600 SCHOMBURG RD	0	0	SCHOMBURG RD	Angle	0	0	32.557658	-84.906048	Passenger Car	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear							Parked Motor Vehicle	
7265389	7265389	19062800412	6/28/2019	0:00:00	N/A	N/A	MUSCOGEE	US 80	0	0	RIVER RD	Angle	0	0	32.524317	-84.981607	Van	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear					US Route		Motor Vehicle In Motion
7266011	7266011	19062900023	6/29/2019	13:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	SCHOMBURG RD	Not A Collision with Motor Vehicle	0	0	32.554729	-84.915016	Pickup Truck	N/A	No Contributing Factors		N/A		Clear						Animal	
7266068	7266068	19062900242	6/29/2019	12:15:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	HWY 80	Angle	0	0	32.542305	-84.967263	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear			US Route		US Route		Motor Vehicle In Motion
7267486	7267486	19063000225	6/30/2019	12:30:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	54TH ST	Angle	0	0	32.51988	-84.987679	Van	Sports Utility Vehicle (SUV)	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7268373	7268373	19070100025	7/1/2019	14:55:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	I 185	Not A Collision with Motor Vehicle	0	0	32.544882	-84.961987	Passenger Car	N/A	Other	N/A		Clear		Interstate					Guard Rail Face	
7268376	7268376	19070100302	7/1/2019	13:51:00	N/A	N/A	MUSCOGEE	JR ALLEN OFF RP	0	1	VETERANS PKWY	Rear End	0	0	32.549173	-84.949681	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close		Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7269904	7269904	19070200035	7/2/2019	14:55:00	N/A	N/A	MUSCOGEE	US 80	0	0	BLACKMON RD	Rear End	0	0	32.547937	-84.873314	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					US Route		Motor Vehicle In Motion
7271250	7271250	19070300021	7/3/2019	12:45:00	N/A	N/A	MUSCOGEE	SCHOMBURG ROAD	0	0	J.R. ALLEN PARKWAY	Sideswipe-Same Direction	0	0	32.55531	-84.90603	Pickup Truck	Passenger Car	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7271254	7271254	19070300171	7/3/2019	8:20:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	0	0	32.538883	-84.869693	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close		Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7271479	7271479	19070300438	7/3/2019	16:35:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	FLAT ROCK RD	Angle	0	0	32.544689	-84.873281	Sports Utility Vehicle (SUV)	Pickup Truck	Changed Lanes Improperly		Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
7271749	7271749	19070200586	7/2/2019	23:40:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Not A Collision with Motor Vehicle	0	0	32.50871	-84.99496	Passenger Car	N/A	No Contributing Factors		N/A		Clear						Other Object (Not Fixed)	
7271772	7271772	19070200749	7/2/2019	23:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVEOFF RP	Not A Collision with Motor Vehicle	0	0	32.510316	-84.992822	Passenger Car	N/A	No Contributing Factors		N/A		Clear						Other Non-Collision	
7272896	7272896	19070500384	7/5/2019	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN E	0	0	MOON RD	Angle	0	0	32.553788	-84.92289	Pickup Truck	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion
7272944	7272944	19070500368	7/5/2019	14:15:00	N/A	N/A	MUSCOGEE	JR. ALLEN PARKWAY	0	0	MOON ROAD	Head On	2	0	32.55479	-84.915	Sports Utility Vehicle (SUV)	Passenger Car	Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion
7273023	7273023	19070500543	7/5/2019	17:30:00	N/A	N/A	MUSCOGEE	6783 VETERANS PKWY	0	0		Angle	0	0	32.54475	-84.95292	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion
7273300	7273300	19070500406	7/5/2019	15:15:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	2 ND AVE	Rear End	2	0	32.508089	-84.997029	Passenger Car	Passenger Car	Following too Close,Too Fast For Conditions	Reaction to Object or Animal	Motor Vehicle In Motion	Rain					US Route		Parked Motor Vehicle	
7273315	7273315	19070400534	7/4/2019	20:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	BRADLEY PARK DR	Not A Collision with Motor Vehicle	0	0	32.534901	-84.975443	Pickup Truck	N/A	Driver Lost Control		N/A		Clear						Motor Vehicle In Motion	
7274013	7274013	19070700499	7/7/2019	21:00:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	HWY 80	Rear End	0	0	32.541451	-84.872826	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Median Barrier	Clear		US Route					Motor Vehicle In Motion	
7275973	7275973	19070800395	7/8/2019	14:05:00	N/A	N/A	MUSCOGEE	7310 VETERANS PKWY	0	0		Angle	0	0	32.552222	-84.948739	Passenger Car	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7276411	7276411	19070800485	7/8/2019	17:08:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY	Angle	0	0	32.520703	-84.988237	N/A	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7276856	7276856	19070800431	7/8/2019	15:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	VETERANS PKWY	Rear End	0	0	32.546872	-84.951566	Panel Truck	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion	
7277245	7277245	19070900127	7/9/2019	7:50:00	N/A	N/A	MUSCOGEE	KITTEN LAKE DR	0	0	BEAVER RUN RD	Rear End	0	0	32.539125	-84.869025	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7277324	7277324	19070900189	7/9/2019	9:15:00	1678899	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVENUE RP	Sideswipe-Same Direction	0	0	32.55361	-84.924831	Single Unit Truck	Van	Misadjsed Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7277630	7277630	19070900158	7/9/2019	8:43:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End	0	0	32.551107	-84.92665	N/A	Sports Utility Vehicle (SUV)	Following too Close	Other	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7277637	7277637	19070500390	7/5/2019	0:00:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	JR ALLEN PKWY	Angle	1	0	32.541224	-84.87295	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion	
7277688	7277688	19070900363	7/9/2019	15:10:00	N/A	N/A	MUSCOGEE	RP	0	1	BEAVER RUN RD	Rear End	0	0	32.53987	-84.871017	Passenger Car	Other	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion	
7278885	7278885	19071000140	7/10/2019	8:53:00	N/A	N/A	MUSCOGEE	US 80	0	0	BLACKMON RD	Not A Collision with Motor Vehicle	0	0	32.555554	-84.882063	Sports Utility Vehicle (SUV)	N/A	Misadjsed Clearance		N/A		Clear				US Route		Other Object (Not Fixed)	
7278907	7278907	19071000252	7/10/2019	12:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Sideswipe-Same Direction	0	0	32.516556	-84.992462	N/A	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7279883	7279883	19071100148	7/11/2019	9:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End	0	0	32.539067	-84.869927	Passenger Car	Other	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7280315	7280315	19071100259	7/11/2019	13:00:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	I 185	Sideswipe-Same Direction	0	0	32.542906	-84.96577	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Cloudy		Interstate			US Route		Motor Vehicle In Motion	
7281770	7281770	19071200537	7/12/2019	18:30:00	N/A	N/A	MUSCOGEE	N LAKE PKWY	0	0	VETERANS PKWY	Rear End	0	0	32.552899	-84.948101	Passenger Car	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7282754	7282754	19071300443	7/13/2019	17:57:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	US HWY 80	Rear End	0	0	32.54114	-84.872861	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion	
7283012	7283012	19071400001	7/12/2019	14:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Angle	0	0	32.507219	-84.989876	Single Unit Truck	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7283340	7283340	19071400437	7/14/2019	18:20:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Sideswipe-Same Direction	0	0	32.55476	-84.9156	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion	
7285880	7285880	19071600244	7/16/2019	11:50:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	JR ALLEN PKWY	Rear End	1	0	32.541501	-84.872913	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7286440	7286440	19071600303	7/16/2019	13:05:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	RIVER RD	Angle	0	0	32.522439	-84.988813	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7287247	7287247	19071700138	7/17/2019	7:58:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	2ND AVENUE OFF RAMP	Angle	1	0	32.50927	-84.99381	Sports Utility Vehicle (SUV)	Passenger Car	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7287979	7287979	19071700332	7/17/2019	13:50:00	894872	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY OFF RAMP RP	0	1	JR ALLEN PKWY	Rear End	0	0	32.541409	-84.872877	Tractor/Trailer	Sports Utility Vehicle (SUV)	Following too Close,Other	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7288820	7288820	19071800360	7/18/2019	15:25:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Rear End	0	0	32.507129	-84.989853	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear							Motor Vehicle In Motion	
7289071	7289071	19071800437	7/18/2019	18:32:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	JR ALLEN PKWY	Rear End	1	0	32.54114	-84.872947	N/A	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy							Motor Vehicle In Motion	
7290336	7290336	19071900369	7/19/2019	16:30:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	RIVER RD	Rear End	0	0	32.520695	-84.988033	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain							Motor Vehicle In Motion	
7290664	7290664	19071900318	7/19/2019	14:35:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	2 ND AVE	Not A Collision with Motor Vehicle	0	0	32.511736	-84.992184	Pickup Truck	N/A	Too Fast For Conditions		N/A		Severe Thunderstorm or Tornadic					US Route		Embankment	
7291753	7291753	19072100023	7/21/2019	17:46:00	N/A	N

7312387	7312387	190808000208	8/8/2019	9:50:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	0	0	32.551258	-84.94946	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7312409	7312409	190808000234	8/8/2019	11:10:00	N/A	2007315	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Angle	0	0	32.52176	-84.9892	Van	Tractor/Trailer	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7312485	7312485	190808000284	8/8/2019	0:00:00	N/A	303460	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Rear End	0	0	32.528566	-84.976006	N/A	N/A	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7312526	7312526	190807000486	8/7/2019	18:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MANCHESTER EXPRESSWAY	Angle	0	0	32.541667	-84.873032	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7312879	7312879	190808000414	8/8/2019	15:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY RP	0	0	DOUBLE CHURCHES RD	Rear End	0	0	32.551282	-84.949189	Passenger Car	Passenger Car	Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Rain									Motor Vehicle In Motion
7313001	7313001	00000413	8/8/2019	15:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	GATEWAY RD	Not A Collision with Motor Vehicle	1	0	32.540842	-84.872574	Motorcycle	N/A	Driver Lost Control		N/A	Rain									Motor Vehicle In Motion
7314712	7314712	190810000000304	8/10/2019	13:20:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Sideswipe-Same Direction	0	0	32.551213	-84.949459	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7314740	7314740	190810000000145	8/10/2019	0:00:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Sideswipe-Same Direction	0	0	32.53885	-84.869529	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7314769	7314769	190810000000330	8/10/2019	14:58:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN	Angle	5	0	32.54592	-84.952275	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7314968	7314968	190810000000537	8/10/2019	22:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	0	0	32.552065	-84.94887	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7315066	7315066	190811000000085	8/11/2019	3:42:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Not A Collision with Motor Vehicle	0	0	32.523487	-84.984114	N/A	N/A	No Contributing Factors		N/A	Clear									Motor Vehicle In Motion
7315285	7315285	190811000000231	8/11/2019	12:35:00	N/A	N/A	MUSCOGEE	6600 FLAT ROCK RD	0	0	0	Angle	0	0	32.538626	-84.869798	Passenger Car	Passenger Car	Parked Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear									Parked Motor Vehicle
7316121	7316121	190812000000135	8/11/2019	15:30:00	N/A	N/A	MUSCOGEE	JR ALLEN E RP	0	0	1 I 185	Not A Collision with Motor Vehicle	0	0	32.545207	-84.959163	Passenger Car	N/A	Driver Lost Control		N/A	Rain	Interstate								Guard Rail Face
7317176	7317176	190813000000025	8/13/2019	1:00:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	RIVER RD	Not A Collision with Motor Vehicle	1	0	32.521523	-84.989026	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control,Too Fast For Conditions,Reckless Driving		N/A	Clear									Tree
7317299	7317299	190813000000310	8/13/2019	7:30:00	N/A	N/A	MUSCOGEE	HWY 80 US RP	0	0	1 2 ND AVENUE DISTRIBUTOR	Not A Collision with Motor Vehicle	0	0	32.509774	-84.993247	Passenger Car	N/A	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear					US Route				Motor Vehicle In Motion
7319325	7319325	190813000000465	8/13/2019	21:00:00	N/A	N/A	MUSCOGEE	6499 WHITTLESEY BLVD	0	0	0	Angle	0	0	32.55097	-84.94023	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7320061	7320061	190813000000125	8/13/2019	8:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESS WAY	0	0	BEAVER RUN RD	Rear End	0	0	32.53991	-84.871266	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7320533	7320533	190814000000469	8/14/2019	17:40:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End	0	0	32.547	-84.9522	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion
7321160	7321160	190815000000206	8/15/2019	9:45:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Angle	0	0	32.507219	-84.989847	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7321518	7321518	190815000000300	8/15/2019	12:07:00	N/A	N/A	MUSCOGEE	BRADLEY PARK DR	0	0	JR ALLEN PKWY	Angle	2	0	32.531817	-84.974464	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7321639	7321639	190815000000460	8/15/2019	16:39:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	JR ALLEN PKWY	Rear End	0	0	32.539998	-84.871784	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7322723	7322723	190814000000390	8/14/2019	15:18:00	N/A	N/A	MUSCOGEE	WHITTLESEY	0	0	MOON	Rear End	0	0	32.550506	-84.92669	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Mailbox
7322747	7322747	190815000000353	8/16/2019	14:58:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J.R. ALLEN	Angle	0	0	32.5505	-84.94977	Pickup Truck	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7322960	7322960	190816000000415	8/16/2019	17:03:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	STONE MILL DR	Rear End	0	0	32.550456	-84.92667	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7324988	7324988	190819000000138	8/19/2019	9:14:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY OFF RAMP RP E	0	0	1 VETERANS PKWY	Rear End	0	0	32.546886	-84.951618	Pickup Truck	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion
7325051	7325051	190819000000228	8/19/2019	8:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP E	0	0	1 VETERANS PKWY	Rear End	0	0	32.546994	-84.951714	Passenger Car	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7325096	7325096	190816000000164	8/16/2019	8:56:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	0	1 MOON RD	Rear End	0	0	32.552107	-84.926635	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7325355	7325355	190819000000314	8/19/2019	14:31:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	NORTHLAKE PKWY	Rear End	0	0	32.552964	-84.948044	Passenger Car	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7326599	7326599	190816000000254	8/16/2019	12:15:00	1886071	N/A	MUSCOGEE	US 80	0	0	FLAT ROCK RD	Rear End	0	0	32.544565	-84.873449	Single Unit Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					US Route				Motor Vehicle In Motion
7326913	7326913	190819000000382	8/19/2019	16:27:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	JR ALLEN PKWY	Rear End	0	0	32.54114	-84.872861	Sports Utility Vehicle (SUV)	Van	Following too Close	Reaction to Object or Animal	Motor Vehicle In Motion	Clear									Parked Motor Vehicle
7326952	7326952	190820000000390	8/20/2019	16:10:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	MOON RD	Rear End	0	0	32.554155	-84.92651	Van	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7327245	7327245	190820000000462	8/20/2019	18:30:00	N/A	N/A	MUSCOGEE	I-185	0	0	US HWY 80	Angle	0	0	32.534657	-84.959249	Pickup Truck	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7328140	7328140	190821000000291	8/21/2019	17:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	RIVER RD	Rear End	0	0	32.523579	-84.98506	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7328870	7328870	190822000000130	8/22/2019	7:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1	2 ND AVENUE RP	Rear End	0	0	32.523968	-84.984813	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7329484	7329484	190821000000353	8/21/2019	17:09:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	0	0	32.550945	-84.94956	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7329546	7329546	190822000000382	8/22/2019	16:30:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY W	0	0	I 185	Sideswipe-Same Direction	1	0	32.540293	-84.971151	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly,Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear	Interstate								Motor Vehicle In Motion
7329635	7329635	190822000000425	8/22/2019	17:30:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	0	Rear End	0	0	32.55372	-84.92295	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion
7329648	7329648	190822000000459	8/22/2019	19:00:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	US HWY 80	Rear End	0	0	32.544689	-84.873281	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion
7331964	7331964	190825000000236	8/25/2019	12:41:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAM FARM DR	Rear End	0	0	32.545664	-84.952393	Passenger Car	Single Unit Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion
7332055	7332055	190825000000271	8/25/2019	14:23:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	BEAVER RUN RD	Rear End	0	0	32.541263	-84.872982	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Other,Interior Distraction (Di	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7332484	7332484	190825000000393	8/25/2019	19:15:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	JR ALLEN PKWY	Rear End	0	0	32.547171	-84.953882	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion
7334313	7334313	190827000000088	8/27/2019	5:35:00	N/A	N/A	MUSCOGEE	E JR ALLEN PKWY	0	0	S I 185	Rear End	0	0	32.540246	-84.960613	N/A	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion
7334558	7334558	190827000000084	8/27/2019	5:45:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP	0	1	I 185	Rear End	0	0	32.540484	-84.960742	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Interstate				Motor Vehicle In Motion
7334635	7334635	190827000000081	8/27/2019	5:39:00	124260	N/A	MUSCOGEE	JR ALLEN PARKWAY ACCESS RD	0	0	I 185	Rear End	1	0	32.542616	-84.965469	Tractor/Trailer	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear					Interstate				Motor Vehicle In Motion
7336213	7336213	190828000000300	8/28/2019	14:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	VETERANS PKWY	Rear End	0	0	32.546873	-84.951514	Passenger Car	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7337248	7337248	190828000000373	8/28/2019	16:45:00	N/A	N/A	MUSCOGEE	I - 185	3	0	JR ALLEN	Rear End	3	0	32.5347	-84.95929	Passenger Car	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7337291	7337291	190829000000141	8/29/2019	8:00:00	N/A	N/A	MUSCOGEE	MANCHESTER OFF RP	0	0	1 JR ALLEN	Rear End	0	0	32.54215	-84.87328	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7337315	7337315	20190824000000231	8/24/2019	14:30:00	N/A	N/A	MUSCOGEE	US 80	0	0	US 27	Not A Collision with Motor Vehicle	0	0	32.540807	-84.87142	Sports Utility Vehicle (SUV)	N/A	Too Fast For Conditions		N/A	Cloudy	US Route		US Route		Guard Rail Face
7337368	7337368	190828000000314	8/28/2019	5:00:00	N/A	N/A	MUSCOGEE	6900 BEAVER RUN RD	0	0	0	Angle	0	0	32.538094	-84.869746	N/A	Pickup Truck	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Clear									Parked Motor Vehicle
7337604	7337604	190829000000347	8/29/2019	17:45:00	N/A	N/A	MUSCOGEE	WHITTLESEY RD	0	0	I- 185	Rear End	0	0	32.539617	-84.959851	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7337769	7337769	190829000000350	8/29/2019	17:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Rear End	0	0	32.526867	-84.977229	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7337788	7337788	190829000000355	8/29/2019	17:41:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Rear End	0	0	32.51369	-84.99229	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7337795	7337795	190829000000380	8/29/2019	18:15:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1	2 ND AVE	Rear End	0	0	32.509175	-84.993521	Van	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7338535	7338535	190830000000315	8/30/2019	13:55:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction	0	0	32.54973	-84.9503	Pickup Truck	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7338812	7338812	190830000000440	8/30/2019	17:48:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP W	0	0	BRADLEY PARK DR	Rear End	0	0	32.527637	-84.976777	Passenger Car	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7339003	7339003	190830000000464	8/30/2019	18:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End	0	0	32.55109	-84.949421	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	Other	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7339005	7339005	190830000000583	8/30/2019	20:30:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	US HWY 80	Sideswipe-Same Direction	0	0	32.538545	-84.86879	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion
7339419	7339419	190830000000582	8/30/2019	22:00:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	GATEWAY RD	Rear End	0	0	32.541283	-84.872798	Passenger Car	Passenger Car	Under the Influence (U.I.)	No Contributing Factors	Motor Vehicle In Motion	Clear					US Route				Motor Vehicle In Motion
7340919	7340919	190902000000279	9/2/2019	16:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM RD	Sideswipe-Same Direction	0	0	32.544935	-84.952837	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7341860	7341860	190902000000293	9/3/2019	11:42:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP E	0	1	VETERANS PKWY	Rear End	0	0	32.546861	-84.951712	Passenger Car	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7341861	7341861	190903000000224	9/3/2019	12:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Sideswipe-Same Direction	1	0	32.551213	-84.949459	Passenger Car	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7341870	7341870	190903000000120	9/3/2019	8:25:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ACCESS RD	Angle	4	0	32.555509	-84.898085	Bus	Pickup Truck	Disregard Stop Sign/Signal	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7342408	7342408	190902000000311	9/2/2019	17:00:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	J R ALLEN PKWY	Sideswipe-Same Direction	0	0	32.553613	-84.962264	N/A	Passenger Car	Reckless Driving	No Contributing Factors	Motor Vehicle In Motion	Clear					Interstate				Motor Vehicle In Motion
7342582	7342582	190903000000392	9/3/2019	8:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY	0	0	RIVER ROAD	Rear End	0	0	32.519387	-84.991521	Pickup Truck	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion
7342699	7342699	190903000000395	9/3/2019	18:20:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPWY	Angle	0	0	32.507147	-84.989852	Passenger Car	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion
7344329	7344329	190905000000093	9/5/2019	7:30:00	N/A	N/A	MUSCOGEE	I 185 S	0	0	J R ALLEN PKWY	Angle	2	0	32.537077	-84.959933	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Interstate				Motor Vehicle In Motion
7344560	7344560	190904000000358	9/4/2019	16:00:00	N/A	N/A	MUSCOGEE	I 185	0	0	JR ALLEN PKWY	Rear End	0	0	32.538874	-84.959485	Van	Passenger Car	Under the Influence (U.I.),Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Interstate				Motor Vehicle In Motion
7344773	7344773	190905000000244	9/5/2019	12:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Rear End	0	0	32.544909	-84.873478	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7344979	7344979	190905000000338	9/5/2019	15:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1	BRADLEY PARK DR	Rear End	0	0	32.526991	-84.977555	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7344995	7344995	190905000000355	9/5/2019	15:25:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Rear End	0	0	32.514406	-84.992541	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7345038	7345038	190905000000293	9/5/2019	10:35:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	HAMILTON RD	Rear End	0	0	32.548178	-84.951057	N/A	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7345041	7345041	190905000000356	9/5/2019	15:40:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Rear End	0	0	32.514673	-84.992665	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7345159	7345159	190905000000424	9/5/2019	18:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Rear End	0	0	32.50722	-84.989842	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7346269	7346269	190905000000396	9/5/2019	16:30:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	BRADLEY PARK DR	Rear End	0	0	32.532061	-84.974478	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7346685	7346685	190906000000502	9/6/2019	23:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY ACCESS RD	0	0	I 185	Not A Collision with Motor Vehicle	1	0	32.546692	-84.956991	Passenger Car	N/A	Changed Lanes Improperly	N/A		Clear	Interstate								Guard Rail Face
7346860	7346860	190907000217	9/7/2019	11:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY EXIT RP	0	1	VETERANS PKWY	Rear End	1	0	32.546915	-84.951728	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	Other	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7347383	7347383	190908000155	9/8/2019	8:17:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	WHITESVILLE RD	Sideswipe-Same Direction	0	0	32.541158	-84.968439	Sports Utility Vehicle (SUV)	Passenger Car	Other	Other	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7349033	7349033	190909000000324	9/9/2019	12:45:00	N/A	N/A	MUSCOGEE	6713 FLAT ROCK RD	0	0	0	Angle	0	0	32.543772	-84.872754	N/A	Pickup Truck		No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7349387	7349387	190909000000486	9/9/2019	18:25:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	VETERANS PKWY	Rear End	0	0	32.546748	-84.951361	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion
7349395	7349395	190909000000455	9/8/2019	18:00:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	I 185	Rear End	0	0	32.539349	-84.959612	Passenger Car	Passenger Car	Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear	Interstate								Motor Vehicle In Motion
7350005	7350005	191001000000152	9/10/2019	8:14:00	936080	N/A	MUSCOGEE	MANCHESTER EXPWY S	0	0	JR ALLEN PKWY	Rear End	0	0	32.541496	-84.87296	Tractor/Trailer	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear									Motor Vehicle In Motion
7350890	7350890	190910000000354	9/10/2019	15:50:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPRESS WAY	Rear End	0	0	32.507219	-84.989876	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Cloudy									Motor Vehicle In Motion
7351727	7351727	190911000000308	9/11/2019	13:45:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle	0	0	32.553665	-84.922344	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control,Other Interior Distraction (Di		N/A	Clear									Motor Vehicle In Motion
7351751	7351751	190911000000283	9/11/2019	12:40:00	1127683	N/A	MUSCOGEE	JR ALLEN PRKWY	0	0	HWY 80	Sideswipe-Same Direction	0	0	32.543015	-84.965865	Tractor/Trailer	Pickup Truck	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear	US Route								Motor Vehicle In Motion
7352579	7352579	190911000000234	9/12/2019	7:32:00	N/A	N/A	MUSCOGEE	I 185 N	1	0	VETERANS PKWY	Angle	1	0	32.534235	-84.959296	Pickup Truck	Sports Utility Vehicle (SUV)	Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear						Interst

7376997	7376997	19102000401	10/2/2019	18:22:00	N/A	N/A	MUSCOGEE	HIGHWAY 80 RP E	0	1	MOON RD	Rear End		1	0	32.55216	-84.926653	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7378287	7378287	19103030000166	10/3/2019	13:50:00	N/A	N/A	MUSCOGEE	WARM SPRINGS	0	0		Angle		2	0	32.52001	-84.98783	Passenger Car	Passenger Car	Disregard Other Traffic Contro	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7378343	7378343	19103030000257	10/3/2019	13:50:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	54TH ST	Angle		3	0	32.519972	-84.987724	Sports Utility Vehicle (SUV)	Pickup Truck	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7378568	7378568	19103030000426	10/3/2019	20:12:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP	0	1	I 185	Angle		0	0	32.552266	-84.933766	Passenger Car	Van	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Cloudy		Interstate						Motor Vehicle In Motion
7379452	7379452	19104040000115	10/4/2019	7:40:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ALLEN PKWY	Angle		0	0	32.553601	-84.898222	N/A	Passenger Car	Disregard Stop Sign/Signal	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7379833	7379833	19104020000255	10/2/2019	12:25:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Sideswipe-Same Direction		0	0	32.550594	-84.926663	Passenger Car	Passenger Car	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7380475	7380475	19104050000275	10/5/2019	12:30:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Rear End		0	0	32.546781	-84.951819	Sports Utility Vehicle (SUV)	Passenger Car	Misjudged Clearance	No Contributing Factors	Parked Motor Vehicle	Cloudy								Parked Motor Vehicle
7380724	7380724	19104060000381	10/4/2019	18:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY WB	0	0	RIVER RD	Angle		0	0	32.521739	-84.989208	Van	Sports Utility Vehicle (SUV)	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7381189	7381189	19104060000206	10/6/2019	10:30:00	N/A	N/A	MUSCOGEE	RAMP RP	0	0	1 2 ND AVE	Rear End		0	0	32.509632	-84.989593	Passenger Car	Single Unit Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7381559	7381559	19104060000385	10/6/2019	18:40:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Not A Collision with Motor Vehicle		0	0	32.54172	-84.87342	N/A	N/A	Under the Influence (U.I.),Too Fast For Conditions		N/A	Clear								Motor Vehicle In Motion
7382165	7382165	19107070000120	10/7/2019	7:35:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY RP	0	0	1 JR ALLEN PKWY	Rear End		0	0	32.541505	-84.872899	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7382219	7382219	19107090000265	10/7/2019	13:00:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Rear End		1	0	32.538603	-84.869418	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7382616	7382616	19107070000352	10/7/2019	16:50:00	N/A	N/A	MUSCOGEE	US 80	0	0	RP	Rear End		0	0	32.523753	-84.984171	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						US Route		Motor Vehicle In Motion
7382847	7382847	19107070000342	10/7/2019	15:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCES RD	Rear End		0	0	32.551126	-84.949353	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7382988	7382988	19107070000329	10/7/2019	15:05:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	GATEWAY RD	Rear End		0	0	32.54114	-84.872861	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7383336	7383336	19104080000094	10/8/2019	7:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	WHITESVILLE RD	Rear End		0	0	32.540787	-84.970138	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7383468	7383468	19104080000106	10/8/2019	8:15:00	N/A	N/A	MUSCOGEE	US 80	0	0	FLAT ROCK RD	Rear End		1	0	32.547438	-84.873217	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						US Route		Motor Vehicle In Motion
7383990	7383990	19104070000407	10/8/2019	20:00:00		N/A	MUSCOGEE	6900 BEAVER RUN RD	0	0		Angle		0	0	32.539515	-84.870811	Tractor/Trailer	N/A			N/A	Clear								Motor Vehicle In Motion
7384900	7384900	19109090000150	10/9/2019	9:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY RP	0	1	JR ALLEN PKWY	Rear End		0	0	32.541416	-84.872951	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Other	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7385458	7385458	20191009000000371	10/9/2019	16:57:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	JR ALLEN PKWY	Angle		0	0	32.52072	-84.988312	Passenger Car	Van	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7386244	7391010000000324		10/10/2019	13:30:00	N/A	N/A	MUSCOGEE	JR ALLEN ACCESS RD E	0	0	BLACKMON RD	Rear End		0	0	32.553622	-84.898197	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7386666	7391010000000549		10/10/2019	20:15:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End		0	0	32.538865	-84.869092	N/A	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7388405	7388405	19101200000307	10/12/2019	14:42:00	N/A	N/A	MUSCOGEE	RAMP RP	0	0	1 JR ALLEN PKWY	Angle		0	0	32.546516	-84.950733	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7389158	7389158	19101300000272	10/13/2019	13:40:00	N/A	N/A	MUSCOGEE	I-185 RP	0	0	1	Not A Collision with Motor Vehicle		0	0	32.547337	-84.960397	Passenger Car	N/A	Driver Lost Control		N/A	Cloudy								Motor Vehicle In Motion
7389317	7389317	19101200000483	10/12/2019	22:01:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Sideswipe-Same Direction		0	0	32.540218	-84.970624	Sports Utility Vehicle (SUV)	Passenger Car	Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7389517	7389517	19101300000812	10/13/2019	16:16:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Rear End		0	0	32.538358	-84.869559	Sports Utility Vehicle (SUV)	Van	Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Rain								Motor Vehicle In Motion
7390811	7391040000360		10/14/2019	15:55:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RAMP RP E	0	1	I 185	Rear End		2	0	32.540335	-84.960614	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear		Interstate						Motor Vehicle In Motion
7391088	7391088	19101000000161	10/10/2019	8:25:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Rear End		0	0	32.551303	-84.949408	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7391539	7391539	19103030000226	10/3/2019	11:50:00	N/A	2891935	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Angle		0	0	32.538672	-84.869353	Passenger Car	Other	Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7391713	7391713	19101500000139	10/15/2019	7:45:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY RP	0	1	RP	Not A Collision with Motor Vehicle		0	0	32.545219	-84.959205	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain								Guard Rail End
7391958	7391958	19101400000331	10/14/2019	14:40:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	RP	Rear End		0	0	32.550459	-84.949804	Van	Sports Utility Vehicle (SUV)	Under the Influence (U.I.),Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7392023	7391000000346		10/15/2019	16:43:00	N/A	N/A	MUSCOGEE	S STADIUM DR	0	0	SCHOMBURG RD	Angle		1	0	32.556178	-84.905832	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Rain								Motor Vehicle In Motion
7392689	7391060000124		10/16/2019	8:20:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY RP	0	1	JR ALLEN PKWY	Rear End		0	0	32.541116	-84.872933	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7394692	7391060000397		10/15/2019	7:00:00	N/A	N/A	MUSCOGEE	BRADLEY PARK DR	0	0	US HWY 80	Angle		0	0	32.531747	-84.97467	N/A	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Rain								Motor Vehicle In Motion
7394757	7391070000471		10/17/2019	20:05:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWAY	0	0	VETERANS PKWY	Rear End		0	0	32.551304	-84.949303	N/A	N/A	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7394776	7391070000417		10/17/2019	18:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLAT ROCK RD	Angle		0	0	32.544968	-84.873472	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7395245	7391080000109		10/18/2019	8:23:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Angle		0	0	32.526261	-84.977786	Pickup Truck	Passenger Car	Changed Lanes Improperly		Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7395707	7391070000140		10/17/2019	8:00:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle		0	0	32.53842	-84.869541	Passenger Car	Passenger Car	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7396236	7396236	10191700000397	10/17/2019	18:31:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	US HWY 80	Sideswipe-Same Direction		0	0	32.553055	-84.926563	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7396239	7396239	19183000000320	10/18/2019	16:20:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	US HWY 80	Rear End		0	0	32.553055	-84.926563	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7397068	7397068	19101900000285	10/19/2019	0:00:00	N/A	N/A	MUSCOGEE	HWY 80 US RP	0	1	MANCHESTER EXPY	Not A Collision with Motor Vehicle		0	0	32.540739	-84.872046	Passenger Car	N/A	Too Fast For Conditions		N/A	Rain						US Route	Tree	Motor Vehicle In Motion
7397079	7397079	19101900320	10/19/2019	16:55:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	FLAT ROCK RD	Not A Collision with Motor Vehicle		1	0	32.539324	-84.870155	Pickup Truck	N/A	Driver Lost Control		N/A	Rain							Other - Fixed Object	Motor Vehicle In Motion
7398671	7398671	19102000000116	10/18/2019	8:50:00		2476264	MUSCOGEE	FLAT ROCK RD	0	0	US 80	Rear End		0	0	32.544745	-84.873241	N/A	Tractor/Trailer	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Clear						US Route		Motor Vehicle In Motion
7399103	7399103	19102100000267	10/21/2019	14:15:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	6950 BEAVER RUN RD	Rear End		0	0	32.538403	-84.869654	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7399556	7399556	19102100000473	10/21/2019	21:00:00	N/A	N/A	MUSCOGEE	JR ALLEN EXIT RP E	0	1	SCHOMBURG RD	Rear End		1	0	32.553002	-84.905368	Sports Utility Vehicle (SUV)	Passenger Car	Disregard Police - Traffic Con		Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7401615	7401615	19102000000671	10/22/2019	17:50:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	ACCESS RD	Rear End		0	0	32.553623	-84.898119	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7402316	7402316	19102300000136	10/23/2019	8:10:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	STONE MILL DR	Rear End		0	0	32.549768	-84.926724	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7402458	7402308000271		10/23/2019	13:29:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Angle		0	0	32.550382	-84.926711	Passenger Car	Pickup Truck	Following too Close	Other	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7402794	7402308000362		10/23/2019	16:41:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	BEAVER RUN RD	Rear End		0	0	32.541241	-84.872977	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7402925	7402308000419		10/23/2019	18:50:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Sideswipe-Same Direction		0	0	32.507198	-84.989793	Pickup Truck	Pickup Truck	Changed Lanes Improperly,Misjudged Clearance		Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7403884	7403884	19102400000342	10/24/2019	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Rear End		0	0	32.553673	-84.898351	Van	Passenger Car	Other	No Contributing Factors	Motor Vehicle In Motion	Clear								Parked Motor Vehicle
7404172	7402308000345		10/23/2019	16:00:00	N/A	N/A	MUSCOGEE	JR ALLEN W	0	0	BRADLEY PARK DR	Sideswipe-Same Direction		0	0	32.537045	-84.973834	N/A	N/A	Changed Lanes Improperly		Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7404687	7402308000129		10/22/2019	7:45:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	BRIDLEWOOD DR	Rear End		0	0	32.55224	-84.905287	Pickup Truck	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7405220	10250000272		10/25/2019	12:40:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	HWY 80	Rear End		0	0	32.541426	-84.872849	Passenger Car	Passenger Car	Following too Close		Motor Vehicle In Motion	Cloudy		US Route						Motor Vehicle In Motion
7405381	7405381	19251000000346	10/25/2019	15:40:00	N/A	N/A	MUSCOGEE	HAMILTON RD	0	0	FORTSON RD	Rear End		0	0	32.552283	-84.948695	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7405771	7405771	19102600000226	10/26/2019	11:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN	Rear End		0	0	32.546625	-84.951925	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7406596	7406596	19102700000364	10/27/2019	15:10:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	J R ALLEN PKWY	Angle		0	0	32.546772	-84.951821	Pickup Truck	Passenger Car	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7406602	7406602	19102600000506	10/26/2019	21:51:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	ACCESS RD	Angle		1	0	32.553427	-84.90542	Pickup Truck	Passenger Car	Disregard Other Traffic Contro	No Contributing Factors	Motor Vehicle In Motion	Rain								Motor Vehicle In Motion
7406619	7402500000389		10/25/2019	16:53:00	N/A	N/A	MUSCOGEE	ACCESS RD	0	0	BLACKMON RD	Rear End		0	0	32.553623	-84.898119	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7408396	7408396	19102800000661	10/28/2019	17:50:00	N/A	N/A	MUSCOGEE	ALT US 27 RP	0	1	JR ALLEN PKWY	Rear End		0	0	32.541503	-84.87278	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Parked Motor Vehicle	Clear						US Route		Parked Motor Vehicle
7409542	7409542	19102200000102	10/22/2019	6:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Angle		0	0	32.55108	-84.949457	Sports Utility Vehicle (SUV)	Pickup Truck	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7409758	7409758	19102900000179	10/29/2019	8:20:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	FLAT ROCK	Rear End		0	0	32.547147	-84.873278	Passenger Car	Passenger Car	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Rain								Motor Vehicle In Motion
7409947	7410290000435		10/29/2019	17:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP	0	1	BRADLEY PARK DR	Not A Collision with Motor Vehicle		1	0	32.545822	-84.961477	Passenger Car	N/A	Driver Lost Control		N/A	Rain							Ditch	Motor Vehicle In Motion
7409948	7410290000507		10/29/2019	20:01:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY EXIT RP	0	1	VETERANS PKWY	Rear End		0	0	32.548841	-84.950604	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7410131	7410290000554		10/29/2019	21:45:00	N/A	N/A	MUSCOGEE	2 ND AVE RP	0	1	US 80	Not A Collision with Motor Vehicle		1	0	32.511099	-84.991631	Pickup Truck	N/A	Under the Influence (U.I.),Driver Lost Control,Too Fast For Conditions		N/A	Rain		US Route					Other - Fixed Object	Motor Vehicle In Motion
7411510	7410300000142		10/30/2019	8:25:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End		0	0	32.552914	-84.905347	Pickup Truck	Panel Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7411583	7411583	19103000000396	10/30/2019	18:38:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY E	0	0	GATEWAY RD	Rear End		0	0	32.541472	-84.873161	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7412649	7412649	19103100000208	10/31/2019	10:45:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	GATEWAY RD	Rear End		0	0	32.540276	-84.87141	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7414721	7414721	19110100000459	11/1/2019	18:00:00	N/A	N/A	MUSCOGEE	MANCHESTER EXWY	0	0	2 ND AVE	Rear End	Motor Vehicle In Motion	0	0	32.507178	-84.989632	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7414731	7414731	19110100000378	11/1/2019	15:30:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	JR ALLEN PKWY	Angle		0	0	32.512684	-84.990087	N/A	Passenger Car	Changed Lanes Improperly	Other	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7414749	7414749	19110100000391	11/1/2019	16:00:00	N/A	N/A	MUSCOGEE	I-185 W	0	0	JR ALLEN PKWY	Not A Collision with Motor Vehicle		0	0	32.536829	-84.959393	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control		N/A	Clear						Interstate		Motor Vehicle In Motion
7416134	7416134	19110300000192	11/3/2019	10:50:00	N/A	N/A	MUSCOGEE	JR ALLEN ON RAMP RP W	0	1	VETERANS PKWY	Rear End		0	0	32.550816	-84.94856	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7419240	7419240	19110400000219	11/4/2019	12:13:00	N/A	N/A	MUSCOGEE	6900 BEAVER RUN RD	0	0		Not A Collision with Motor Vehicle		1	0	32.538623	-84.86972	Pickup Truck	N/A	Improper Backing		Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7419311	7419311	19110400000238	11/4/2019	13:30:00	N/A	N/A	MUSCOGEE	JR ALLEN W	0	0	2 ND AVE	Sideswipe-Same Direction		0	0	32.510252	-84.992854	Passenger Car	Vehicle With Trailer	No Contributing Factors		Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7420170	7404110000364		11/4/2019	18:20:00	N/A	N/A	MUSCOGEE	VETERANS PARKWAY	0	0	US HWY 80 EB ON RAMP	Rear End		0	0	32.548178	-84.951057	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7421055	7421055	19110400000291	11/4/2019	15:19:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	FLAT ROCK RD	Rear End		0	0	32.538499	-84.868825	Sports Utility Vehicle (SUV)	Pickup Truck	Inattentive or Other Distracti		Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7421173	7421173	19110500000154	11/5/2019	9:37:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES	Rear End		0	0	32.551288	-84.949339	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy								Motor Vehicle In Motion
7423133	7423133	19110500000259	11/6/2019	10:50:00	0926690	N/A	MUSCOGEE	JR ALLEN	0	0	FLAT ROCK RD	Rear End		1	0	32.53848	-84.868418	Tractor/Trailer	Van	Following too Close,Other	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7423134	7423134	19110600000088	11/6/2019	7:30:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ALLEN PKWY	Rear End		0	0	32.55364	-84.898108	Passenger Car	Pickup Truck	Following too Close		Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7423259	7411060000107		11/6/2019	8:00:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Angle		0	0	32.52422	-84.98279	Passenger Car	Passenger Car	Changed Lanes Improperly		No Contributing Factors	Clear								Motor Vehicle In Motion
7423919	7423919	19104000000462	11/4/2019	23:21:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	2 ND AVE	Not A Collision with Motor Vehicle		1	0	32.516344	-84.992526	Sports Utility Vehicle (SUV)	N/A	Driver Lost Control,Too Fast For Conditions		N/A	Clear								Motor Vehicle In Motion
7425304	7411070000384		11/7/2019	17:52:00	N/A	N/A	MUSCOGEE	SCHOMBURG RD	0	0	JR ALLEN PKWY	Rear End		0	0	32.556675	-84.905903	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close,Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Rain								Motor Vehicle In Motion
7425320	7411070000346		11/7/2019	16:45:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	J R ALLEN PKWY	Rear End		0	0	32.537299	-84.959449	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain						Interstate		Motor Vehicle In Motion
7425547	7411070000510		11/7/2019	22:00:00	N/A	540864	MUSCOGEE	JR ALLEN PKWY	0	0		Rear End		0	0	32.52497	-84.98061	Passenger Car	Tractor/Trailer	Aggressive Driving	No Contributing Factors	Motor Vehicle In Motion	Rain								Motor Vehicle In Motion
7426392	7411080000280		11/8/2019	13:45:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	DOUBLE CHURCHES RD	Not A Collision with Motor Vehicle		1	0	32.550061	-84.950078	Passenger Car	N/A	Other		N/A	Clear								Motor Vehicle In Motion
7426640	7411080000345		11/8/2019	15:23:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY EXIT	0	0	JR ALLEN PKWY	Rear End		0	0	32.553492	-84.905461	Van	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear								Motor Vehicle In Motion
7427360	7411090000318		11/9/2019	14:34:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	US 80	Sideswipe-Same Direction		0	0	32.545344	-84.959223	Passenger Car	Pickup Truck	Following too Close,Changed Lanes Improperly,Other	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route		US Route				Motor Vehicle In Motion
7427839	7427839	19110000000997

7442214	7442214	19111900000322	11/19/2019	16:22:00	N/A	N/A	MUSCOGEE	I 185	0	0	WHITTLESEY RD	Rear End		0	0	32.534527	-84.959272	Passenger Car	Pickup Truck	Following too Close											
7442473	7442473	19111900000228	11/19/2019	12:50:00	N/A	N/A	MUSCOGEE	SR 22 RP E	0	1	J R ALLEN PKWY	Rear End		0	0	32.552173	-84.926564	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear				State Route	Motor Vehicle In Motion			
7443124	7443124	19112000000254	11/20/2019	14:00:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Angle		0	0	32.507147	-84.989847	N/A		Changed Lanes Improperly	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7443494	7443494	19112000000335	11/20/2019	17:14:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	HAMILTON RD	Rear End		0	0	32.548178	-84.951057	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7443600	7443600	19112000000306	11/20/2019	16:19:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	BEAVER RUN RD	Rear End		0	0	32.53987	-84.871017	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7445832	7445832	19112200000119	11/22/2019	8:10:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPY	0	0	2 ND AVE	Rear End		0	0	32.50714	-84.989563	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7445839	7445839	19112200000268	11/22/2019	13:25:00	N/A	N/A	MUSCOGEE	JR ALLEN EXIT RP E	0	1	VETERANS PKWY	Rear End		0	0	32.546897	-84.951743	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7446174	7446174	19112200000438	11/22/2019	19:00:00	N/A	N/A	MUSCOGEE	VETERANS PARKWAY	0	0	DOUBLE CHURCHES ROAD	Rear End		0	0	32.55041	-84.94982	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7446790	7446790	19112100000108	11/21/2019	8:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BLACKMON RD	Rear End		0	0	32.554891	-84.915816	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Other Interior Distraction (Di	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7446795	7446795	19112300000259	11/23/2019	13:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN	Rear End		0	0	32.546645	-84.952131	Passenger Car	Following too Close	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion		
7446935	7446935	19112300000352	11/23/2019	16:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	FLATROCK RD	Rear End		0	0	32.5448	-84.8736	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7447330	7447330	19112400000125	11/24/2019	8:20:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle		0	0	32.527328	-84.976798	Passenger Car	N/A	Reaction to Object or Animal									Other - Fixed Object		
7447413	7447413	19112300000324	11/23/2019	15:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	BRADLEY PARK DR	Not A Collision with Motor Vehicle		0	0	32.531747	-84.97467	Passenger Car	N/A	Too Fast For Conditions			Rain						Overturn		
7447621	7447621	19112400000263	11/24/2019	15:44:00	N/A	N/A	MUSCOGEE	54TH ST	0	0	RIVER RD	Rear End		0	0	32.519973	-84.987672	N/A		Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7449108	7449108	19112500000390	11/25/2019	17:32:00	N/A	N/A	MUSCOGEE	HIGHWAY 80 RP E	0	1	MOON RD	Rear End		0	0	32.552167	-84.926693	Single Unit Truck	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7450880	7450880	C000662910	11/7/2019	23:10:00	N/A	N/A	MUSCOGEE	FROM WESTBOUND (TO MJ) SR 22 RP	0	1	SR 22	Not A Collision with Motor Vehicle		0	0	32.554424	-84.926895	Passenger Car	N/A	Driver Lost Control,Too Fast For Conditions			N/A		Rain		State Route	State Route	Other - Fixed Object		
7452062	7452062	19112600000375	11/26/2019	18:40:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	RUFFIE WAY	Rear End		0	0	32.538165	-84.867618	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7453668	7453668	19112600000417	11/26/2019	20:45:00	N/A	N/A	MUSCOGEE	HIGHWAY 80 RP E	0	1	BLACKMON RD	Rear End		0	0	32.55357	-84.89829	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7453715	7453715	19112600000294	11/26/2019	16:00:00	N/A	N/A	MUSCOGEE	MOON RD RP	0	1	JR ALLEN PKWY RP	Angle		1	1	32.554108	-84.926719	Sports Utility Vehicle (SUV)	Motorcycle	Failed to Yield	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7453717	7453717	C000657809	11/25/2019	13:15:00	N/A	N/A	MUSCOGEE	SR 85	0	0	SR 22	Rear End		0	0	32.54168	-84.87307	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear				State Route	State Route	Motor Vehicle In Motion		
7453719	7453719	19112600000460	11/26/2019	22:30:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	HIGHWAY 80 RP	Angle		0	0	32.520727	-84.988316	Sports Utility Vehicle (SUV)	Passenger Car	Failed to Yield,Improper Turn,Misjudged Clearance	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7453747	7453747	19112600000374	11/26/2019	18:35:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	RP	Rear End		0	0	32.539862	-84.871004	Pickup Truck	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7454585	7454585	19112700000283	11/27/2019	13:20:00	N/A	N/A	MUSCOGEE	FLAT ROCK RD	0	0	BEAVER RUN RD	Angle		0	0	32.538554	-84.869468	Pickup Truck	Passenger Car	Other	Other	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7454643	7454643	19112700000301	11/27/2019	14:00:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	ADAMS FARM DR	Rear End		1	0	32.54491	-84.95282	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7455379	7455379	C000655214	11/26/2019	11:05:00	N/A	N/A	MUSCOGEE	OFF SR 22 RP	0	1	SR 1	Rear End		0	0	32.54694	-84.951644	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear		State Route	State Route	State Route	State Route	Motor Vehicle In Motion		
7455712	7455712	19112800000292	11/28/2019	0:00:00	N/A	N/A	MUSCOGEE	HWY 80 US RP	0	1	RP	Rear End		1	0	32.510564	-84.992946	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					US Route	Motor Vehicle In Motion		
7455713	7455713	19112800000308	11/28/2019	19:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PRKWY	0	0	HWY 80	Not A Collision with Motor Vehicle		0	0	32.508751	-84.994859	Passenger Car	N/A	No Contributing Factors			N/A		Clear		US Route		Motor Vehicle In Motion		
7456483	7456483	19112900000410	11/29/2019	18:30:00	N/A	N/A	MUSCOGEE	I- 185	0	0	WHITTLESEY RD	Rear End		0	0	32.539617	-84.959851	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7456501	7456501	19112800000300	11/28/2019	17:45:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY RP W	0	1	2 ND AVE	Rear End		1	0	32.509769	-84.993129	N/A		Not Visible (Object, Person, o	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7457427	7457427	19112900000397	11/29/2019	18:16:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Not A Collision with Motor Vehicle		0	0	32.550511	-84.926664	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7459560	7459560	19120900000392	12/2/2019	18:01:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	HWY 80	Rear End		0	0	32.549271	-84.950473	Passenger Car	Passenger Car	Following too Close,Other Interior Distraction (Di	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route				Motor Vehicle In Motion		
7459562	7459562	19120200000388	2/12/2019	0:00:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0		Rear End		0	0	32.51692	-84.9927	N/A		N/A	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7459591	7459591	19120200000347	12/2/2019	16:54:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Rear End		0	0	32.538011	-84.866747	Pickup Truck	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7460351	7460351	19120200000287	12/2/2019	14:47:00	N/A	N/A	MUSCOGEE	NORTHLAKE PKWY	0	0	VETERANS PKWY	Rear End		0	0	32.553006	-84.948255	Pickup Truck	Passenger Car	Following too Close									Motor Vehicle In Motion		
7461074	7461074	19120300000136	12/2/2019	17:45:00		90849	MUSCOGEE	I 185	0	0	JR ALLEN PKWY	Sideswipe-Same Direction		0	0	32.544824	-84.961296	N/A		No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Clear					Interstate	Motor Vehicle In Motion		
7461691	7461691	19120300000404	12/3/2019	18:30:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	EXIT 10	Sideswipe-Same Direction		0	0	32.535755	-84.959127	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close,Disregard Other Traffic Contro	No Contributing Factors	Motor Vehicle In Motion	Clear					Interstate	Motor Vehicle In Motion		
7462414	7462414	19120400000107	12/4/2019	7:45:00	N/A	N/A	MUSCOGEE	RAMP RP	0	1	BEAVER RUN RD	Rear End		0	0	32.541345	-84.872893	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7462777	7462777	19120300000434	12/3/2019	19:35:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	WARM SPRINGS RD	Angle		0	0	32.553269	-84.878182	Pickup Truck	Passenger Car	Changed Lanes Improperly	Other	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7463081	7463081	19120400000351	12/4/2019	17:10:00	N/A	N/A	MUSCOGEE	DOUBLE CHURCHES RD	0	0	VETERANS PKWY	Rear End		0	0	32.551232	-84.949499	Passenger Car	Van	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7464131	7464131	19120500000257	12/5/2019	12:37:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End		0	0	32.55035	-84.926932	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7464240	7464240	19120500000267	12/5/2019	13:09:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN PKWY	Rear End		1	0	32.550995	-84.94901	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7464433	7464433	19120500000352	12/5/2019	16:40:00	N/A	N/A	MUSCOGEE	JR ALLEN E ACCESS RD	0	0	BLACKMON RD	Rear End		0	0	32.553639	-84.898185	N/A		Following too Close	Other	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7464664	7464664	19120400000397	12/4/2019	7:00:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	RP	Rear End		2	0	32.55402	-84.926665	Pickup Truck	Pickup Truck	Driver Condition	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7464690	7464690	19120500000120	12/5/2019	7:55:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY RP	0	1	BEAVER RUN RD	Rear End		0	0	32.541659	-84.872628	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7465147	7465147	19112600000153	11/26/2019	8:28:00	N/A	N/A	MUSCOGEE	2 ND AVE	0	0	MANCHESTER EXPY	Sideswipe-Opposite Direction		0	0	32.507094	-84.989887	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Ambulance	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7465209	7465209	19120600000261	12/6/2019	12:18:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Not A Collision with Motor Vehicle		0	0	32.54852	-84.951435	Sports Utility Vehicle (SUV)	N/A	Other Exterior Distraction (Di			N/A		Cloudy				Motor Vehicle In Motion		
7465336	7465336	19120600000262	12/6/2019	12:30:00	N/A	N/A	MUSCOGEE	2ND AVE	0	0	45TH ST	Angle		0	0	32.507142	-84.989849	Sports Utility Vehicle (SUV)	Passenger Car	Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7465370	7465370	19120600000244	12/6/2019	12:05:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	US 80	Angle		0	0	32.542944	-84.966096	Passenger Car	Tractor/Trailer	Inattentive or Other Distracti	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route				Motor Vehicle In Motion		
7465413	7465413	19120600000246	12/6/2019	12:35:00	N/A	N/A	MUSCOGEE	4420 2ND AVE	0	0		Angle		0	0	32.507142	-84.989849	Passenger Car	Passenger Car	Improper Backing	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7465651	7465651	19120600000492	12/6/2019	19:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWY RP	0	1	VETERANS PKWY	Rear End		0	0	32.551248	-84.949351	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	Other	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7465712	7465712	19120600000486	12/6/2019	19:00:00	N/A	N/A	MUSCOGEE	J.R. ALLEN EXPWY	0	0	RIVER RD	Rear End		5	0	32.5236	-84.98369	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7466168	7466168	19120700000215	12/7/2019	11:55:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	EXIT 4	Rear End		0	0	32.54693	-84.95583	Passenger Car	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7466345	7466345	19112200000214	12/2/2019	12:08:00	N/A	N/A	MUSCOGEE	RIVER RD	0	0	RP	Rear End		2	0	32.520614	-84.988288	Pickup Truck	Single Unit Truck	Under the Influence (U.I.),Improper Turn	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7466567	7466567	19120700000180	12/7/2019	10:22:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	KITTEN LAKE DR	Rear End		1	0	32.538923	-84.869191	Pickup Truck	Passenger Car	Following too Close									Motor Vehicle In Motion		
7466585	7466585	19120700000282	12/7/2019	14:15:00	2827477	N/A	MUSCOGEE	SCHOMBURG RD	0	0	RP	Rear End		2	0	32.554948	-84.905645	Other	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7467047	7467047	19120800000399	12/8/2019	19:35:00		N/A	MUSCOGEE	JR ALLEN PKWY	0	0	VETERANS PKWY	Sideswipe-Same Direction		0	0	32.551401	-84.938296	N/A		Passenger Car	Misjudged Clearance	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7468430	7468430	19120900000094	12/9/2019	8:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPWY RAMP RP	0	1	JR ALLEN PKWY	Rear End		0	0	32.541346	-84.872913	Passenger Car	Sports Utility Vehicle (SUV)	Other	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion		
7468678	7468678	19120900000354	12/9/2019	17:50:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	SCHOMBURG	Rear End		0	0	32.5545	-84.9113	Vehicle With Trailer	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7468863	7468863	19120900000291	12/9/2019	15:30:00	N/A	N/A	MUSCOGEE	VETERANS PARKWAY	0	0	DOUBLE CHURCHES ROAD	Rear End		0	0	32.552283	-84.948695	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7469065	7469065	19120600000391	12/6/2019	13:15:00	N/A	N/A	MUSCOGEE	BLACKMON RD	0	0	JR ALLEN PKWY	Rear End		0	0	32.553594	-84.898265	Sports Utility Vehicle (SUV)	Passenger Car	Under the Influence (U.I.),Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7469787	7469787	19120900000373	12/9/2019	19:15:00	N/A	N/A	MUSCOGEE	JR ALLEN RP	0	1	22 CONNECTOR	Rear End		0	0	32.509232	-84.994069	Single Unit Truck	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7469801	7469801	19121000000262	12/10/2019	14:25:00	N/A	N/A	MUSCOGEE	BEAVER RUN RD	0	0	MANCHESTER EXPWY	Angle		0	0	32.54003	-84.87096	Passenger Car	Passenger Car	Disregard Other Traffic Contro	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion		
7471180	7471180	19120900000388	12/9/2019	19:02:00	N/A	N/A	MUSCOGEE	I 185 N	0	0	J R ALLEN PKWY	Sideswipe-Same Direction	Motor Vehicle In Motion	0	0	32.536518	-84.959289	Pickup Truck	Sports Utility Vehicle (SUV)	Changed Lanes Improperly	Other	Motor Vehicle In Motion	Clear					Interstate	Motor Vehicle In Motion		
7471259	7471259	19112000000325	12/10/2019	17:17:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	US 80	Rear End		0	0	32.508775	-84.994908	Passenger Car	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear		US Route			US Route	Motor Vehicle In Motion		
7471302	7471302	19120900000346	12/9/2019	17:15:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	SCHOMBURG RD	Angle		0	0	32.554239	-84.90556	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Improper Turn									Motor Vehicle In Motion		
7471989	7471989	19121100000120	12/11/2019	8:30:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	US 27	Angle		0	0	32.540614	-84.871859	Sports Utility Vehicle (SUV)	Bus	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Cloudy		US Route			US Route	Motor Vehicle In Motion		
7472194	7472194	19121000000311	12/10/2019	12:00:00	N/A	N/A	MUSCOGEE	WHITTLESEY BLVD	0	0	MOON RD	Rear End		0	0	32.550575	-84.926725	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7474869	7474869	19121200000354	12/12/2019	17:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY RP E	0	1	SCHOMBURG RD ENTRANCE RP	Rear End		0	0	32.553431	-84.905593	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion		
7474963	7474963	19121300000045	12/13/2019	3:20:00	N/A	N/A	MUSCOGEE	I- 185	0	0	WHITTLESEY RD	Rear End		1	0	32.540382	-84.960494	Sports Utility Vehicle (SUV)	Passenger Car	Driver Condition,Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion		
7475395	7475395	19121200000384	12/12/2019	17:50:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	JR ALLEN PKWY	Rear End		0	0	32.541262	-84.87298	Passenger Car	Passenger Car	Following too Close,Other	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion		
7476133	7476133	19121300000422	12/13/2019	20:10:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	MANCHESTER EXPY	Rear End		0	0	32.540391	-84.871397	Pickup Truck	Sports Utility Vehicle (SUV)	Following too Close	Other	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion		
7476207	7476207	19121300000285	12/13/2019	15:43:00	N/A	N/A	MUSCOGEE	I 185	0	0	JR ALLEN PKWY	Rear End		0	0	32.534573	-84.95926	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain					Interstate	Motor Vehicle In Motion		
7476224	7476224	19121300000378	12/13/2019	16:50:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY W	0	0	BRADLEY PARK DR	Angle		0	0	32.540826	-84.970167	Pickup Truck	Passenger Car	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion		
7476295	7476295	19121300000345	12/13/2019	21:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PARKWAY	0	0	BRADLEY PARK DRIVE	Not A Collision with Motor Vehicle		1	0	32.52727	-84.97705	Passenger Car	N/A	No Contributing Factors									Motor Vehicle In Motion		
7476336	7476336	19121300000342	12/13/2019	17:23:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	SR 22	Rear End		0	0	32.512564	-84.992158	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain		State Route	US Route		US Route	Motor Vehicle In Motion		
7476341	7476341	19121300000373	12/13/2019	18:18:00	N/A	N/A	MUSCOGEE	HWY 80 US	0	0	HWY 80	Angle		2	0	32.540806	-84.970144	Sports Utility Vehicle (SUV)	Pickup Truck	Following too Close,Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Rain		US Route	US Route			Motor Vehicle In Motion		
7476729	7476729	19121400000276	12/14/2019	13:20:00	N/A	N/A	MUSCOGEE	VETERANS PKWY	0	0	JR ALLEN RP	Rear End		0	0	32.546596	-84.951892	Pickup Truck	Pickup Truck	Too Fast For Conditions	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7477149	7477149	19121400000442	12/14/2019	18:50:00	N/A	N/A	MUSCOGEE	GATEWAY RD	0	0	JR ALLEN	Rear End		0	0	32.541276	-84.872989	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7477390	7477390	19121400000270	12/14/2019	13:15:00	N/A	N/A	MUSCOGEE	J R ALLEN PKWY	0	0	VETERANS PKWY	Angle		0	0	32.547325	-84.95328	Passenger Car	Sports Utility Vehicle (SUV)	Changed Lanes Improperly									Motor Vehicle In Motion		
7477507	7477507	19121300000338	12/13/2019	17:20:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End		0	0	32.550511	-84.926664	Sports Utility Vehicle (SUV)	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Rain						Motor Vehicle In Motion		
7477696	7477696	19-12150000369	12/15/2019	17:55:00	N/A	N/A	MUSCOGEE	WHITTLESEY RD	0	0	I 185	Angle		0	0	32.539556	-84.959979	N/A		Disregard Other Traffic Contro	No Contributing Factors	Motor Vehicle In Motion	Clear		Interstate				Motor Vehicle In Motion		
7477768	7477768	19121500000431	12/15/2019	0:00:00	N/A	N/A	MUSCOGEE	JR ALLEN PKWY	0	0	I 185	Not A Collision with Motor Vehicle		0	0	32.554848	-84.915026	N/A		N/A			N/A		Clear		Interstate		Motor Vehicle In Motion		
7478464	7478464	19121600000087	12/16/2019	8:15:00	N/A	N/A	MUSCOGEE	MANCHESTER EXPRESSWAY OFF RAMP RP W	0	1	JR ALLEN PKWY	Rear End		0	0	32.541401	-84.872883	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7478741	7478741	19121600000272	12/16/2019	14:10:00	N/A	N/A	MUSCOGEE	US HWY 80	0	0	I- 185	Rear End		0	0	32.544755	-84.961095	Passenger Car	Sports Utility Vehicle (SUV)	No Contributing Factors	No Contributing Factors	Motor Vehicle In Motion	Clear						Motor Vehicle In Motion		
7479588	7479588	19121600000389	12/16/2019	19:20:00	N/A	N/A	MUSCOGEE	MOON RD	0	0	WHITTLESEY BLVD	Rear End		1	0	32.550511	-84.926664	Passenger Car	Sports Utility Vehicle (SUV)	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Cloudy						Motor Vehicle In Motion		
7479801	7479801	19120500000182	12/5/2019	10:30:00	N/A	N/A	MUSCOGEE	I 185 RP S	0	1	J R ALLEN PKWY	Rear End		0	0	32.549019	-84.962002	Passenger Car	Passenger Car	Following too Close	No Contributing Factors	Motor Vehicle In Motion	Clear					Interstate	Motor Vehicle In Motion		
7481027	7481027	19121600000244	12/16/2019	13:10:00	N/A	N/A	MUSCOGEE	JR ALLEN	0	0	VETER

APPENDIX I

FREEWAY HIGHWAY CAPACITY ANALYSIS REPORTS – NO-BUILD

- Freeway Segment (AM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Freeway Segment (PM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Freeway Weave (AM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Freeway Weave (PM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Ramp Merge (AM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Ramp Merge (PM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Ramp Diverge (AM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Ramp Diverge (PM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound

HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB from River Chase Drive On Ramp to 2nd Avenue Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	61.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	61.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2890	Heavy Vehicle Adjustment Factor (f_{HV})	0.881
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1822
Total Trucks, %	13.50	Capacity (c), pc/h/ln	2280
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2141
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	55.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	33.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between 2nd Avenue Off Ramp until 2nd Avenue On Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.55
Base Free-Flow Speed (BFFS), mi/h	61.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	61.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2090	Heavy Vehicle Adjustment Factor (f_{HV})	0.842
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1379
Total Trucks, %	13.50	Capacity (c), pc/h/ln	2280
Single-Unit Trucks (SUT), %	60	Adjusted Capacity (c_{adj}), pc/h/ln	2141
Tractor-Trailers (TT), %	40	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (E_T)	2.394		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between 2nd Avenue and River Road		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	59.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	59.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2550	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1601
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2260
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2122
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	55.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	28.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	56.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between River Road Off Ramp to River Road On Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	59.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	59.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2295	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1440
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2260
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2122
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	56.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	25.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	56.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between River Road On Ramp to Bradley Park Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2615	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1627
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2270
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2270
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	28.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between Bradley Park Dr EB Offramp and EB Onramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2360	Heavy Vehicle Adjustment Factor (f_{HV})	0.873
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1502
Total Trucks, %	14.50	Capacity (c), pc/h/ln	2270
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2132
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	26.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB CD Road Merge to Diverge Segment		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	66.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	66.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1040	Heavy Vehicle Adjustment Factor (f_{HV})	0.922
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	626
Total Trucks, %	8.50	Capacity (c), pc/h/ln	2327
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2185
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	10.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	62.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	2/12/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB CD Road Merge to River Road On Ramp Segment		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.57
Base Free-Flow Speed (BFFS), mi/h	66.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	66.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1620	Heavy Vehicle Adjustment Factor (f_{HV})	0.912
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	987
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2327
Single-Unit Trucks (SUT), %	65	Adjusted Capacity (c_{adj}), pc/h/ln	2185
Tractor-Trailers (TT), %	35	Volume-to-Capacity Ratio (v/c)	0.45
Passenger Car Equivalent (E_T)	1.960		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	62.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 Between Moon Road On Ramp and Schomburg Road Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1915	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1181
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	19.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between Schomburg Road Off Ramp and Blackmon Road On Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1200	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	740
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 Between Blackmon Rd Onramp and Warm Springs Rd Overpass		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	52.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	52.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1780	Heavy Vehicle Adjustment Factor (f_{HV})	0.870
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1136
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2066
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	49.4
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	49.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between Warm Springs Rd Overpass and Flat Rock Rd		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.58
Base Free-Flow Speed (BFFS), mi/h	52.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	52.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1780	Heavy Vehicle Adjustment Factor (f_{HV})	0.882
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1121
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	65	Adjusted Capacity (c_{adj}), pc/h/ln	2066
Tractor-Trailers (TT), %	35	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (E_T)	1.890		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	49.4
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	22.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	49.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Flat Rock Rd & Springs Rd Overpass		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.58
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1780	Heavy Vehicle Adjustment Factor (f_{HV})	0.839
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1178
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	65	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	35	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (E_T)	2.280		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	19.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Warm Springs Rd & Blackmon Rd Offramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1780	Heavy Vehicle Adjustment Factor (f_{HV})	0.870
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1136
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	19.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Blackmon Rd Offramp & Schomburg Rd Onramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1415	Heavy Vehicle Adjustment Factor (f_{HV})	0.870
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	904
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Schomburg Rd Onramp & Moon Rd Offramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	64.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	64.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2615	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1612
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2308
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2167
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.74
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	27.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Freeway Segment Between Moon Rd Offramp to CD Diverge		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.57
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2260	Heavy Vehicle Adjustment Factor (f_{HV})	0.864
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1453
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2318
Single-Unit Trucks (SUT), %	65	Adjusted Capacity (c_{adj}), pc/h/ln	2177
Tractor-Trailers (TT), %	35	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (E_T)	2.578		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	61.6
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	61.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Freeway Segment Between CD Rd Diverge to CD Rd Merge		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	66.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	66.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1345	Heavy Vehicle Adjustment Factor (f_{HV})	0.922
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	810
Total Trucks, %	8.50	Capacity (c), pc/h/ln	2327
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2185
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	62.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Bradley Park Dr WB Offramp to WB Onramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	58.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	58.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2225	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1384
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2251
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2114
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	55.1
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	25.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.1		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between River Rd On and Off Ramps		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2090	Heavy Vehicle Adjustment Factor (f_{HV})	0.889
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1306
Total Trucks, %	12.50	Capacity (c), pc/h/ln	2270
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2132
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	22.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between River Rd On Ramp to 2nd Ave Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	56.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	56.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2280	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1432
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2232
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2096
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	53.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	26.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between 2nd Ave On and Off Ramps		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.55
Base Free-Flow Speed (BFFS), mi/h	56.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	56.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	815	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	507
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2232
Single-Unit Trucks (SUT), %	60	Adjusted Capacity (c_{adj}), pc/h/ln	2096
Tractor-Trailers (TT), %	40	Volume-to-Capacity Ratio (v/c)	0.24
Passenger Car Equivalent (E_T)	1.918		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	53.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	9.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between 2nd Ave Onramp to River Chase Dr Offramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	58.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	58.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1335	Heavy Vehicle Adjustment Factor (f_{HV})	0.881
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	842
Total Trucks, %	13.50	Capacity (c), pc/h/ln	2251
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2114
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	55.1
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.1		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	2/12/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB Freeway Segment Between CD Road Merge & I185 SB Offramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1740	Heavy Vehicle Adjustment Factor (f_{HV})	0.897
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1078
Total Trucks, %	11.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.50
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	18.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	2/12/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Freeway Segment Between I185 SB On and Off Ramps		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	850	Heavy Vehicle Adjustment Factor (f_{HV})	0.897
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	526
Total Trucks, %	11.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	8.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Freeway Segment Between I185 NB On and Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1165	Heavy Vehicle Adjustment Factor (f_{HV})	0.897
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	722
Total Trucks, %	11.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Between Veterans Pkwy On & Off Ramps		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1015	Heavy Vehicle Adjustment Factor (f_{HV})	0.897
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	628
Total Trucks, %	11.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	10.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB Between Veterans Pkwy Onramp & Moon Rd Offramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1285	Heavy Vehicle Adjustment Factor (f_{HV})	0.897
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	796
Total Trucks, %	11.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	13.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB Freeway Segment Between Moon Rd Offramp to CD Rd Merge		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	685	Heavy Vehicle Adjustment Factor (f_{HV})	0.897
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	424
Total Trucks, %	11.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.20
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	7.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between CD-Road Diverge to Moon Road On Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	970	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	614
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	10.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Between Moon Rd On Ramp & Veterans Pkwy Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2065	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1308
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	22.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Freeway Segmant Between Veterans Pkwy Off and On Ramps		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1260	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	798
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	13.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Free Segment Between Veterans Pkwy On Ramp to I185 NB Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1960	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1242
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	21.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Freeway Segment Between I185 NB On and Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1760	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1115
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	18.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Freeway Segment Between I185 SB On and Off Ramps		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1125	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	712
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/1/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Freeway Segment Between I185 SB On Ramp and CD Road Merge		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2000	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1267
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	21.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB from River Chase Drive On Ramp to 2nd Avenue Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	61.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	61.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1675	Heavy Vehicle Adjustment Factor (f_{HV})	0.847
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1098
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2280
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2141
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	18.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between 2nd Avenue Off Ramp until 2nd Avenue On Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.55
Base Free-Flow Speed (BFFS), mi/h	61.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	61.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1345	Heavy Vehicle Adjustment Factor (f_{HV})	0.817
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	914
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2280
Single-Unit Trucks (SUT), %	60	Adjusted Capacity (c_{adj}), pc/h/ln	2141
Tractor-Trailers (TT), %	40	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (E_T)	2.247		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between 2nd Avenue and River Road		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	59.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	59.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2210	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1388
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2260
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2122
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	56.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	24.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	56.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between River Road Off Ramp to River Road On Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	59.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	59.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1975	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1240
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2260
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2122
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	56.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	22.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	56.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between River Road On Ramp to Bradley Park Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2305	Heavy Vehicle Adjustment Factor (f_{HV})	0.873
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1467
Total Trucks, %	14.50	Capacity (c), pc/h/ln	2270
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2132
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.69
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	25.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between Bradley Park Dr EB Offramp and EB Onramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1810	Heavy Vehicle Adjustment Factor (f_{HV})	0.873
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1152
Total Trucks, %	14.50	Capacity (c), pc/h/ln	2270
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2132
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	20.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB CD Road Merge to Diverge Segment		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	66.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	66.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1210	Heavy Vehicle Adjustment Factor (f_{HV})	0.917
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	733
Total Trucks, %	9.00	Capacity (c), pc/h/ln	2327
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2185
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	11.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	62.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB CD Road Merge to River Road On Ramp Segment		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.57
Base Free-Flow Speed (BFFS), mi/h	66.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	66.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2030	Heavy Vehicle Adjustment Factor (f_{HV})	0.919
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1227
Total Trucks, %	9.00	Capacity (c), pc/h/ln	2327
Single-Unit Trucks (SUT), %	60	Adjusted Capacity (c_{adj}), pc/h/ln	2185
Tractor-Trailers (TT), %	40	Volume-to-Capacity Ratio (v/c)	0.56
Passenger Car Equivalent (E_T)	1.985		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	19.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	62.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 Between Moon Road On Ramp and Schomburg Road Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2570	Heavy Vehicle Adjustment Factor (f_{HV})	0.913
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1564
Total Trucks, %	9.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.3
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	26.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between Schomburg Road Off Ramp and Blackmon Road On Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1205	Heavy Vehicle Adjustment Factor (f_{HV})	0.913
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	733
Total Trucks, %	9.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 Between Blackmon Rd Onramp and Warm Springs Rd Overpass		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	52.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	52.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1825	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1136
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2066
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	49.4
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	49.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between Warm Springs Rd Overpass and Flat Rock Rd		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.58
Base Free-Flow Speed (BFFS), mi/h	52.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	52.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1825	Heavy Vehicle Adjustment Factor (f_{HV})	0.899
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1128
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	65	Adjusted Capacity (c_{adj}), pc/h/ln	2066
Tractor-Trailers (TT), %	35	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (E_T)	1.932		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	49.4
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	22.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	49.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Flat Rock Rd & Springs Rd Overpass		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.58
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1985	Heavy Vehicle Adjustment Factor (f_{HV})	0.855
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1290
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	65	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	35	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (E_T)	2.416		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	21.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Warm Springs Rd & Blackmon Rd Offramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1985	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1235
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	20.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Blackmon Rd Offramp & Schomburg Rd Onramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1425	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	886
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	14.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Schomburg Rd Onramp & Moon Rd Offramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	64.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	64.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2235	Heavy Vehicle Adjustment Factor (f_{HV})	0.913
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1360
Total Trucks, %	9.50	Capacity (c), pc/h/ln	2308
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2167
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	60.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	22.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Freeway Segment Between Moon Rd Offramp to CD Diverge		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.57
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1750	Heavy Vehicle Adjustment Factor (f_{HV})	0.869
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1119
Total Trucks, %	9.00	Capacity (c), pc/h/ln	2318
Single-Unit Trucks (SUT), %	60	Adjusted Capacity (c_{adj}), pc/h/ln	2177
Tractor-Trailers (TT), %	40	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (E_T)	2.668		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	61.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	18.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	61.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Freeway Segment Between CD Rd Diverge to CD Rd Merge		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	66.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	66.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1050	Heavy Vehicle Adjustment Factor (f_{HV})	0.917
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	636
Total Trucks, %	9.00	Capacity (c), pc/h/ln	2327
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2185
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	10.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	62.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5//5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Bradley Park Dr WB Offramp to Closed Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	58.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	58.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1850	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1130
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2251
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2114
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	55.1
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	20.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.1		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between River Rd On and Off Ramps		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2040	Heavy Vehicle Adjustment Factor (f_{HV})	0.873
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1298
Total Trucks, %	14.50	Capacity (c), pc/h/ln	2270
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2132
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	22.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between River Rd On Ramp to 2nd Ave Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	56.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	56.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2315	Heavy Vehicle Adjustment Factor (f_{HV})	0.881
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1460
Total Trucks, %	13.50	Capacity (c), pc/h/ln	2232
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2096
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	53.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	27.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between 2nd Ave On and Off Ramps		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.55
Base Free-Flow Speed (BFFS), mi/h	56.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	56.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1940	Heavy Vehicle Adjustment Factor (f_{HV})	0.890
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1211
Total Trucks, %	13.50	Capacity (c), pc/h/ln	2232
Single-Unit Trucks (SUT), %	60	Adjusted Capacity (c_{adj}), pc/h/ln	2096
Tractor-Trailers (TT), %	40	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (E_T)	1.911		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	53.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	22.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between 2nd Ave Onramp to River Chase Dr Offramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	58.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	58.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2290	Heavy Vehicle Adjustment Factor (f_{HV})	0.847
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1502
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2251
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2114
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	55.1
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	27.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.1		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB Freeway Segment Between CD Road Merge & I185 SB Offramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1815	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1110
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	18.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Freeway Segment Between I185 SB On and Off Ramps		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1105	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	676
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	11.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Freeway Segment Between I185 NB On and Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1135	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	694
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	11.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Between Veterans Pkwy On & Off Ramps		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1210	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	740
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB Between Veterans Pkwy Onramp & Moon Rd Offramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1635	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1000
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	16.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB Freeway Segment Between Moon Rd Offramp to CD Rd Merge		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	950	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	580
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	9.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between CD-Road Diverge to Moon Road On Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	845	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	516
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	8.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Between Moon Rd On Ramp & Veterans Pkwy Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1970	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1204
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.56
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	20.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Freeway Segmant Between Veterans Pkwy Off and On Ramps		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	920	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	562
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	9.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2020
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Free Segment Between Veterans Pkwy On Ramp to I185 NB Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1840	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1124
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	19.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Freeway Segment Between I185 NB On and Off Ramp		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1535	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	938
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Freeway Segment Between I185 SB On and Off Ramps		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1340	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	819
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	13.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Joshua Ekstedt	Date	5/4/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Freeway Segment Between I185 SB On Ramp and CD Road Merge		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1575	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	962
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	16.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Freeway Weaving Report

Project Information

Analyst	Joshua Ekstedt	Date	3/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Bradley Park Dr Onramp to C-D Rd Diverge		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	1535	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	880	155	260	1480
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	12.00	3.50	3.50	12.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.893	0.966	0.966	0.893
Flow Rate (v_i), pc/h	1095	182	306	1841
Weaving Flow Rate (v_W), pc/h	2023	Freeway Max Capacity (c_{IFL}), pc/h/ln		2270
Non-Weaving Flow Rate (v_{NW}), pc/h	1401	Density-Based Capacity (c_{IWL}), pc/h/ln		1826
Total Flow Rate (v), pc/h	3424	Demand Flow-Based Capacity (c_{IW}), pc/h		5922
Volume Ratio (VR)	0.591	Weaving Segment Capacity (c_W), veh/h		4948
Minimum Lane Change Rate (LC_{MIN}), lc/h	2023	Adjusted Weaving Area Capacity, pc/h		5144
Maximum Weaving Length (L_{MAX}), ft	7343	Volume-to-Capacity Ratio (v/c)		0.67

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	144	Average Weaving Speed (S_W),mi/h	45.9
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	543	Average Non-Weaving Speed (S_{NW}), mi/h	37.0
Weaving Lane Change Rate (LC_W), lc/h	2209	Average Speed (S), mi/h	41.8
Weaving Lane Change Rate (LC_{All}), lc/h	2752	Density (D), pc/mi/ln	27.3
Weaving Intensity Factor (W)	0.358	Level of Service (LOS)	C

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HCS7 Freeway Weaving Report

Project Information

Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at CD-Road On Ramp to Bradley Park Off Ramp		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	2000	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	885	1340	660	440
Peak Hour Factor (PHF)	0.90	0.90	0.90	0.90
Total Trucks, %	10.00	10.00	10.00	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.909	0.909	0.833
Flow Rate (v_i), pc/h	1082	1638	807	587
Weaving Flow Rate (v_w), pc/h	2225	Freeway Max Capacity (c_{IFL}), pc/h/ln		2251
Non-Weaving Flow Rate (v_{NW}), pc/h	1889	Density-Based Capacity (c_{IWL}), pc/h/ln		1768
Total Flow Rate (v), pc/h	4114	Demand Flow-Based Capacity (c_{IW}), pc/h		4436
Volume Ratio (VR)	0.541	Weaving Segment Capacity (c_W), veh/h		3984
Minimum Lane Change Rate (LC_{MIN}), lc/h	2225	Adjusted Weaving Area Capacity, pc/h		4165
Maximum Weaving Length (L_{MAX}), ft	8310	Volume-to-Capacity Ratio (v/c)		0.99

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	253	Average Weaving Speed (S_W),mi/h	44.9
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	895	Average Non-Weaving Speed (S_{NW}), mi/h	32.5
Weaving Lane Change Rate (LC_W), lc/h	2443	Average Speed (S), mi/h	38.2
Weaving Lane Change Rate (LC_{All}), lc/h	3338	Density (D), pc/mi/ln	35.9
Weaving Intensity Factor (W)	0.339	Level of Service (LOS)	E

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HCS7 Freeway Weaving Report

Project Information

Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Bradley Park Dr Onramp to River Rd Offramp		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	1220	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	1740	350	35	170
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	10.00	2.00	2.00	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.962	0.962	0.833
Flow Rate (v_i), pc/h	2127	413	41	227
Weaving Flow Rate (v_w), pc/h	640	Freeway Max Capacity (c_{IFL}), pc/h/ln		2270
Non-Weaving Flow Rate (v_{NW}), pc/h	2168	Density-Based Capacity (c_{IWL}), pc/h/ln		1994
Total Flow Rate (v), pc/h	2808	Demand Flow-Based Capacity (c_{IW}), pc/h		10526
Volume Ratio (VR)	0.228	Weaving Segment Capacity (c_W), veh/h		5451
Minimum Lane Change Rate (LC_{MIN}), lc/h	640	Adjusted Weaving Area Capacity, pc/h		5616
Maximum Weaving Length (L_{MAX}), ft	4824	Volume-to-Capacity Ratio (v/c)		0.50

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	178	Average Weaving Speed (S_W),mi/h	48.8
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	530	Average Non-Weaving Speed (S_{NW}), mi/h	47.9
Weaving Lane Change Rate (LC_W), lc/h	801	Average Speed (S), mi/h	48.1
Weaving Lane Change Rate (LC_{All}), lc/h	1331	Density (D), pc/mi/ln	19.5
Weaving Intensity Factor (W)	0.242	Level of Service (LOS)	B

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HCS7 Freeway Weaving Report

Project Information

Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at I185 SB On Ramp to I185 NB Off Ramp		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Highway/CD Roadway
Segment Length (L_S), ft	990	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.28	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	490	445	0	360
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	11.50	9.50	0.00	11.50
Heavy Vehicle Adjustment Factor (f_{HV})	0.897	0.840	1.000	0.813
Flow Rate (v_i), pc/h	607	602	0	492
Weaving Flow Rate (v_W), pc/h	1094	Freeway Max Capacity (c_{IFL}), pc/h/ln		2298
Non-Weaving Flow Rate (v_{NW}), pc/h	607	Density-Based Capacity (c_{IWL}), pc/h/ln		1644
Total Flow Rate (v), pc/h	1701	Demand Flow-Based Capacity (c_{IW}), pc/h		3733
Volume Ratio (VR)	0.643	Weaving Segment Capacity (c_W), veh/h		3182
Minimum Lane Change Rate (LC_{MIN}), lc/h	1094	Adjusted Weaving Area Capacity, pc/h		3504
Maximum Weaving Length (L_{MAX}), ft	9545	Volume-to-Capacity Ratio (v/c)		0.49

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	77	Average Weaving Speed (S_W),mi/h	49.7
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	84	Average Non-Weaving Speed (S_{NW}), mi/h	49.2
Weaving Lane Change Rate (LC_W), lc/h	1272	Average Speed (S), mi/h	49.5
Weaving Lane Change Rate (LC_{All}), lc/h	1356	Density (D), pc/mi/ln	11.5
Weaving Intensity Factor (W)	0.290	Level of Service (LOS)	A

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HCS7 Freeway Weaving Report

Project Information

Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at I185 On Ramp to Veternas Parkway Off Ramp		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Highway/CD Roadway
Segment Length (L_S), ft	1320	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.28	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	550	340	380	615
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	11.50	10.00	10.00	11.50
Heavy Vehicle Adjustment Factor (f_{HV})	0.897	0.833	0.833	0.813
Flow Rate (v_i), pc/h	681	464	518	841
Weaving Flow Rate (v_w), pc/h	1305	Freeway Max Capacity (c_{IFL}), pc/h/ln		2298
Non-Weaving Flow Rate (v_{NW}), pc/h	1199	Density-Based Capacity (c_{IWL}), pc/h/ln		1781
Total Flow Rate (v), pc/h	2504	Demand Flow-Based Capacity (c_{IW}), pc/h		4607
Volume Ratio (VR)	0.521	Weaving Segment Capacity (c_W), veh/h		3887
Minimum Lane Change Rate (LC_{MIN}), lc/h	1305	Adjusted Weaving Area Capacity, pc/h		4326
Maximum Weaving Length (L_{MAX}), ft	8073	Volume-to-Capacity Ratio (v/c)		0.58

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	203	Average Weaving Speed (S_W),mi/h	49.4
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	385	Average Non-Weaving Speed (S_{NW}), mi/h	46.4
Weaving Lane Change Rate (LC_W), lc/h	1522	Average Speed (S), mi/h	47.9
Weaving Lane Change Rate (LC_{All}), lc/h	1907	Density (D), pc/mi/ln	17.4
Weaving Intensity Factor (W)	0.302	Level of Service (LOS)	B

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HCS7 Freeway Weaving Report

Project Information

Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB AT I185 NB ON RAMP UNTIL I185 SB OFF RAMP		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Highway/CD Roadway
Segment Length (L_S), ft	875	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.23	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	705	420	0	1055
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	14.00	10.00	10.00	14.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.877	0.909	0.909	0.781
Flow Rate (v_i), pc/h	893	525	0	1501
Weaving Flow Rate (v_W), pc/h	2026	Freeway Max Capacity (c_{IFL}), pc/h/ln		2289
Non-Weaving Flow Rate (v_{NW}), pc/h	893	Density-Based Capacity (c_{IWL}), pc/h/ln		1577
Total Flow Rate (v), pc/h	2919	Demand Flow-Based Capacity (c_{IW}), pc/h		3458
Volume Ratio (VR)	0.694	Weaving Segment Capacity (c_W), veh/h		2881
Minimum Lane Change Rate (LC_{MIN}), lc/h	2026	Adjusted Weaving Area Capacity, pc/h		3247
Maximum Weaving Length (L_{MAX}), ft	10181	Volume-to-Capacity Ratio (v/c)		0.90

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	96	Average Weaving Speed (S_W),mi/h	44.7
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	80	Average Non-Weaving Speed (S_{NW}), mi/h	39.6
Weaving Lane Change Rate (LC_W), lc/h	2186	Average Speed (S), mi/h	43.0
Weaving Lane Change Rate (LC_{All}), lc/h	2266	Density (D), pc/mi/ln	22.6
Weaving Intensity Factor (W)	0.479	Level of Service (LOS)	B

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HCS7 Freeway Weaving Report

Project Information

Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Bradley Park Dr Onramp to C-D Rd Diverge		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	1535	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	725	485	730	1085
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	10.00	3.50	3.50	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.966	0.966	0.909
Flow Rate (v_i), pc/h	886	571	859	1326
Weaving Flow Rate (v_w), pc/h	1897	Freeway Max Capacity (c_{IFL}), pc/h/ln		2270
Non-Weaving Flow Rate (v_{NW}), pc/h	1745	Density-Based Capacity (c_{IWL}), pc/h/ln		1890
Total Flow Rate (v), pc/h	3642	Demand Flow-Based Capacity (c_{IW}), pc/h		6718
Volume Ratio (VR)	0.521	Weaving Segment Capacity (c_W), veh/h		5279
Minimum Lane Change Rate (LC_{MIN}), lc/h	1897	Adjusted Weaving Area Capacity, pc/h		5324
Maximum Weaving Length (L_{MAX}), ft	6507	Volume-to-Capacity Ratio (v/c)		0.68

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	179	Average Weaving Speed (S_W),mi/h	46.0
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	614	Average Non-Weaving Speed (S_{NW}), mi/h	37.5
Weaving Lane Change Rate (LC_W), lc/h	2083	Average Speed (S), mi/h	41.5
Weaving Lane Change Rate (LC_{All}), lc/h	2697	Density (D), pc/mi/ln	29.3
Weaving Intensity Factor (W)	0.353	Level of Service (LOS)	D

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HCS7 Freeway Weaving Report

Project Information

Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at CD-Road On Ramp to Bradley Park Off Ramp		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	2000	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	730	1120	455	300
Peak Hour Factor (PHF)	0.90	0.90	0.90	0.90
Total Trucks, %	10.00	10.00	10.00	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.909	0.909	0.833
Flow Rate (v_i), pc/h	892	1369	556	400
Weaving Flow Rate (v_w), pc/h	1769	Freeway Max Capacity (c_{IFL}), pc/h/ln		2251
Non-Weaving Flow Rate (v_{NW}), pc/h	1448	Density-Based Capacity (c_{IWL}), pc/h/ln		1760
Total Flow Rate (v), pc/h	3217	Demand Flow-Based Capacity (c_{IW}), pc/h		4364
Volume Ratio (VR)	0.550	Weaving Segment Capacity (c_W), veh/h		3925
Minimum Lane Change Rate (LC_{MIN}), lc/h	1769	Adjusted Weaving Area Capacity, pc/h		4098
Maximum Weaving Length (L_{MAX}), ft	8417	Volume-to-Capacity Ratio (v/c)		0.79

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	194	Average Weaving Speed (S_W),mi/h	46.0
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	804	Average Non-Weaving Speed (S_{NW}), mi/h	37.2
Weaving Lane Change Rate (LC_W), lc/h	1987	Average Speed (S), mi/h	41.6
Weaving Lane Change Rate (LC_{All}), lc/h	2791	Density (D), pc/mi/ln	25.8
Weaving Intensity Factor (W)	0.294	Level of Service (LOS)	C

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HCS7 Freeway Weaving Report

Project Information

Analyst	Joshua Ekstedt	Date	3/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Bradley Park Dr Onramp to River Rd Offramp		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	1220	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	1215	825	55	75
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	10.00	2.00	2.00	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.962	0.962	0.833
Flow Rate (v_i), pc/h	1485	975	65	100
Weaving Flow Rate (v_w), pc/h	1075	Freeway Max Capacity (c_{IFL}), pc/h/ln		2270
Non-Weaving Flow Rate (v_{NW}), pc/h	1550	Density-Based Capacity (c_{IWL}), pc/h/ln		1844
Total Flow Rate (v), pc/h	2625	Demand Flow-Based Capacity (c_{IW}), pc/h		5854
Volume Ratio (VR)	0.410	Weaving Segment Capacity (c_W), veh/h		5127
Minimum Lane Change Rate (LC_{MIN}), lc/h	1075	Adjusted Weaving Area Capacity, pc/h		5194
Maximum Weaving Length (L_{MAX}), ft	6794	Volume-to-Capacity Ratio (v/c)		0.51

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	127	Average Weaving Speed (S_W),mi/h	47.7
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	403	Average Non-Weaving Speed (S_{NW}), mi/h	45.1
Weaving Lane Change Rate (LC_W), lc/h	1235	Average Speed (S), mi/h	46.1
Weaving Lane Change Rate (LC_{All}), lc/h	1638	Density (D), pc/mi/ln	19.0
Weaving Intensity Factor (W)	0.285	Level of Service (LOS)	B

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HCS7 Freeway Weaving Report

Project Information

Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at I185 SB On Ramp to I185 NB Off Ramp		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Highway/CD Roadway
Segment Length (L_S), ft	990	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.28	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	395	305	0	710
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	10.00	10.50	10.50	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.826	0.826	0.833
Flow Rate (v_i), pc/h	483	420	0	947
Weaving Flow Rate (v_W), pc/h	1367	Freeway Max Capacity (c_{IFL}), pc/h/ln		2298
Non-Weaving Flow Rate (v_{NW}), pc/h	483	Density-Based Capacity (c_{IWL}), pc/h/ln		1551
Total Flow Rate (v), pc/h	1850	Demand Flow-Based Capacity (c_{IW}), pc/h		3248
Volume Ratio (VR)	0.739	Weaving Segment Capacity (c_W), veh/h		2765
Minimum Lane Change Rate (LC_{MIN}), lc/h	1367	Adjusted Weaving Area Capacity, pc/h		3049
Maximum Weaving Length (L_{MAX}), ft	10751	Volume-to-Capacity Ratio (v/c)		0.61

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	61	Average Weaving Speed (S_W),mi/h	48.7
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	58	Average Non-Weaving Speed (S_{NW}), mi/h	47.0
Weaving Lane Change Rate (LC_W), lc/h	1545	Average Speed (S), mi/h	48.2
Weaving Lane Change Rate (LC_{All}), lc/h	1603	Density (D), pc/mi/ln	12.8
Weaving Intensity Factor (W)	0.331	Level of Service (LOS)	B

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HCS7 Freeway Weaving Report

Project Information

Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at I185 On Ramp to Veternas Parkway Off Ramp		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Highway/CD Roadway
Segment Length (L_S), ft	1320	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.28	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	510	580	710	625
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	10.00	10.00	10.00	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.833	0.833	0.833
Flow Rate (v_i), pc/h	623	791	969	834
Weaving Flow Rate (v_w), pc/h	1625	Freeway Max Capacity (c_{IFL}), pc/h/ln		2298
Non-Weaving Flow Rate (v_{NW}), pc/h	1592	Density-Based Capacity (c_{IWL}), pc/h/ln		1796
Total Flow Rate (v), pc/h	3217	Demand Flow-Based Capacity (c_{IW}), pc/h		4752
Volume Ratio (VR)	0.505	Weaving Segment Capacity (c_W), veh/h		4030
Minimum Lane Change Rate (LC_{MIN}), lc/h	1625	Adjusted Weaving Area Capacity, pc/h		4463
Maximum Weaving Length (L_{MAX}), ft	7885	Volume-to-Capacity Ratio (v/c)		0.72

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	269	Average Weaving Speed (S_W),mi/h	48.2
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	466	Average Non-Weaving Speed (S_{NW}), mi/h	43.0
Weaving Lane Change Rate (LC_W), lc/h	1842	Average Speed (S), mi/h	45.5
Weaving Lane Change Rate (LC_{All}), lc/h	2308	Density (D), pc/mi/ln	23.6
Weaving Intensity Factor (W)	0.351	Level of Service (LOS)	B

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HCS7 Freeway Weaving Report

Project Information

Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB AT I185 NB OFF RAMP UNTIL I185 SB OFF RAMP		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Highway/CD Roadway
Segment Length (L_S), ft	875	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.23	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	785	555	0	750
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	10.00	10.00	10.00	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.909	0.909	0.833
Flow Rate (v_i), pc/h	960	694	0	1000
Weaving Flow Rate (v_W), pc/h	1694	Freeway Max Capacity (c_{IFL}), pc/h/ln		2289
Non-Weaving Flow Rate (v_{NW}), pc/h	960	Density-Based Capacity (c_{IWL}), pc/h/ln		1630
Total Flow Rate (v), pc/h	2654	Demand Flow-Based Capacity (c_{IW}), pc/h		3762
Volume Ratio (VR)	0.638	Weaving Segment Capacity (c_W), veh/h		3311
Minimum Lane Change Rate (LC_{MIN}), lc/h	1694	Adjusted Weaving Area Capacity, pc/h		3532
Maximum Weaving Length (L_{MAX}), ft	9484	Volume-to-Capacity Ratio (v/c)		0.75

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	103	Average Weaving Speed (S_W),mi/h	45.8
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	94	Average Non-Weaving Speed (S_{NW}), mi/h	42.5
Weaving Lane Change Rate (LC_W), lc/h	1854	Average Speed (S), mi/h	44.5
Weaving Lane Change Rate (LC_{All}), lc/h	1948	Density (D), pc/mi/ln	19.9
Weaving Intensity Factor (W)	0.425	Level of Service (LOS)	B

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at 2nd Avenue Offramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	61.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	700	200
Terrain Type	Specific Grade	Rolling
Percent Grade, %	3.00	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2890	800
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.50	1.20
Single-Unit Trucks (SUT), %	60	-
Tractor-Trailers (TT), %	40	-
Heavy Vehicle Adjustment Factor (fHV)	0.842	0.977
Flow Rate (vi),pc/h	3814	930
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.90	0.50

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.535
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	49.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	3814	Ramp Junction Speed (S), mi/h	49.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	38.6
Level of Service (LOS)	E	Density in Ramp Influence Area (DR), pc/mi/ln	35.3

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at River Road Offramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	59.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	740	240
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-3.26
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2550	255
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.00	1.40
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.981
Flow Rate (vi),pc/h	3202	295
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.76	0.16

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.478
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	3202	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	32.5
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	29.6

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Bradley Park Drive EB Offramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	715	215
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2615	935
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	12.50	12.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.889	0.889
Flow Rate (vi),pc/h	3268	1195
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.77	0.64

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.497
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	49.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	3268	Ramp Junction Speed (S), mi/h	49.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	33.0
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	30.4

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	3/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Schomburg Road Offramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	740	240
Terrain Type	Level	Specific Grade
Percent Grade, %	-	4.67
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1915	715
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	11.00	4.10
Single-Unit Trucks (SUT), %	-	65
Tractor-Trailers (TT), %	-	35
Heavy Vehicle Adjustment Factor (fHV)	0.901	0.939
Flow Rate (vi),pc/h	2362	865
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.56	0.46

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.529
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	50.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2362	Ramp Junction Speed (S), mi/h	50.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	23.4
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	22.4

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at Blackmon Road Offramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	700	200
Terrain Type	Level	Specific Grade
Percent Grade, %	-	3.15
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1780	365
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	15.00	7.80
Single-Unit Trucks (SUT), %	-	65
Tractor-Trailers (TT), %	-	35
Heavy Vehicle Adjustment Factor (fHV)	0.870	0.918
Flow Rate (vi),pc/h	2273	452
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.54	0.24

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.492
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2273	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	22.3
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	22.0

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	3/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at Moon Road Exit		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	64.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	710	210
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2615	555
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	11.00	2.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.901	0.976
Flow Rate (vi),pc/h	3225	646
Capacity (c), pc/h	4319	1878
Volume-to-Capacity Ratio (v/c)	0.75	0.34

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.510
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	51.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	3225	Ramp Junction Speed (S), mi/h	51.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	31.5
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	30.1

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 at C-D Road Diverge WB		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	65.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	700	200
Terrain Type	Specific Grade	Level
Percent Grade, %	3.00	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2260	970
Peak Hour Factor (PHF)	0.90	0.90
Total Trucks, %	10.00	14.00
Single-Unit Trucks (SUT), %	65	-
Tractor-Trailers (TT), %	35	-
Heavy Vehicle Adjustment Factor (fHV)	0.864	0.877
Flow Rate (vi),pc/h	2906	1229
Capacity (c), pc/h	4319	1878
Volume-to-Capacity Ratio (v/c)	0.67	0.65

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.562
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	50.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2906	Ramp Junction Speed (S), mi/h	50.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	28.7
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	27.4

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at 2nd Avenue Off Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	56.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	700	200
Terrain Type	Specific Grade	Specific Grade
Percent Grade, %	-3.00	4.61
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2280	1465
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.00	1.20
Single-Unit Trucks (SUT), %	60	60
Tractor-Trailers (TT), %	40	40
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.972
Flow Rate (vi),pc/h	2837	1713
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.67	0.91

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.606
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	46.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2837	Ramp Junction Speed (S), mi/h	46.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	30.6
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	26.9

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB at I185 SB Offramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	655	155
Terrain Type	Level	Specific Grade
Percent Grade, %	-	3.08
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1740	890
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	11.50	9.50
Single-Unit Trucks (SUT), %	-	61
Tractor-Trailers (TT), %	-	39
Heavy Vehicle Adjustment Factor (fHV)	0.897	0.906
Flow Rate (vi),pc/h	2155	1116
Capacity (c), pc/h	3944	1972
Volume-to-Capacity Ratio (v/c)	0.55	0.57

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.427
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	52.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2155	Ramp Junction Speed (S), mi/h	52.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	20.6
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	21.4

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:45 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Moon Rd Off Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	785	285
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-2.88
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1285	600
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	11.50	3.40
Single-Unit Trucks (SUT), %	-	61
Tractor-Trailers (TT), %	-	39
Heavy Vehicle Adjustment Factor (fHV)	0.897	0.959
Flow Rate (vi),pc/h	1592	711
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.40	0.38

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.515
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	50.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1592	Ramp Junction Speed (S), mi/h	50.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	15.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.4

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HCS7 Freeway Diverge Report

Project Information

Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US 80 WB at Veterans Parkway Offramp		

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	695	195
Terrain Type	Level	Specific Grade
Percent Grade, %	-	2.80
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2065	805
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	11.50	2.40
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (fHV)	0.897	0.937
Flow Rate (vi),pc/h	2558	976
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.65	0.52

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.539
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	49.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2558	Ramp Junction Speed (S), mi/h	49.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	25.7
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	24.5

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - I185 NB at US80 WB Exit		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	695	195
Terrain Type	Level	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1960	200
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	14.00	9.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.840
Flow Rate (vi),pc/h	2483	271
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.63	0.14

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.476
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	50.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2483	Ramp Junction Speed (S), mi/h	50.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	24.4
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	23.9

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at 2nd Avenue Offramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	61.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	700	200
Terrain Type	Specific Grade	Rolling
Percent Grade, %	3.00	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1675	1095
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	18.00	0.90
Single-Unit Trucks (SUT), %	60	-
Tractor-Trailers (TT), %	40	-
Heavy Vehicle Adjustment Factor (fHV)	0.817	0.982
Flow Rate (vi),pc/h	2278	1267
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.54	0.67

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.565
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	49.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2278	Ramp Junction Speed (S), mi/h	49.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	23.2
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	22.0

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at River Road Offramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	59.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	740	240
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-3.26
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2210	235
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.50	0.00
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (fHV)	0.881	1.000
Flow Rate (vi),pc/h	2787	267
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.66	0.14

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.475
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	49.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2787	Ramp Junction Speed (S), mi/h	49.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	28.2
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	26.1

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Bradley Park Drive EB Offramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	715	215
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2305	720
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	14.50	14.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.873	0.873
Flow Rate (vi),pc/h	2934	937
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.69	0.50

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.473
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	49.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2934	Ramp Junction Speed (S), mi/h	49.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	29.4
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	27.5

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	3/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Schomburg Road Offramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	740	240
Terrain Type	Level	Specific Grade
Percent Grade, %	-	4.67
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2570	1365
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	9.50	1.30
Single-Unit Trucks (SUT), %	-	63
Tractor-Trailers (TT), %	-	37
Heavy Vehicle Adjustment Factor (fHV)	0.913	0.973
Flow Rate (vi),pc/h	3128	1594
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.74	0.85

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.595
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	3128	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	31.8
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	29.0

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	3/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at Blackmon Road Offramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	700	200
Terrain Type	Level	Specific Grade
Percent Grade, %	-	3.15
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1985	560
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	12.00	0.40
Single-Unit Trucks (SUT), %	-	65
Tractor-Trailers (TT), %	-	35
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.993
Flow Rate (vi),pc/h	2470	641
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.58	0.34

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.509
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	50.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2470	Ramp Junction Speed (S), mi/h	50.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	24.4
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	23.7

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	3/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at Moon Road Exit		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	64.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	710	210
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2235	620
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	9.50	0.80
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.913	0.992
Flow Rate (vi),pc/h	2720	710
Capacity (c), pc/h	4319	1878
Volume-to-Capacity Ratio (v/c)	0.63	0.38

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.515
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	51.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2720	Ramp Junction Speed (S), mi/h	51.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	26.6
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	25.8

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 at C-D Road Diverge WB		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	65.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	700	200
Terrain Type	Specific Grade	Level
Percent Grade, %	3.00	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1750	845
Peak Hour Factor (PHF)	0.90	0.90
Total Trucks, %	9.00	10.00
Single-Unit Trucks (SUT), %	60	-
Tractor-Trailers (TT), %	40	-
Heavy Vehicle Adjustment Factor (fHV)	0.869	0.909
Flow Rate (vi),pc/h	2238	1033
Capacity (c), pc/h	4319	1878
Volume-to-Capacity Ratio (v/c)	0.52	0.55

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.544
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2238	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	21.9
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	21.7

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at 2nd Avenue Off Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	56.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	700	200
Terrain Type	Specific Grade	Specific Grade
Percent Grade, %	-3.00	4.61
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2315	375
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.50	0.90
Single-Unit Trucks (SUT), %	60	60
Tractor-Trailers (TT), %	40	40
Heavy Vehicle Adjustment Factor (fHV)	0.890	0.979
Flow Rate (vi),pc/h	2890	435
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.68	0.23

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.491
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	47.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2890	Ramp Junction Speed (S), mi/h	47.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	30.3
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	27.3

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US 80 EB at I185 SB Offramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	655	155
Terrain Type	Level	Specific Grade
Percent Grade, %	-	3.08
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1815	710
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	11.50	8.00
Single-Unit Trucks (SUT), %	-	55
Tractor-Trailers (TT), %	-	45
Heavy Vehicle Adjustment Factor (fHV)	0.897	0.916
Flow Rate (vi),pc/h	2248	881
Capacity (c), pc/h	3944	1972
Volume-to-Capacity Ratio (v/c)	0.57	0.45

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.406
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	52.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2248	Ramp Junction Speed (S), mi/h	52.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	21.4
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	22.2

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Moon Rd Off Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	785	285
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-2.88
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1770	820
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	0.90
Single-Unit Trucks (SUT), %	-	55
Tractor-Trailers (TT), %	-	45
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.988
Flow Rate (vi),pc/h	2164	943
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.55	0.50

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.536
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	50.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2164	Ramp Junction Speed (S), mi/h	50.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	21.5
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	20.3

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US 80 WB at Veterans Parkway Offramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	695	195
Terrain Type	Level	Specific Grade
Percent Grade, %	-	2.80
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1970	1050
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	1.00
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.971
Flow Rate (vi),pc/h	2408	1229
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.61	0.65

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.562
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	49.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2408	Ramp Junction Speed (S), mi/h	49.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	24.4
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	23.2

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HCS7 Freeway Diverge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - I185 NB at US80 WB Exit		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	695	195
Terrain Type	Level	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1840	305
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	9.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.840
Flow Rate (vi),pc/h	2249	413
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.57	0.22

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.489
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	50.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2249	Ramp Junction Speed (S), mi/h	50.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	22.2
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	21.8

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at 2nd Avenue On Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	61.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1200	700
Terrain Type	Specific Grade	Specific Grade
Percent Grade, %	3.00	3.06
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2090	280
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.50	2.50
Single-Unit Trucks (SUT), %	60	60
Tractor-Trailers (TT), %	40	40
Heavy Vehicle Adjustment Factor (fHV)	0.842	0.958
Flow Rate (vi),pc/h	2758	332
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.73	0.18

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.360
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	52.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2758	Ramp Junction Speed (S), mi/h	52.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	3090	Average Density (D), pc/mi/ln	29.6
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	25.1

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at River Road On Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	59.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1250	750
Terrain Type	Level	Specific Grade
Percent Grade, %	-	3.00
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2295	320
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.00	1.70
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.970
Flow Rate (vi),pc/h	2881	375
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.77	0.20

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.372
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	50.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2881	Ramp Junction Speed (S), mi/h	50.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	3256	Average Density (D), pc/mi/ln	32.0
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	26.1

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HCS7 Freeway Merge Report

Project Information

Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at C-D Road Merge		

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	66.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1000
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (Vi)	1040	685
Peak Hour Factor (PHF)	0.90	0.90
Total Trucks, %	8.50	11.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.922	0.897
Flow Rate (vi),pc/h	1253	849
Capacity (c), pc/h	4319	1878
Volume-to-Capacity Ratio (v/c)	0.49	0.45

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.287
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	56.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1253	Ramp Junction Speed (S), mi/h	56.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	2102	Average Density (D), pc/mi/ln	18.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.3

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	3/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Moon Road On Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	66.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1300	800
Terrain Type	Specific Grade	Specific Grade
Percent Grade, %	-3.00	-3.17
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1620	435
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	7.80
Single-Unit Trucks (SUT), %	65	65
Tractor-Trailers (TT), %	35	35
Heavy Vehicle Adjustment Factor (fHV)	0.912	0.927
Flow Rate (vi),pc/h	1974	533
Capacity (c), pc/h	4319	1878
Volume-to-Capacity Ratio (v/c)	0.58	0.28

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.316
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	56.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1974	Ramp Junction Speed (S), mi/h	56.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	2507	Average Density (D), pc/mi/ln	22.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	19.8

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Blackmon Road On Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1300	815
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-3.86
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2155	375
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	15.00	1.70
Single-Unit Trucks (SUT), %	-	65
Tractor-Trailers (TT), %	-	35
Heavy Vehicle Adjustment Factor (fHV)	0.870	0.977
Flow Rate (vi),pc/h	2752	436
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.75	0.23

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.361
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	53.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2752	Ramp Junction Speed (S), mi/h	53.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	3188	Average Density (D), pc/mi/ln	29.9
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	25.1

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Schomburg Road On Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1300	800
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-4.40
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1415	1395
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	15.00	0.50
Single-Unit Trucks (SUT), %	-	65
Tractor-Trailers (TT), %	-	35
Heavy Vehicle Adjustment Factor (fHV)	0.870	0.993
Flow Rate (vi),pc/h	1807	1596
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.81	0.85

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.385
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	52.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1807	Ramp Junction Speed (S), mi/h	52.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	3403	Average Density (D), pc/mi/ln	32.2
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	26.3

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at River Road On Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1400	900
Terrain Type	Level	Specific Grade
Percent Grade, %	-	4.60
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2090	240
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	12.50	0.80
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (fHV)	0.889	0.981
Flow Rate (vi),pc/h	2612	278
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.68	0.15

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.331
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	52.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2612	Ramp Junction Speed (S), mi/h	52.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	2890	Average Density (D), pc/mi/ln	27.8
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	22.3

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at 2nd Avenue On Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	56.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1400	900
Terrain Type	Level	Specific Grade
Percent Grade, %	-	4.26
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	815	255
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.00	2.50
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.954
Flow Rate (vi),pc/h	1023	304
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.31	0.16

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.276
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	50.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1023	Ramp Junction Speed (S), mi/h	50.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	1327	Average Density (D), pc/mi/ln	13.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.1

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Veterans Parkway On Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1170	670
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1015	270
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	11.50	2.10
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.897	0.979
Flow Rate (vi),pc/h	1257	313
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.40	0.17

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.295
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	54.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1257	Ramp Junction Speed (S), mi/h	54.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	1570	Average Density (D), pc/mi/ln	14.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.4

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HCS7 Freeway Merge Report

Project Information

Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB at Moon Rd On Ramp		

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1000
Terrain Type	Level	Specific Grade
Percent Grade, %	-	5.00
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	970	650
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	14.00	1.90
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.936
Flow Rate (vi),pc/h	1229	789
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.51	0.42

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.284
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	54.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1229	Ramp Junction Speed (S), mi/h	54.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	2018	Average Density (D), pc/mi/ln	18.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.7

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB at Veterans Parkway On Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	625
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-4.61
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1260	510
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	14.00	1.80
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.976
Flow Rate (vi),pc/h	1596	594
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.56	0.32

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.314
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	53.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1596	Ramp Junction Speed (S), mi/h	53.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	2190	Average Density (D), pc/mi/ln	20.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	18.4

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/5/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB at I185 On Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1125	380
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-2.39
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	850	1150
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	14.00	10.00
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.912
Flow Rate (vi),pc/h	1077	1433
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.64	0.76

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.344
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	53.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1077	Ramp Junction Speed (S), mi/h	53.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	2510	Average Density (D), pc/mi/ln	23.6
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	22.1

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at 2nd Avenue On Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	61.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1200	700
Terrain Type	Specific Grade	Specific Grade
Percent Grade, %	3.00	3.06
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1345	1095
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	18.00	0.50
Single-Unit Trucks (SUT), %	60	60
Tractor-Trailers (TT), %	40	40
Heavy Vehicle Adjustment Factor (fHV)	0.817	0.991
Flow Rate (vi),pc/h	1829	1256
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.73	0.67

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.360
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	52.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1829	Ramp Junction Speed (S), mi/h	52.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	3085	Average Density (D), pc/mi/ln	29.5
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	24.6

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at River Road On Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	59.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1250	750
Terrain Type	Level	Specific Grade
Percent Grade, %	-	3.00
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1975	335
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.50	0.80
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (fHV)	0.881	0.985
Flow Rate (vi),pc/h	2491	386
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.68	0.21

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.340
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	51.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2491	Ramp Junction Speed (S), mi/h	51.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	2877	Average Density (D), pc/mi/ln	28.1
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	23.1

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Moon Road On Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	66.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1300	800
Terrain Type	Specific Grade	Specific Grade
Percent Grade, %	-3.00	-3.17
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2030	690
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	9.00	0.50
Single-Unit Trucks (SUT), %	60	60
Tractor-Trailers (TT), %	40	40
Heavy Vehicle Adjustment Factor (fHV)	0.919	0.993
Flow Rate (vi),pc/h	2454	790
Capacity (c), pc/h	4319	1878
Volume-to-Capacity Ratio (v/c)	0.75	0.42

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.368
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	55.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2454	Ramp Junction Speed (S), mi/h	55.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	3244	Average Density (D), pc/mi/ln	29.4
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	25.5

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at C-D Road Merge		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	66.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1000
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity	Freeway	Ramp
Demand Volume (Vi)	1210	950
Peak Hour Factor (PHF)	0.90	0.90
Total Trucks, %	9.00	10.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.917	0.909
Flow Rate (vi),pc/h	1466	1161
Capacity (c), pc/h	4319	1878
Volume-to-Capacity Ratio (v/c)	0.61	0.62

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.309
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1466	Ramp Junction Speed (S), mi/h	56.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	2627	Average Density (D), pc/mi/ln	23.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	19.2

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Blackmon Road On Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1300	815
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-3.86
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2175	350
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	12.00	0.00
Single-Unit Trucks (SUT), %	-	65
Tractor-Trailers (TT), %	-	35
Heavy Vehicle Adjustment Factor (fHV)	0.893	1.000
Flow Rate (vi),pc/h	2706	398
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.73	0.21

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.354
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	53.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2706	Ramp Junction Speed (S), mi/h	53.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	3104	Average Density (D), pc/mi/ln	29.0
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	24.5

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at Schomburg Road On Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1300	800
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-4.40
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1425	845
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	9.50	0.50
Single-Unit Trucks (SUT), %	-	65
Tractor-Trailers (TT), %	-	35
Heavy Vehicle Adjustment Factor (fHV)	0.913	0.993
Flow Rate (vi),pc/h	1734	967
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.64	0.51

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.326
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	54.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1734	Ramp Junction Speed (S), mi/h	54.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	2701	Average Density (D), pc/mi/ln	25.0
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	21.2

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at River Road On Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1400	900
Terrain Type	Level	Specific Grade
Percent Grade, %	-	4.60
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2040	270
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	14.50	4.20
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (fHV)	0.873	0.933
Flow Rate (vi),pc/h	2596	329
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.69	0.18

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.334
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	52.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2596	Ramp Junction Speed (S), mi/h	52.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	2925	Average Density (D), pc/mi/ln	28.1
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	22.6

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at 2nd Avenue On Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	56.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1400	900
Terrain Type	Level	Specific Grade
Percent Grade, %	-	4.26
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1940	670
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.50	0.50
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (fHV)	0.881	0.990
Flow Rate (vi),pc/h	2447	769
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.76	0.41

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.358
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	2447	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	3216	Average Density (D), pc/mi/ln	32.7
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	24.6

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Veterans Parkway On Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1170	670
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1210	425
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	0.90
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.991
Flow Rate (vi),pc/h	1479	487
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.47	0.26

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.304
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	54.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1479	Ramp Junction Speed (S), mi/h	54.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	1966	Average Density (D), pc/mi/ln	18.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.5

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at Moon Road On Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1000
Terrain Type	Level	Specific Grade
Percent Grade, %	-	5.00
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	845	635
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	1.90
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.936
Flow Rate (vi),pc/h	1033	771
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.43	0.41

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.278
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	54.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1033	Ramp Junction Speed (S), mi/h	54.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	1804	Average Density (D), pc/mi/ln	16.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.0

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at Veterans Parkway On Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	625
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-4.61
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	920	515
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	0.60
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.992
Flow Rate (vi),pc/h	1125	590
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.41	0.31

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.301
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	53.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	1125	Ramp Junction Speed (S), mi/h	53.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	1715	Average Density (D), pc/mi/ln	15.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.7

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HCS7 Freeway Merge Report

Project Information			
Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at I185 On Ramp East of I185		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1125	380
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-2.39
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	740	835
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	10.00
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.912
Flow Rate (vi),pc/h	905	1040
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.46	0.55

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.323
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	53.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	905	Ramp Junction Speed (S), mi/h	53.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	1945	Average Density (D), pc/mi/ln	18.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.9

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APPENDIX J

FREEWAY HIGHWAY CAPACITY ANALYSIS REPORTS – BUILD

- Freeway Segment (AM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Freeway Segment (PM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Freeway Weave (AM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Freeway Weave (PM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Ramp Merge (AM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Ramp Merge (PM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Ramp Diverge (AM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound
- Ramp Diverge (PM)
  - U.S. 80 Mainline Eastbound
  - U.S. 80 Mainline Westbound
  - U.S. 80 C-D Road Eastbound
  - U.S. 80 C-D Road Westbound

HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB from River Chase Drive On Ramp to 2nd Avenue Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	61.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	61.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2890	Heavy Vehicle Adjustment Factor (f_{HV})	0.881
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1215
Total Trucks, %	13.50	Capacity (c), pc/h/ln	2280
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2141
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	20.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between 2nd Avenue Off Ramp until 2nd Avenue On Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.55
Base Free-Flow Speed (BFFS), mi/h	61.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	61.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2090	Heavy Vehicle Adjustment Factor (f_{HV})	0.842
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1379
Total Trucks, %	13.50	Capacity (c), pc/h/ln	2280
Single-Unit Trucks (SUT), %	60	Adjusted Capacity (c_{adj}), pc/h/ln	2141
Tractor-Trailers (TT), %	40	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (E_T)	2.394		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between 2nd Avenue and River Road	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	59.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	59.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2550	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1067
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2260
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2122
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.50
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	56.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	19.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	56.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between River Road Off Ramp to River Road On Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	59.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	59.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2295	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	960
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2260
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2122
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	56.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	17.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	56.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between River Road On Ramp to Bradley Park Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2615	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1085
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2270
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2270
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	19.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between Bradley Park Dr EB Offramp and EB Onramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2360	Heavy Vehicle Adjustment Factor (f_{HV})	0.873
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1001
Total Trucks, %	14.50	Capacity (c), pc/h/ln	2270
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2132
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	17.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB CD Road Merge to Diverge Segment	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	66.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	66.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1040	Heavy Vehicle Adjustment Factor (f_{HV})	0.922
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	626
Total Trucks, %	8.50	Capacity (c), pc/h/ln	2327
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2185
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	10.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	62.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB CD Road Merge to Moon Road On Ramp Segment	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.57
Base Free-Flow Speed (BFFS), mi/h	66.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	66.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1620	Heavy Vehicle Adjustment Factor (f_{HV})	0.912
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	987
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2327
Single-Unit Trucks (SUT), %	65	Adjusted Capacity (c_{adj}), pc/h/ln	2185
Tractor-Trailers (TT), %	35	Volume-to-Capacity Ratio (v/c)	0.45
Passenger Car Equivalent (E_T)	1.960		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	62.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 Between Moon Road On Ramp and Schomburg Road Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1915	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	787
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	13.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between Schomburg Road Off Ramp and Blackmon Road On Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1200	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	740
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 Between Blackmon Rd Onramp and Warm Springs Rd Overpass	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	52.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	52.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1780	Heavy Vehicle Adjustment Factor (f_{HV})	0.870
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	758
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2066
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	49.4
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	49.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between Warm Springs Rd Overpass and Flat Rock Rd	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.58
Base Free-Flow Speed (BFFS), mi/h	52.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	52.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1780	Heavy Vehicle Adjustment Factor (f_{HV})	0.882
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	747
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	65	Adjusted Capacity (c_{adj}), pc/h/ln	2066
Tractor-Trailers (TT), %	35	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (E_T)	1.890		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	49.4
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	49.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Flat Rock Rd & Warm Springs Rd Overpass	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.58
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1780	Heavy Vehicle Adjustment Factor (f_{HV})	0.839
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	786
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	65	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	35	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (E_T)	2.280		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	13.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Warm Springs Rd & Blackmon Rd Offramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1780	Heavy Vehicle Adjustment Factor (f_{HV})	0.870
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	758
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Blackmon Rd Offramp & Schomburg Rd Onramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1415	Heavy Vehicle Adjustment Factor (f_{HV})	0.870
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	904
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Schomburg Rd Onramp & Moon Rd Offramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	64.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	64.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2615	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1075
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2308
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2167
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.50
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	60.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	17.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Freeway Segment Between Moon Rd Offramp to CD Diverge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.57
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2260	Heavy Vehicle Adjustment Factor (f_{HV})	0.864
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1453
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2318
Single-Unit Trucks (SUT), %	65	Adjusted Capacity (c_{adj}), pc/h/ln	2177
Tractor-Trailers (TT), %	35	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (E_T)	2.578		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	61.6
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	61.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Freeway Segment Between CD Rd Diverge to CD Rd Merge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	66.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	66.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1345	Heavy Vehicle Adjustment Factor (f_{HV})	0.922
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	810
Total Trucks, %	8.50	Capacity (c), pc/h/ln	2327
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2185
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	62.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Bradley Park Dr WB Offramp to WB Onramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	58.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	58.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2225	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	923
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2251
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2114
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	55.1
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	16.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.1		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between River Rd On and Off Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2090	Heavy Vehicle Adjustment Factor (f_{HV})	0.889
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	871
Total Trucks, %	12.50	Capacity (c), pc/h/ln	2270
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2132
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between River Rd On Ramp to 2nd Ave Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	56.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	56.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2280	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	954
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2232
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2096
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	53.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	17.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between 2nd Ave On and Off Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.55
Base Free-Flow Speed (BFFS), mi/h	56.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	56.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	815	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	507
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2232
Single-Unit Trucks (SUT), %	60	Adjusted Capacity (c_{adj}), pc/h/ln	2096
Tractor-Trailers (TT), %	40	Volume-to-Capacity Ratio (v/c)	0.24
Passenger Car Equivalent (E_T)	1.918		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	53.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	9.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between 2nd Ave Onramp to River Chase Dr Offramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	58.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	58.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1335	Heavy Vehicle Adjustment Factor (f_{HV})	0.881
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	561
Total Trucks, %	13.50	Capacity (c), pc/h/ln	2251
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2114
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	55.1
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	10.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.1		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB Freeway Segment Between CD Road Merge & I185 SB Offramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1740	Heavy Vehicle Adjustment Factor (f_{HV})	0.897
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1078
Total Trucks, %	11.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.50
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	18.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Freeway Segment Between I185 SB On and Off Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	850	Heavy Vehicle Adjustment Factor (f_{HV})	0.897
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	526
Total Trucks, %	11.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	8.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Freeway Segment Between I185 NB On and Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1165	Heavy Vehicle Adjustment Factor (f_{HV})	0.897
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	722
Total Trucks, %	11.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Between Veterans Pkwy On & Off Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1015	Heavy Vehicle Adjustment Factor (f_{HV})	0.897
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	628
Total Trucks, %	11.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	10.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB Between Veterans Pkwy Onramp & Moon Rd Offramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1285	Heavy Vehicle Adjustment Factor (f_{HV})	0.897
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	796
Total Trucks, %	11.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	13.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB Freeway Segment Between Moon Rd Offramp to CD Rd Merge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	685	Heavy Vehicle Adjustment Factor (f_{HV})	0.897
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	424
Total Trucks, %	11.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.20
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	7.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between CD-Road Diverge to Moon Road On Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	970	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	614
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	10.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Between Moon Rd On Ramp & Veterans Pkwy Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2065	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	872
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	14.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Freeway Segmant Between Veterans Pkwy Off and On Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1260	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	532
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.25
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	9.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Free Segment Between Veterans Pkwy On Ramp to I185 NB Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1960	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	828
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.39
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	14.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Freeway Segment Between I185 NB On and Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1760	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1115
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	18.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Freeway Segment Between I185 SB On and Off Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1125	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	712
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Freeway Segment Between I185 SB On Ramp and CD Road Merge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2000	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1267
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	21.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB from River Chase Drive On Ramp to 2nd Avenue Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	61.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	61.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1675	Heavy Vehicle Adjustment Factor (f_{HV})	0.847
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	732
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2280
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2141
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between 2nd Avenue Off Ramp until 2nd Avenue On Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.55
Base Free-Flow Speed (BFFS), mi/h	61.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	61.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1345	Heavy Vehicle Adjustment Factor (f_{HV})	0.817
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	914
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2280
Single-Unit Trucks (SUT), %	60	Adjusted Capacity (c_{adj}), pc/h/ln	2141
Tractor-Trailers (TT), %	40	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (E_T)	2.247		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between 2nd Avenue and River Road	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	59.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	59.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2210	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	925
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2260
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2122
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	56.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	16.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	56.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between River Road Off Ramp to River Road On Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	59.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	59.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1975	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	827
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2260
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2122
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.39
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	56.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	14.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	56.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between River Road On Ramp to Bradley Park Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2305	Heavy Vehicle Adjustment Factor (f_{HV})	0.873
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	978
Total Trucks, %	14.50	Capacity (c), pc/h/ln	2270
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2132
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	17.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between Bradley Park Dr EB Offramp and EB Onramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1810	Heavy Vehicle Adjustment Factor (f_{HV})	0.873
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	768
Total Trucks, %	14.50	Capacity (c), pc/h/ln	2270
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2132
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	13.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB CD Road Merge to Diverge Segment	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	66.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	66.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1210	Heavy Vehicle Adjustment Factor (f_{HV})	0.917
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	733
Total Trucks, %	9.00	Capacity (c), pc/h/ln	2327
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2185
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	11.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	62.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB CD Road Merge to Moon Road On Ramp Segment	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.57
Base Free-Flow Speed (BFFS), mi/h	66.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	66.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2030	Heavy Vehicle Adjustment Factor (f_{HV})	0.919
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1227
Total Trucks, %	9.00	Capacity (c), pc/h/ln	2327
Single-Unit Trucks (SUT), %	60	Adjusted Capacity (c_{adj}), pc/h/ln	2185
Tractor-Trailers (TT), %	40	Volume-to-Capacity Ratio (v/c)	0.56
Passenger Car Equivalent (E_T)	1.985		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	19.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	62.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 Between Moon Road On Ramp and Schomburg Road Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2570	Heavy Vehicle Adjustment Factor (f_{HV})	0.913
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1043
Total Trucks, %	9.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	17.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between Schomburg Road Off Ramp and Blackmon Road On Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1205	Heavy Vehicle Adjustment Factor (f_{HV})	0.913
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	733
Total Trucks, %	9.50	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 Between Blackmon Rd Onramp and Warm Springs Rd Overpass	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	52.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	52.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1825	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	757
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2066
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	49.4
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	49.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB Between Warm Springs Rd Overpass and Flat Rock Rd	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.58
Base Free-Flow Speed (BFFS), mi/h	52.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	52.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1825	Heavy Vehicle Adjustment Factor (f_{HV})	0.899
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	752
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	65	Adjusted Capacity (c_{adj}), pc/h/ln	2066
Tractor-Trailers (TT), %	35	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (E_T)	1.932		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	49.4
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	49.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Betwn Flat Rock Rd & Warm Springs Rd Overpass	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.58
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1985	Heavy Vehicle Adjustment Factor (f_{HV})	0.855
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	860
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	65	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	35	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (E_T)	2.416		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	14.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Warm Springs Rd & Blackmon Rd Offramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1985	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	823
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	13.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Blackmon Rd Offramp & Schomburg Rd Onramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1425	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	886
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	14.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between Schomburg Rd Onramp & Moon Rd Offramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	64.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	64.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2235	Heavy Vehicle Adjustment Factor (f_{HV})	0.913
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	907
Total Trucks, %	9.50	Capacity (c), pc/h/ln	2308
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2167
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	60.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	14.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Freeway Segment Between Moon Rd Offramp to CD Diverge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.57
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1750	Heavy Vehicle Adjustment Factor (f_{HV})	0.869
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1119
Total Trucks, %	9.00	Capacity (c), pc/h/ln	2318
Single-Unit Trucks (SUT), %	60	Adjusted Capacity (c_{adj}), pc/h/ln	2177
Tractor-Trailers (TT), %	40	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (E_T)	2.668		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	61.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	18.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	61.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Freeway Segment Between CD Rd Diverge to CD Rd Merge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	66.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	66.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1050	Heavy Vehicle Adjustment Factor (f_{HV})	0.917
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	636
Total Trucks, %	9.00	Capacity (c), pc/h/ln	2327
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2185
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	10.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	62.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Bradley Park Dr WB Offramp to Closed Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	58.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	58.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1850	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	754
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2251
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2114
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	55.1
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	13.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.1		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between River Rd On and Off Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2040	Heavy Vehicle Adjustment Factor (f_{HV})	0.873
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	865
Total Trucks, %	14.50	Capacity (c), pc/h/ln	2270
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2132
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	57.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between River Rd On Ramp to 2nd Ave Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	56.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	56.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2315	Heavy Vehicle Adjustment Factor (f_{HV})	0.881
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	973
Total Trucks, %	13.50	Capacity (c), pc/h/ln	2232
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2096
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	53.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	18.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between 2nd Ave On and Off Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	-3.00
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	0.55
Base Free-Flow Speed (BFFS), mi/h	56.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	56.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1940	Heavy Vehicle Adjustment Factor (f_{HV})	0.890
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1211
Total Trucks, %	13.50	Capacity (c), pc/h/ln	2232
Single-Unit Trucks (SUT), %	60	Adjusted Capacity (c_{adj}), pc/h/ln	2096
Tractor-Trailers (TT), %	40	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (E_T)	1.911		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	53.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	22.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between 2nd Ave Onramp to River Chase Dr Offramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	58.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	58.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2290	Heavy Vehicle Adjustment Factor (f_{HV})	0.847
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1001
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2251
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2114
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	55.1
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	18.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.1		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB Freeway Segment Between CD Road Merge & I185 SB Offramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1815	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1110
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	18.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Freeway Segment Between I185 SB On and Off Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1105	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	676
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	11.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Freeway Segment Between I185 NB On and Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1135	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	694
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	11.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Between Veterans Pkwy On & Off Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1210	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	740
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB Between Veterans Pkwy Onramp & Moon Rd Offramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1635	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	1000
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	16.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB Freeway Segment Between Moon Rd Offramp to CD Rd Merge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	63.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	63.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	950	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	580
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2298
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2158
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	9.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	59.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Between CD-Road Diverge to Moon Road On Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	845	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	516
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	8.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Between Moon Rd On Ramp & Veterans Pkwy Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1970	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	803
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	13.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Freeway Segmant Between Veterans Pkwy Off and On Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	920	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	375
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.17
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	6.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2020
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Free Segment Between Veterans Pkwy On Ramp to I185 NB Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1840	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	750
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Freeway Segment Between I185 NB On and Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1535	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	938
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	15.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB Freeway Segment Between I185 SB On and Off Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1340	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	819
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	13.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB Freeway Segment Between I185 SB On Ramp and CD Road Merge	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	62.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	62.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1575	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	962
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2289
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2149
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	16.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.9		

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HCS7 Freeway Weaving Report

Project Information

Analyst	Keith Strickland	Date	10/24/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Riverchase Dr Onramp to 2nd Ave Offramp		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	4000	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	1800	200	50	750
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	12.00	3.50	3.50	12.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.893	0.966	0.966	0.893
Flow Rate (v_i), pc/h	2240	235	59	933
Weaving Flow Rate (v_w), pc/h	1168	Freeway Max Capacity (c_{IFL}), pc/h/ln		2270
Non-Weaving Flow Rate (v_{NW}), pc/h	2299	Density-Based Capacity (c_{IWL}), pc/h/ln		2238
Total Flow Rate (v), pc/h	3467	Demand Flow-Based Capacity (c_{IW}), pc/h		10386
Volume Ratio (VR)	0.337	Weaving Segment Capacity (c_W), veh/h		6036
Minimum Lane Change Rate (LC_{MIN}), lc/h	1168	Adjusted Weaving Area Capacity, pc/h		6304
Maximum Weaving Length (L_{MAX}), ft	4418	Volume-to-Capacity Ratio (v/c)		0.55

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	616	Average Weaving Speed (S_W),mi/h	49.8
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	2064	Average Non-Weaving Speed (S_{NW}), mi/h	43.0
Weaving Lane Change Rate (LC_W), lc/h	1490	Average Speed (S), mi/h	45.1
Weaving Lane Change Rate (LC_{All}), lc/h	3554	Density (D), pc/mi/ln	25.6
Weaving Intensity Factor (W)	0.206	Level of Service (LOS)	C

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HCS7 Freeway Weaving Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Moon Rd Onramp to Schomburg Rd	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	1820	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	1055	285	150	565
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	10.50	6.00	6.00	10.50
Heavy Vehicle Adjustment Factor (f_{HV})	0.905	0.940	0.940	0.894
Flow Rate (v_i), pc/h	1295	345	181	702

Weaving Flow Rate (v_w), pc/h	1047	Freeway Max Capacity (c_{IFL}), pc/h/ln	2313
Non-Weaving Flow Rate (v_{NW}), pc/h	1476	Density-Based Capacity (c_{IWL}), pc/h/ln	2048
Total Flow Rate (v), pc/h	2523	Demand Flow-Based Capacity (c_{IW}), pc/h	8434
Volume Ratio (VR)	0.415	Weaving Segment Capacity (c_W), veh/h	5585
Minimum Lane Change Rate (LC_{MIN}), lc/h	1047	Adjusted Weaving Area Capacity, pc/h	5768
Maximum Weaving Length (L_{MAX}), ft	5284	Volume-to-Capacity Ratio (v/c)	0.44

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	180	Average Weaving Speed (S_W), mi/h	52.3
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	713	Average Non-Weaving Speed (S_{NW}), mi/h	49.7
Weaving Lane Change Rate (LC_W), lc/h	1253	Average Speed (S), mi/h	50.7
Weaving Lane Change Rate (LC_{All}), lc/h	1966	Density (D), pc/mi/ln	16.6
Weaving Intensity Factor (W)	0.240	Level of Service (LOS)	B

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HCS7 Freeway Weaving Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:15 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Moon Rd Onramp to Schomburg Rd	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	1950	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	1135	1120	275	280
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	13.00	1.50	1.50	13.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.885	0.980	0.980	0.885
Flow Rate (v_i), pc/h	1425	1299	319	352
Weaving Flow Rate (v_w), pc/h	1651	Freeway Max Capacity (c_{IFL}), pc/h/ln		2303
Non-Weaving Flow Rate (v_{NW}), pc/h	1744	Density-Based Capacity (c_{IWL}), pc/h/ln		1986
Total Flow Rate (v), pc/h	3395	Demand Flow-Based Capacity (c_{IW}), pc/h		7202
Volume Ratio (VR)	0.486	Weaving Segment Capacity (c_W), veh/h		5539
Minimum Lane Change Rate (LC_{MIN}), lc/h	1651	Adjusted Weaving Area Capacity, pc/h		5594
Maximum Weaving Length (L_{MAX}), ft	6097	Volume-to-Capacity Ratio (v/c)		0.61

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	228	Average Weaving Speed (S_W), mi/h	50.1
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	838	Average Non-Weaving Speed (S_{NW}), mi/h	43.0
Weaving Lane Change Rate (LC_W), lc/h	1866	Average Speed (S), mi/h	46.2
Weaving Lane Change Rate (LC_{All}), lc/h	2704	Density (D), pc/mi/ln	24.5
Weaving Intensity Factor (W)	0.292	Level of Service (LOS)	C

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HCS7 Freeway Weaving Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Bradley Park Dr Onramp to River Rd Offramp	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (L_S), ft	1220	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	1740	350	35	170
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	10.00	2.00	2.00	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.962	0.962	0.833
Flow Rate (v_i), pc/h	2127	413	41	227

Weaving Flow Rate (v_w), pc/h	640	Freeway Max Capacity (c_{IFL}), pc/h/ln	2270
Non-Weaving Flow Rate (v_{NW}), pc/h	2168	Density-Based Capacity (c_{IWL}), pc/h/ln	2114
Total Flow Rate (v), pc/h	2808	Demand Flow-Based Capacity (c_{IW}), pc/h	15351
Volume Ratio (VR)	0.228	Weaving Segment Capacity (c_W), veh/h	7706
Minimum Lane Change Rate (LC_{MIN}), lc/h	640	Adjusted Weaving Area Capacity, pc/h	7941
Maximum Weaving Length (L_{MAX}), ft	3258	Volume-to-Capacity Ratio (v/c)	0.35

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	178	Average Weaving Speed (S_W), mi/h	49.1
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	337	Average Non-Weaving Speed (S_{NW}), mi/h	49.0
Weaving Lane Change Rate (LC_W), lc/h	926	Average Speed (S), mi/h	49.0
Weaving Lane Change Rate (LC_{All}), lc/h	1263	Density (D), pc/mi/ln	14.3
Weaving Intensity Factor (W)	0.232	Level of Service (LOS)	B

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HCS7 Freeway Weaving Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at I185 SB On Ramp to I185 NB Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Highway/CD Roadway
Segment Length (L_S), ft	990	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.28	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	490	445	0	360
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	11.50	9.50	0.00	11.50
Heavy Vehicle Adjustment Factor (f_{HV})	0.897	0.840	1.000	0.813
Flow Rate (v_i), pc/h	607	602	0	492

Weaving Flow Rate (v_w), pc/h	1094	Freeway Max Capacity (c_{IFL}), pc/h/ln	2298
Non-Weaving Flow Rate (v_{NW}), pc/h	607	Density-Based Capacity (c_{IWL}), pc/h/ln	1644
Total Flow Rate (v), pc/h	1701	Demand Flow-Based Capacity (c_{IW}), pc/h	3733
Volume Ratio (VR)	0.643	Weaving Segment Capacity (c_W), veh/h	3182
Minimum Lane Change Rate (LC_{MIN}), lc/h	1094	Adjusted Weaving Area Capacity, pc/h	3504
Maximum Weaving Length (L_{MAX}), ft	9545	Volume-to-Capacity Ratio (v/c)	0.49

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	77	Average Weaving Speed (S_W), mi/h	49.7
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	84	Average Non-Weaving Speed (S_{NW}), mi/h	49.2
Weaving Lane Change Rate (LC_W), lc/h	1272	Average Speed (S), mi/h	49.5
Weaving Lane Change Rate (LC_{All}), lc/h	1356	Density (D), pc/mi/ln	11.5
Weaving Intensity Factor (W)	0.290	Level of Service (LOS)	A

HCS7 Freeway Weaving Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at I185 On Ramp to Veternas Parkway Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Highway/CD Roadway
Segment Length (L_S), ft	1320	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.28	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	550	340	380	615
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	11.50	10.00	10.00	11.50
Heavy Vehicle Adjustment Factor (f_{HV})	0.897	0.833	0.833	0.813
Flow Rate (v_i), pc/h	681	464	518	841

Weaving Flow Rate (v_w), pc/h	1305	Freeway Max Capacity (c_{IFL}), pc/h/ln	2298
Non-Weaving Flow Rate (v_{NW}), pc/h	1199	Density-Based Capacity (c_{IWL}), pc/h/ln	1781
Total Flow Rate (v), pc/h	2504	Demand Flow-Based Capacity (c_{IW}), pc/h	4607
Volume Ratio (VR)	0.521	Weaving Segment Capacity (c_W), veh/h	3887
Minimum Lane Change Rate (LC_{MIN}), lc/h	1305	Adjusted Weaving Area Capacity, pc/h	4326
Maximum Weaving Length (L_{MAX}), ft	8073	Volume-to-Capacity Ratio (v/c)	0.58

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	203	Average Weaving Speed (S_W), mi/h	49.4
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	385	Average Non-Weaving Speed (S_{NW}), mi/h	46.4
Weaving Lane Change Rate (LC_W), lc/h	1522	Average Speed (S), mi/h	47.9
Weaving Lane Change Rate (LC_{All}), lc/h	1907	Density (D), pc/mi/ln	17.4
Weaving Intensity Factor (W)	0.302	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB AT I185 NB ON RAMP UNTIL I185 SB OFF RAMP	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Highway/CD Roadway
Segment Length (L_S), ft	875	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.23	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	705	420	0	1055
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	14.00	10.00	10.00	14.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.877	0.909	0.909	0.781
Flow Rate (v_i), pc/h	893	525	0	1501

Weaving Flow Rate (v_w), pc/h	2026	Freeway Max Capacity (c_{IFL}), pc/h/ln	2289
Non-Weaving Flow Rate (v_{NW}), pc/h	893	Density-Based Capacity (c_{IWL}), pc/h/ln	1577
Total Flow Rate (v), pc/h	2919	Demand Flow-Based Capacity (c_{IW}), pc/h	3458
Volume Ratio (VR)	0.694	Weaving Segment Capacity (c_W), veh/h	2881
Minimum Lane Change Rate (LC_{MIN}), lc/h	2026	Adjusted Weaving Area Capacity, pc/h	3247
Maximum Weaving Length (L_{MAX}), ft	10181	Volume-to-Capacity Ratio (v/c)	0.90

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	96	Average Weaving Speed (S_W), mi/h	44.7
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	80	Average Non-Weaving Speed (S_{NW}), mi/h	39.6
Weaving Lane Change Rate (LC_W), lc/h	2186	Average Speed (S), mi/h	43.0
Weaving Lane Change Rate (LC_{All}), lc/h	2266	Density (D), pc/mi/ln	22.6
Weaving Intensity Factor (W)	0.479	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	Keith Strickland	Date	10/24/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - 2nd Ave Onramp to Riverchase Dr Offramp		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	4000	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	510	255	50	50
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	12.00	3.50	3.50	12.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.893	0.966	0.966	0.893
Flow Rate (v_i), pc/h	635	300	59	62
Weaving Flow Rate (v_w), pc/h	362	Freeway Max Capacity (c_{IFL}), pc/h/ln		2270
Non-Weaving Flow Rate (v_{NW}), pc/h	694	Density-Based Capacity (c_{IWL}), pc/h/ln		2233
Total Flow Rate (v), pc/h	1056	Demand Flow-Based Capacity (c_{IW}), pc/h		10204
Volume Ratio (VR)	0.343	Weaving Segment Capacity (c_W), veh/h		6146
Minimum Lane Change Rate (LC_{MIN}), lc/h	362	Adjusted Weaving Area Capacity, pc/h		6290
Maximum Weaving Length (L_{MAX}), ft	4484	Volume-to-Capacity Ratio (v/c)		0.17

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	186	Average Weaving Speed (S_W),mi/h	51.5
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1733	Average Non-Weaving Speed (S_{NW}), mi/h	52.7
Weaving Lane Change Rate (LC_W), lc/h	684	Average Speed (S), mi/h	52.3
Weaving Lane Change Rate (LC_{All}), lc/h	2417	Density (D), pc/mi/ln	6.7
Weaving Intensity Factor (W)	0.152	Level of Service (LOS)	A

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HCS7 Freeway Weaving Report

Project Information

Analyst	Keith Strickland	Date	10/24/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Riverchase Dr Onramp to 2nd Ave Offramp		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	4000	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	480	100	50	1045
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	12.00	3.50	3.50	12.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.893	0.966	0.966	0.893
Flow Rate (v_i), pc/h	597	118	59	1300
Weaving Flow Rate (v_w), pc/h	1418	Freeway Max Capacity (c_{IFL}), pc/h/ln		2270
Non-Weaving Flow Rate (v_{NW}), pc/h	656	Density-Based Capacity (c_{IWL}), pc/h/ln		1927
Total Flow Rate (v), pc/h	2074	Demand Flow-Based Capacity (c_{IW}), pc/h		5117
Volume Ratio (VR)	0.684	Weaving Segment Capacity (c_W), veh/h		4601
Minimum Lane Change Rate (LC_{MIN}), lc/h	1418	Adjusted Weaving Area Capacity, pc/h		4805
Maximum Weaving Length (L_{MAX}), ft	8489	Volume-to-Capacity Ratio (v/c)		0.43

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	176	Average Weaving Speed (S_W),mi/h	49.9
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1725	Average Non-Weaving Speed (S_{NW}), mi/h	43.5
Weaving Lane Change Rate (LC_W), lc/h	1740	Average Speed (S), mi/h	47.7
Weaving Lane Change Rate (LC_{All}), lc/h	3465	Density (D), pc/mi/ln	14.5
Weaving Intensity Factor (W)	0.202	Level of Service (LOS)	B

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HCS7 Freeway Weaving Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Moon Rd Onramp to Schomburg Rd	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	1820	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	1010	345	345	1020
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	9.25	2.00	2.00	9.25
Heavy Vehicle Adjustment Factor (f_{HV})	0.915	0.973	0.973	0.902
Flow Rate (v_i), pc/h	1226	403	403	1256

Weaving Flow Rate (v_w), pc/h	1659	Freeway Max Capacity (c_{IFL}), pc/h/ln	2313
Non-Weaving Flow Rate (v_{NW}), pc/h	1629	Density-Based Capacity (c_{IWL}), pc/h/ln	1969
Total Flow Rate (v), pc/h	3288	Demand Flow-Based Capacity (c_{IW}), pc/h	6931
Volume Ratio (VR)	0.505	Weaving Segment Capacity (c_W), veh/h	5458
Minimum Lane Change Rate (LC_{MIN}), lc/h	1659	Adjusted Weaving Area Capacity, pc/h	5547
Maximum Weaving Length (L_{MAX}), ft	6319	Volume-to-Capacity Ratio (v/c)	0.59

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	199	Average Weaving Speed (S_W), mi/h	50.6
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	744	Average Non-Weaving Speed (S_{NW}), mi/h	44.1
Weaving Lane Change Rate (LC_W), lc/h	1865	Average Speed (S), mi/h	47.2
Weaving Lane Change Rate (LC_{All}), lc/h	2609	Density (D), pc/mi/ln	23.2
Weaving Intensity Factor (W)	0.300	Level of Service (LOS)	C

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HCS7 Freeway Weaving Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Schomburg Rd Onramp to Moon Rd Offramp		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	1950	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	1035	615	230	390
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	9.50	0.65	0.65	9.50
Heavy Vehicle Adjustment Factor (f_{HV})	0.913	0.991	0.991	0.913
Flow Rate (v_i), pc/h	1260	705	264	475
Weaving Flow Rate (v_W), pc/h	1180	Freeway Max Capacity (c_{IFL}), pc/h/ln		2303
Non-Weaving Flow Rate (v_{NW}), pc/h	1524	Density-Based Capacity (c_{IWL}), pc/h/ln		2030
Total Flow Rate (v), pc/h	2704	Demand Flow-Based Capacity (c_{IW}), pc/h		8028
Volume Ratio (VR)	0.436	Weaving Segment Capacity (c_W), veh/h		5728
Minimum Lane Change Rate (LC_{MIN}), lc/h	1180	Adjusted Weaving Area Capacity, pc/h		5719
Maximum Weaving Length (L_{MAX}), ft	5522	Volume-to-Capacity Ratio (v/c)		0.47

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	199	Average Weaving Speed (S_W),mi/h	51.3
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	793	Average Non-Weaving Speed (S_{NW}), mi/h	47.5
Weaving Lane Change Rate (LC_W), lc/h	1395	Average Speed (S), mi/h	49.1
Weaving Lane Change Rate (LC_{All}), lc/h	2188	Density (D), pc/mi/ln	18.4
Weaving Intensity Factor (W)	0.247	Level of Service (LOS)	B

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HCS7 Freeway Weaving Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - Bradley Park Dr Onramp to River Rd Offramp	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (L_S), ft	1220	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	1215	825	55	75
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	10.00	2.00	2.00	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.962	0.962	0.833
Flow Rate (v_i), pc/h	1485	975	65	100

Weaving Flow Rate (v_w), pc/h	1075	Freeway Max Capacity (c_{IFL}), pc/h/ln	2270
Non-Weaving Flow Rate (v_{NW}), pc/h	1550	Density-Based Capacity (c_{IWL}), pc/h/ln	1963
Total Flow Rate (v), pc/h	2625	Demand Flow-Based Capacity (c_{IW}), pc/h	8537
Volume Ratio (VR)	0.410	Weaving Segment Capacity (c_W), veh/h	7277
Minimum Lane Change Rate (LC_{MIN}), lc/h	1075	Adjusted Weaving Area Capacity, pc/h	7373
Maximum Weaving Length (L_{MAX}), ft	5228	Volume-to-Capacity Ratio (v/c)	0.36

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	127	Average Weaving Speed (S_W), mi/h	47.9
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	210	Average Non-Weaving Speed (S_{NW}), mi/h	46.1
Weaving Lane Change Rate (LC_W), lc/h	1360	Average Speed (S), mi/h	46.8
Weaving Lane Change Rate (LC_{All}), lc/h	1570	Density (D), pc/mi/ln	14.0
Weaving Intensity Factor (W)	0.276	Level of Service (LOS)	B

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HCS7 Freeway Weaving Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at I185 SB On Ramp to I185 NB Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Highway/CD Roadway
Segment Length (L_S), ft	990	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.28	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	395	305	0	710
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	10.00	10.50	10.50	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.826	0.826	0.833
Flow Rate (v_i), pc/h	483	420	0	947

Weaving Flow Rate (v_w), pc/h	1367	Freeway Max Capacity (c_{IFL}), pc/h/ln	2298
Non-Weaving Flow Rate (v_{NW}), pc/h	483	Density-Based Capacity (c_{IWL}), pc/h/ln	1551
Total Flow Rate (v), pc/h	1850	Demand Flow-Based Capacity (c_{IW}), pc/h	3248
Volume Ratio (VR)	0.739	Weaving Segment Capacity (c_W), veh/h	2765
Minimum Lane Change Rate (LC_{MIN}), lc/h	1367	Adjusted Weaving Area Capacity, pc/h	3049
Maximum Weaving Length (L_{MAX}), ft	10751	Volume-to-Capacity Ratio (v/c)	0.61

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	61	Average Weaving Speed (S_W), mi/h	48.7
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	58	Average Non-Weaving Speed (S_{NW}), mi/h	47.0
Weaving Lane Change Rate (LC_W), lc/h	1545	Average Speed (S), mi/h	48.2
Weaving Lane Change Rate (LC_{All}), lc/h	1603	Density (D), pc/mi/ln	12.8
Weaving Intensity Factor (W)	0.331	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at I185 On Ramp to Veternas Parkway Off Ramp	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Highway/CD Roadway
Segment Length (L_S), ft	1320	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.28	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	510	580	710	625
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	10.00	10.00	10.00	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.833	0.833	0.833
Flow Rate (v_i), pc/h	623	791	969	834

Weaving Flow Rate (v_w), pc/h	1625	Freeway Max Capacity (c_{IFL}), pc/h/ln	2298
Non-Weaving Flow Rate (v_{NW}), pc/h	1592	Density-Based Capacity (c_{IWL}), pc/h/ln	1796
Total Flow Rate (v), pc/h	3217	Demand Flow-Based Capacity (c_{IW}), pc/h	4752
Volume Ratio (VR)	0.505	Weaving Segment Capacity (c_W), veh/h	4030
Minimum Lane Change Rate (LC_{MIN}), lc/h	1625	Adjusted Weaving Area Capacity, pc/h	4463
Maximum Weaving Length (L_{MAX}), ft	7885	Volume-to-Capacity Ratio (v/c)	0.72

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	269	Average Weaving Speed (S_W), mi/h	48.2
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	466	Average Non-Weaving Speed (S_{NW}), mi/h	43.0
Weaving Lane Change Rate (LC_W), lc/h	1842	Average Speed (S), mi/h	45.5
Weaving Lane Change Rate (LC_{All}), lc/h	2308	Density (D), pc/mi/ln	23.6
Weaving Intensity Factor (W)	0.351	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB AT I185 NB OFF RAMP UNTIL I185 SB OFF RAMP	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Highway/CD Roadway
Segment Length (L_S), ft	875	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.23	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	785	555	0	750
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	10.00	10.00	10.00	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.909	0.909	0.833
Flow Rate (v_i), pc/h	960	694	0	1000

Weaving Flow Rate (v_w), pc/h	1694	Freeway Max Capacity (c_{IFL}), pc/h/ln	2289
Non-Weaving Flow Rate (v_{NW}), pc/h	960	Density-Based Capacity (c_{IWL}), pc/h/ln	1630
Total Flow Rate (v), pc/h	2654	Demand Flow-Based Capacity (c_{IW}), pc/h	3762
Volume Ratio (VR)	0.638	Weaving Segment Capacity (c_W), veh/h	3311
Minimum Lane Change Rate (LC_{MIN}), lc/h	1694	Adjusted Weaving Area Capacity, pc/h	3532
Maximum Weaving Length (L_{MAX}), ft	9484	Volume-to-Capacity Ratio (v/c)	0.75

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	103	Average Weaving Speed (S_W), mi/h	45.8
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	94	Average Non-Weaving Speed (S_{NW}), mi/h	42.5
Weaving Lane Change Rate (LC_W), lc/h	1854	Average Speed (S), mi/h	44.5
Weaving Lane Change Rate (LC_{All}), lc/h	1948	Density (D), pc/mi/ln	19.9
Weaving Intensity Factor (W)	0.425	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst	Joshua Ekstedt	Date	5/6/2020
Agency	Stantec	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB AT I185 NB OFF RAMP UNTIL I185 SB OFF RAMP		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Highway/CD Roadway
Segment Length (L_S), ft	875	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.23	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Balanced Mix	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	785	555	0	750
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	10.00	10.00	10.00	10.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.909	0.909	0.833
Flow Rate (v_i), pc/h	960	694	0	1000
Weaving Flow Rate (v_W), pc/h	1694	Freeway Max Capacity (c_{IFL}), pc/h/ln		2289
Non-Weaving Flow Rate (v_{NW}), pc/h	960	Density-Based Capacity (c_{IWL}), pc/h/ln		1630
Total Flow Rate (v), pc/h	2654	Demand Flow-Based Capacity (c_{IW}), pc/h		3762
Volume Ratio (VR)	0.638	Weaving Segment Capacity (c_W), veh/h		3311
Minimum Lane Change Rate (LC_{MIN}), lc/h	1694	Adjusted Weaving Area Capacity, pc/h		3532
Maximum Weaving Length (L_{MAX}), ft	9484	Volume-to-Capacity Ratio (v/c)		0.75

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	103	Average Weaving Speed (S_W),mi/h	45.8
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	94	Average Non-Weaving Speed (S_{NW}), mi/h	42.5
Weaving Lane Change Rate (LC_W), lc/h	1854	Average Speed (S), mi/h	44.5
Weaving Lane Change Rate (LC_{All}), lc/h	1948	Density (D), pc/mi/ln	19.9
Weaving Intensity Factor (W)	0.425	Level of Service (LOS)	B

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HCS7 Freeway Weaving Report

Project Information

Analyst	Keith Strickland	Date	10/24/2020
Agency	Stantec	Analysis Year	2020
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR Allen Parkway Corridor Study - 2nd Ave Onramp to Riverchase Offramp Weave Analysis Build 2045		

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (L_S), ft	4000	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	0.950
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.939
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	1840	620	50	100
Peak Hour Factor (PHF)	0.90	0.88	0.88	0.90
Total Trucks, %	12.00	3.50	3.50	12.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.893	0.966	0.966	0.893
Flow Rate (v_i), pc/h	2289	729	59	124
Weaving Flow Rate (v_w), pc/h	853	Freeway Max Capacity (c_{IFL}), pc/h/ln		2270
Non-Weaving Flow Rate (v_{NW}), pc/h	2348	Density-Based Capacity (c_{IWL}), pc/h/ln		2177
Total Flow Rate (v), pc/h	3201	Demand Flow-Based Capacity (c_{IW}), pc/h		9023
Volume Ratio (VR)	0.266	Weaving Segment Capacity (c_W), veh/h		5948
Minimum Lane Change Rate (LC_{MIN}), lc/h	853	Adjusted Weaving Area Capacity, pc/h		6133
Maximum Weaving Length (L_{MAX}), ft	5222	Volume-to-Capacity Ratio (v/c)		0.52

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	629	Average Weaving Speed (S_W),mi/h	50.2
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	2074	Average Non-Weaving Speed (S_{NW}), mi/h	45.7
Weaving Lane Change Rate (LC_W), lc/h	1175	Average Speed (S), mi/h	46.8
Weaving Lane Change Rate (LC_{All}), lc/h	3249	Density (D), pc/mi/ln	22.8
Weaving Intensity Factor (W)	0.192	Level of Service (LOS)	C

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HCS7 Freeway Merge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Bradley Park Dr Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1535	1035
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (Vi)	880	155
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	12.00	3.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.966
Flow Rate (vi),pc/h	1095	182
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.30	0.10

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.266
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	53.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	57.0
Flow in Lanes 1 and 2 (v12), pc/h	1095	Ramp Junction Speed (S), mi/h	53.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1277	Average Density (D), pc/mi/ln	12.0
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	8.9

HCS7 Freeway Merge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at River Road On Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	59.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1250	750
Terrain Type	Level	Specific Grade
Percent Grade, %	-	3.00
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2295	320
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.00	1.70
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.970
Flow Rate (vi),pc/h	2881	375
Capacity (c), pc/h	6338	1878
Volume-to-Capacity Ratio (v/c)	0.51	0.20

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.303
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1158
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	51.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.598	Outer Lanes Freeway Speed (SO), mi/h	53.6
Flow in Lanes 1 and 2 (v12), pc/h	1723	Ramp Junction Speed (S), mi/h	52.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	2098	Average Density (D), pc/mi/ln	20.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.0

HCS7 Freeway Merge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at C-D Road Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	66.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1000
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (Vi)	1040	685
Peak Hour Factor (PHF)	0.90	0.90
Total Trucks, %	8.50	11.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.922	0.897
Flow Rate (vi),pc/h	1253	849
Capacity (c), pc/h	4319	1878
Volume-to-Capacity Ratio (v/c)	0.49	0.45

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.287
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	56.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	62.7
Flow in Lanes 1 and 2 (v12), pc/h	1253	Ramp Junction Speed (S), mi/h	56.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	2102	Average Density (D), pc/mi/ln	18.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.3

HCS7 Freeway Merge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at River Road On Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1400	900
Terrain Type	Level	Specific Grade
Percent Grade, %	-	4.60
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2090	240
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	12.50	0.80
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (fHV)	0.889	0.981
Flow Rate (vi),pc/h	2612	278
Capacity (c), pc/h	6338	1878
Volume-to-Capacity Ratio (v/c)	0.46	0.15

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.286
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1037
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	52.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.603	Outer Lanes Freeway Speed (SO), mi/h	55.1
Flow in Lanes 1 and 2 (v12), pc/h	1575	Ramp Junction Speed (S), mi/h	53.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	1853	Average Density (D), pc/mi/ln	18.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.2

HCS7 Freeway Merge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Veterans Parkway On Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1170	670
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1015	270
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	11.50	2.10
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.897	0.979
Flow Rate (vi),pc/h	1257	313
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.40	0.17

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.295
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	54.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	59.8
Flow in Lanes 1 and 2 (v12), pc/h	1257	Ramp Junction Speed (S), mi/h	54.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	1570	Average Density (D), pc/mi/ln	14.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.4

HCS7 Freeway Merge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB at Veterans Parkway On Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	625
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-4.61
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1260	510
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	14.00	1.80
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.976
Flow Rate (vi),pc/h	1596	594
Capacity (c), pc/h	5916	1878
Volume-to-Capacity Ratio (v/c)	0.37	0.32

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.298
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	646
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	53.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.595	Outer Lanes Freeway Speed (SO), mi/h	58.4
Flow in Lanes 1 and 2 (v12), pc/h	950	Ramp Junction Speed (S), mi/h	55.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	1544	Average Density (D), pc/mi/ln	13.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.4

HCS7 Freeway Merge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd WB at I185 On Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1125	525
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-2.39
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	850	1150
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	14.00	10.00
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.912
Flow Rate (vi),pc/h	1077	1433
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.64	0.76

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.334
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	53.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	58.9
Flow in Lanes 1 and 2 (v12), pc/h	1077	Ramp Junction Speed (S), mi/h	53.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	2510	Average Density (D), pc/mi/ln	23.5
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	21.2

HCS7 Freeway Merge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Bradley Park Dr Merge	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1535	1035
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (Vi)	725	485
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	3.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.966
Flow Rate (vi),pc/h	886	571
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.34	0.30

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.269
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	53.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	57.0
Flow in Lanes 1 and 2 (v12), pc/h	886	Ramp Junction Speed (S), mi/h	53.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1457	Average Density (D), pc/mi/ln	13.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.2

HCS7 Freeway Merge Report

Project Information			
Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at River Road On Ramp	Unit	United States Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	59.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1250	750
Terrain Type	Level	Specific Grade
Percent Grade, %	-	3.00
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1975	335
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.50	0.80
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (fHV)	0.881	0.985
Flow Rate (vi),pc/h	2491	386
Capacity (c), pc/h	6338	1878
Volume-to-Capacity Ratio (v/c)	0.45	0.21

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.297
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1001
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	51.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.598	Outer Lanes Freeway Speed (SO), mi/h	54.2
Flow in Lanes 1 and 2 (v12), pc/h	1490	Ramp Junction Speed (S), mi/h	52.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	1876	Average Density (D), pc/mi/ln	18.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.3

HCS7 Freeway Merge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at River Road On Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1400	900
Terrain Type	Level	Specific Grade
Percent Grade, %	-	4.60
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2040	270
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	14.50	4.20
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (fHV)	0.873	0.933
Flow Rate (vi),pc/h	2596	329
Capacity (c), pc/h	6338	1878
Volume-to-Capacity Ratio (v/c)	0.46	0.18

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.287
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1031
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	52.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.603	Outer Lanes Freeway Speed (SO), mi/h	55.1
Flow in Lanes 1 and 2 (v12), pc/h	1565	Ramp Junction Speed (S), mi/h	53.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	1894	Average Density (D), pc/mi/ln	18.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.5

HCS7 Freeway Merge Report

Project Information			
Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Veterans Parkway On Ramp	Unit	United States Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1170	670
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1210	425
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	0.90
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.991
Flow Rate (vi),pc/h	1479	487
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.47	0.26

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.304
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	54.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	59.8
Flow in Lanes 1 and 2 (v12), pc/h	1479	Ramp Junction Speed (S), mi/h	54.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	1966	Average Density (D), pc/mi/ln	18.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.5

HCS7 Freeway Merge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at Veterans Parkway On Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	625
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-4.61
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	920	515
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	0.60
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.992
Flow Rate (vi),pc/h	1125	590
Capacity (c), pc/h	6338	1878
Volume-to-Capacity Ratio (v/c)	0.27	0.31

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.293
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	456
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	53.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.595	Outer Lanes Freeway Speed (SO), mi/h	58.9
Flow in Lanes 1 and 2 (v12), pc/h	669	Ramp Junction Speed (S), mi/h	55.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	1259	Average Density (D), pc/mi/ln	10.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.2

HCS7 Freeway Merge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 WB at I185 On Ramp East of I185	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1125	525
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-2.39
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	740	835
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	10.00
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.912
Flow Rate (vi),pc/h	905	1040
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.46	0.55

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.313
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	53.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	58.9
Flow in Lanes 1 and 2 (v12), pc/h	905	Ramp Junction Speed (S), mi/h	53.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	1945	Average Density (D), pc/mi/ln	18.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.9

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at River Road Offramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	59.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	740	240
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-3.26
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (v_i)	2550	255
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.00	1.40
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (f_{HV})	0.885	0.981
Flow Rate (v_i),pc/h	3202	295
Capacity (c), pc/h	6338	1878
Volume-to-Capacity Ratio (v/c)	0.51	0.16

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O)	1
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.478
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	971
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.666	Outer Lanes Freeway Speed (S_O), mi/h	61.4
Flow in Lanes 1 and 2 (v_{12}), pc/h	2231	Ramp Junction Speed (S), mi/h	52.4
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	20.4
Level of Service (LOS)	C	Density in Ramp Influence Area (D_R), pc/mi/ln	21.3

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at CD Road Offramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	750	750
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (v_i)	2360	1480
Peak Hour Factor (PHF)	0.90	0.90
Total Trucks, %	12.00	12.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.893	0.893
Flow Rate (v_i),pc/h	2936	1841
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.69	0.98

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O)	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.617
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	47.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	62.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	2936	Ramp Junction Speed (S), mi/h	47.7
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	30.8
Level of Service (LOS)	C	Density in Ramp Influence Area (D_R), pc/mi/ln	22.8

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Bradley Park Drive EB Offramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	715	215
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (v_i)	2615	935
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	12.50	12.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.889	0.889
Flow Rate (v_i),pc/h	3268	1195
Capacity (c), pc/h	6338	1878
Volume-to-Capacity Ratio (v/c)	0.52	0.64

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O)	1
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.497
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	782
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	49.5
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.623	Outer Lanes Freeway Speed (S_O), mi/h	62.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	2486	Ramp Junction Speed (S), mi/h	52.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	20.9
Level of Service (LOS)	C	Density in Ramp Influence Area (D_R), pc/mi/ln	23.7

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 at Bradley Park Off Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	58.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	700	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (Vi)	2300	845
Peak Hour Factor (PHF)	0.90	0.90
Total Trucks, %	10.00	10.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.909
Flow Rate (vi),pc/h	2811	1033
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.67	0.55

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.544
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	48.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.4
Flow in Lanes 1 and 2 (v12), pc/h	2811	Ramp Junction Speed (S), mi/h	48.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	29.3
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	26.6

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 at C-D Road Diverge WB	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	65.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	700	200
Terrain Type	Specific Grade	Level
Percent Grade, %	3.00	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (Vi)	2260	970
Peak Hour Factor (PHF)	0.90	0.90
Total Trucks, %	10.00	14.00
Single-Unit Trucks (SUT), %	65	-
Tractor-Trailers (TT), %	35	-
Heavy Vehicle Adjustment Factor (fHV)	0.864	0.877
Flow Rate (vi),pc/h	2906	1229
Capacity (c), pc/h	4319	1878
Volume-to-Capacity Ratio (v/c)	0.67	0.65

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.562
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	50.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	67.8
Flow in Lanes 1 and 2 (v12), pc/h	2906	Ramp Junction Speed (S), mi/h	50.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	28.7
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	27.4

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - CD Rd EB at I185 SB Offramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	655	155
Terrain Type	Level	Specific Grade
Percent Grade, %	-	3.08
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i)	1740	890
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	11.50	9.50
Single-Unit Trucks (SUT), %	-	61
Tractor-Trailers (TT), %	-	39
Heavy Vehicle Adjustment Factor (f_{HV})	0.897	0.906
Flow Rate (v_i),pc/h	2155	1116
Capacity (c), pc/h	3944	1972
Volume-to-Capacity Ratio (v/c)	0.55	0.57

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O)	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.427
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	2155	Ramp Junction Speed (S), mi/h	52.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	20.6
Level of Service (LOS)	C	Density in Ramp Influence Area (D_R), pc/mi/ln	21.4

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:45 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Moon Rd Off Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	785	285
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-2.88
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i)	1285	600
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	11.50	3.40
Single-Unit Trucks (SUT), %	-	61
Tractor-Trailers (TT), %	-	39
Heavy Vehicle Adjustment Factor (f_{HV})	0.897	0.959
Flow Rate (v_i),pc/h	1592	711
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.40	0.38

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O)	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.515
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	50.6
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	1592	Ramp Junction Speed (S), mi/h	50.6
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.7
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	15.4

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	7:15 AM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US 80 WB at Veterans Parkway Offramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	695	195
Terrain Type	Level	Specific Grade
Percent Grade, %	-	2.80
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i)	2065	805
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	11.50	2.40
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (f_{HV})	0.897	0.937
Flow Rate (v_i),pc/h	2558	976
Capacity (c), pc/h	5916	1878
Volume-to-Capacity Ratio (v/c)	0.43	0.52

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O)	1
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.539
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	552
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	49.8
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.651	Outer Lanes Freeway Speed (S_O), mi/h	64.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	2006	Ramp Junction Speed (S), mi/h	52.4
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	16.3
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	19.7

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at River Road Offramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	59.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	740	240
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-3.26
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (Vi)	2210	235
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	13.50	0.00
Single-Unit Trucks (SUT), %	-	60
Tractor-Trailers (TT), %	-	40
Heavy Vehicle Adjustment Factor (fHV)	0.881	1.000
Flow Rate (vi),pc/h	2787	267
Capacity (c), pc/h	6338	1878
Volume-to-Capacity Ratio (v/c)	0.44	0.14

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.475
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	811
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.678	Outer Lanes Freeway Speed (SO), mi/h	61.4
Flow in Lanes 1 and 2 (v12), pc/h	1976	Ramp Junction Speed (S), mi/h	52.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	17.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	19.1

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at CD Road Offramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	60.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	750	750
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (v_i)	1810	1085
Peak Hour Factor (PHF)	0.90	0.90
Total Trucks, %	10.00	10.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.909	0.909
Flow Rate (v_i),pc/h	2212	1326
Capacity (c), pc/h	6338	1878
Volume-to-Capacity Ratio (v/c)	0.35	0.71

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O)	1
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.571
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	315
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	48.4
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.644	Outer Lanes Freeway Speed (S_O), mi/h	62.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	1897	Ramp Junction Speed (S), mi/h	50.0
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	14.7
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	13.8

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Bradley Park Drive EB Offramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	715	215
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (v_i)	2305	720
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	14.50	14.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.873	0.873
Flow Rate (v_i),pc/h	2934	937
Capacity (c), pc/h	6338	1878
Volume-to-Capacity Ratio (v/c)	0.46	0.50

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O)	1
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.473
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	711
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	49.9
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.644	Outer Lanes Freeway Speed (S_O), mi/h	62.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	2223	Ramp Junction Speed (S), mi/h	52.5
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	18.6
Level of Service (LOS)	C	Density in Ramp Influence Area (D_R), pc/mi/ln	21.4

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 at Bradley Park Off Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	58.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	700	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (Vi)	1830	655
Peak Hour Factor (PHF)	0.90	0.90
Total Trucks, %	10.00	10.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.909
Flow Rate (vi),pc/h	2237	801
Capacity (c), pc/h	4226	1878
Volume-to-Capacity Ratio (v/c)	0.53	0.43

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.523
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	48.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.4
Flow in Lanes 1 and 2 (v12), pc/h	2237	Ramp Junction Speed (S), mi/h	48.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	23.2
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	21.7

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 at C-D Road Diverge WB	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	65.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	700	200
Terrain Type	Specific Grade	Level
Percent Grade, %	3.00	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (Vi)	1750	845
Peak Hour Factor (PHF)	0.90	0.90
Total Trucks, %	9.00	10.00
Single-Unit Trucks (SUT), %	60	-
Tractor-Trailers (TT), %	40	-
Heavy Vehicle Adjustment Factor (fHV)	0.869	0.909
Flow Rate (vi),pc/h	2238	1033
Capacity (c), pc/h	4319	1878
Volume-to-Capacity Ratio (v/c)	0.52	0.55

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.544
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	67.8
Flow in Lanes 1 and 2 (v12), pc/h	2238	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	21.9
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	21.7

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US 80 EB at I185 SB Offramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	45.0
Segment Length (L) / Deceleration Length (LA),ft	655	155
Terrain Type	Level	Specific Grade
Percent Grade, %	-	3.08
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i)	1815	710
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	11.50	8.00
Single-Unit Trucks (SUT), %	-	55
Tractor-Trailers (TT), %	-	45
Heavy Vehicle Adjustment Factor (f_{HV})	0.897	0.916
Flow Rate (v_i),pc/h	2248	881
Capacity (c), pc/h	3944	1972
Volume-to-Capacity Ratio (v/c)	0.57	0.45

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Number of Outer Lanes on Freeway (N_O)	0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.406
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.6
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	1.000	Outer Lanes Freeway Speed (S_O), mi/h	65.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	2248	Ramp Junction Speed (S), mi/h	52.6
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	21.4
Level of Service (LOS)	C	Density in Ramp Influence Area (D_R), pc/mi/ln	22.2

HCS7 Freeway Diverge Report

Project Information

Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US80 EB at Moon Rd Off Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	63.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	785	285
Terrain Type	Level	Specific Grade
Percent Grade, %	-	-2.88
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors

Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1770	820
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	0.90
Single-Unit Trucks (SUT), %	-	55
Tractor-Trailers (TT), %	-	45
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.988
Flow Rate (vi),pc/h	2164	943
Capacity (c), pc/h	3944	1878
Volume-to-Capacity Ratio (v/c)	0.55	0.50

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.536
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	50.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	65.6
Flow in Lanes 1 and 2 (v12), pc/h	2164	Ramp Junction Speed (S), mi/h	50.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	21.5
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	20.3

HCS7 Freeway Diverge Report

Project Information			
Analyst	Daniel Pino	Date	9/8/2020
Agency	SEI	Analysis Year	2045
Jurisdiction	Columbus, GA	Time Period Analyzed	4:45 PM
Project Description	JR ALLEN PARKWAY CORRIDOR STUDY - US 80 WB at Veterans Parkway Offramp	Unit	United States Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	62.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	695	195
Terrain Type	Level	Specific Grade
Percent Grade, %	-	2.80
Segment Type / Ramp Side	Highway/CD Roadway	Right

Adjustment Factors		
Driver Population	Balanced Mix	Balanced Mix
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.950	0.950
Final Capacity Adjustment Factor (CAF)	0.939	0.939
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1970	1050
Peak Hour Factor (PHF)	0.90	0.88
Total Trucks, %	10.00	1.00
Single-Unit Trucks (SUT), %	-	75
Tractor-Trailers (TT), %	-	25
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.971
Flow Rate (vi),pc/h	2408	1229
Capacity (c), pc/h	5916	1878
Volume-to-Capacity Ratio (v/c)	0.41	0.65

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.562
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	421
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.643	Outer Lanes Freeway Speed (SO), mi/h	64.6
Flow in Lanes 1 and 2 (v12), pc/h	1987	Ramp Junction Speed (S), mi/h	51.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	15.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	19.6

APPENDIX K

SYNCHRO INTERSECTION TIMING ANALYSIS REPORTS – NO-BUILD

Intersection	Type of Control	Peak Hour	Intersection Delay (LOS)	Lane / Approach	Northbound			Southbound			Eastbound			Westbound		
					Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
US-80/Beaver Run Road at Flat Rock Road/Kitten Lake Drive	Signalized	AM	39 (D)	AM Lane	89 (F)	47 (D)	-	96 (F)	102 (F)	45 (D)	64 (E)	10 (B)	17 (B)	94 (F)	43 (D)	0 (A)
				AM Approach		82 (F)			71 (E)			18 (B)			45 (D)	
		PM	81 (F)	PM Lane	154 (F)	48 (D)	-	95 (F)	93 (F)	27 (C)	82 (F)	61 (E)	15 (B)	92 (F)	79 (E)	0 (A)
				PM Approach		145 (F)			57 (E)			50 (D)			79 (E)	
US-80/Beaver Run Road at Manchester Expressway Northbound On & Off Ramps	Signalized	AM	11 (B)	AM Lane	74 (E)	-	79 (E)	-	-	-	63 (E)	2 (A)	-	-	5 (A)	-
				AM Approach		76 (E)			-			6 (A)			5 (A)	
		PM	53 (D)	PM Lane	72 (E)	-	131 (F)	-	-	-	79 (E)	2 (A)	-	-	63 (E)	-
				PM Approach		98 (F)			-			23 (C)			63 (E)	
US-80 / J.R. Allen Parkway at Gateway Road / Manchester Expressway Southbound On & Off Ramps	Signalized	AM	33 (C)	AM Lane	121 (F)	-	9 (A)	53 (D)	47 (D)	100 (F)	-	26 (C)	3 (A)	89 (F)	21 (C)	4 (A)
				AM Approach		77 (E)			84 (F)			24 (C)			21 (C)	
		PM	24 (C)	PM Lane	112 (F)	-	11 (B)	82 (F)	79 (E)	89 (F)	-	7 (A)	1 (A)	99 (F)	14 (B)	0 (A)
				PM Approach		59 (E)			86 (F)			6 (A)			22 (C)	
US-80 / J.R. Allen Parkway at Flat Rock Road	Signalized	AM	54 (D)	AM Lane	101 (F)	24 (C)	3 (A)	118 (F)	64 (E)	8 (A)	88 (F)	89 (F)	21 (C)	84 (F)	84 (F)	39 (D)
				AM Approach		37 (D)			107 (F)			69 (E)			64 (E)	
		PM	75 (E)	PM Lane	104 (F)	61 (E)	2 (A)	151 (F)	86 (F)	16 (B)	116 (F)	87 (F)	21 (C)	72 (E)	84 (F)	23 (C)
				PM Approach		68 (E)			84 (F)			88 (F)			54 (D)	
US 80 Eastbound On-Ramp / C-D Road Eastbound at Blackmon Road	Unsignalized	AM	> 300 (F)*	AM Lane	-	-	-	11 (B)	-	-	36 (E)	> 300 (F)*	12 (B)	-	-	-
				AM Approach		0 (A)			5 (A)			> 300 (F)*			-	
		PM	> 300 (F)*	PM Lane	-	-	-	10 (A)	-	-	52 (F)	> 300 (F)*	29 (D)	-	-	-
				PM Approach		0 (A)			3 (A)			> 300 (F)*			-	
US 80 Westbound Off-Ramp / C-D Road Westbound at Blackmon Road	Unsignalized	AM	11 (B)	AM Lane	12 (B)	-	-	-	-	-	-	-	-	-	11 (B)	-
				AM Approach		10 (A)			0 (A)			-			11 (B)	
		PM	22 (C)	PM Lane	10 (A)	-	-	-	-	-	-	-	-	-	22 (C)	-
				PM Approach		6 (A)			0 (A)			-			22 (C)	
US 80 Eastbound Off-Ramp / C-D Road Eastbound at Schomburg Road	Signalized	AM	27 (C)	AM Lane	-	25 (C)	-	23 (C)	4 (A)	-	63 (E)	32 (C)	6 (A)	-	-	-
				AM Approach		25 (C)			12 (B)			42 (D)			-	
		PM	88 (F)	PM Lane	-	19 (B)	-	12 (B)	5 (A)	-	152 (F)	238 (F)	7 (A)	-	-	-
				PM Approach		19 (B)			8 (A)			148 (F)			-	
US 80 Westbound On-Ramp / C-D Road Westbound at Schomburg Road	Signalized	AM	65 (E)	AM Lane	26 (C)	14 (B)	-	-	33 (C)	-	-	-	-	26 (C)	227 (F)	10 (B)
				AM Approach		17 (B)			33 (C)			-			146 (F)	
		PM	20 (B)	PM Lane	11 (B)	7 (A)	-	-	19 (B)	-	-	-	-	29 (C)	54 (D)	7 (A)
				PM Approach		8 (A)			19 (B)			-			35 (C)	
Moon Road at Whittlesey Boulevard / Stone Mill Drive	Signalized	AM	39 (D)	AM Lane	52 (D)	56 (E)	-	60 (E)	19 (B)	3 (A)	54 (D)	19 (B)	-	52 (D)	48 (D)	2 (A)
				AM Approach		56 (E)			21 (C)			44 (D)			15 (B)	
		PM	56 (E)	PM Lane	55 (D)	37 (D)	-	59 (E)	37 (D)	8 (A)	173 (F)	13 (B)	-	58 (E)	52 (D)	14 (B)
				PM Approach		42 (D)			23 (C)			127 (F)			28 (C)	
US 80 Eastbound On-Ramp / C-D Road Eastbound Off-Ramp at Moon Road	Signalized	AM	23 (C)	AM Lane	-	23 (C)	-	25 (C)	8 (A)	-	-	61 (E)	9 (A)	-	-	-
				AM Approach		23 (C)			13 (B)			35 (C)			-	
		PM	40 (D)	PM Lane	-	49 (D)	-	57 (E)	11 (B)	-	-	46 (D)	55 (D)	-	-	-
				PM Approach		49 (D)			21 (C)			52 (D)			-	
US 80 Westbound Off-Ramp / C-D Road Westbound On-Ramp at Moon Road	Signalized	AM	23 (C)	AM Lane	28 (C)	11 (B)	-	-	19 (B)	-	-	-	-	-	46 (D)	41 (D)
				AM Approach		16 (B)			19 (B)			-			43 (D)	
		PM	32 (C)	PM Lane	45 (D)	19 (B)	-	-	29 (C)	-	-	-	-	-	67 (E)	22 (C)
				PM Approach		27 (C)			29 (C)			-			47 (D)	
C-D Road Eastbound Ramps at Veterans Parkway	Signalized	AM	65 (E)	AM Lane	-	16 (B)	3 (A)	6 (A)	7 (A)	-	-	-	-	44 (D)	-	210 (F)
				AM Approach		15 (B)			7 (A)			-			167 (F)	
		PM	68 (E)	PM Lane	-	38 (D)	4 (A)	59 (E)	7 (A)	-	-	-	-	109 (F)	-	233 (F)
				PM Approach		33 (C)			16 (B)			-			169 (F)	

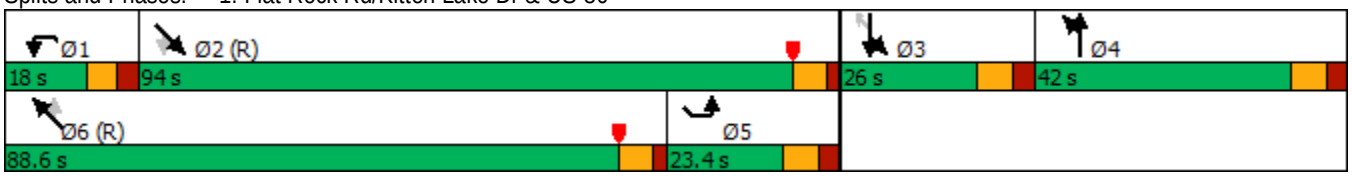
Intersection	Type of Control	Peak Hour	Intersection Delay (LOS)	Lane / Approach	Northbound			Southbound			Eastbound			Westbound		
					Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
C-D Road Westbound Ramps / Double Churches Road at Veterans Parkway	Signalized	AM	56 (E)	AM Lane	52 (D)	31 (C)	6 (A)	128 (F)	31 (C)	-	105 (F)	109 (F)	32 (C)	118 (F)	63 (E)	8 (A)
				AM Approach		34 (C)			62 (E)			75 (E)			70 (E)	
		PM	63 (E)	PM Lane	164 (F)	27 (C)	8 (A)	132 (F)	30 (C)	-	122 (F)	124 (F)	33 (C)	118 (F)	73 (E)	7 (A)
				PM Approach		54 (D)			64 (E)			81 (F)			74 (E)	
US-80 / J.R. Allen Parkway Eastbound Ramps at River Road	Signalized	AM	14 (B)	AM Lane	-	11 (B)	-	12 (B)	7 (A)	-	-	-	-	33 (C)	-	-
				AM Approach		11 (B)			8 (A)			-			33 (C)	
		PM	14 (B)	PM Lane	-	16 (B)	-	15 (B)	4 (A)	-	-	-	-	18 (B)	-	-
				PM Approach		16 (B)			7 (A)			-			18 (B)	
US-80 / J.R. Allen Parkway Westbound Ramps / Lake Oliver Road at River Road	Signalized	AM	11 (B)	AM Lane	9 (A)	18 (B)	4 (A)	7 (A)	6 (A)	0 (A)	-	0 (A)	-	-	29 (C)	7 (A)
				AM Approach		17 (B)			6 (A)			0 (A)			16 (B)	
		PM	11 (B)	PM Lane	8 (A)	17 (B)	9 (A)	6 (A)	4 (A)	0 (A)	-	1 (A)	-	-	28 (C)	1 (A)
				PM Approach		15 (B)			4 (A)			1 (A)			18 (B)	
2nd Avenue at Manchester Expressway	Signalized	AM	10 (A)	AM Lane	-	9 (A)	2 (A)	6 (A)	7 (A)	-	-	55 (D)	-	90 (F)	1 (A)	1 (A)
				AM Approach		7 (A)			7 (A)			55 (D)			29 (C)	
		PM	24 (C)	PM Lane	-	15 (B)	4 (A)	10 (A)	6 (A)	-	-	50 (D)	-	77 (E)	51 (D)	44 (D)
				PM Approach		14 (B)			8 (A)			50 (D)			51 (D)	
River Road at 54th Street	Unsignalized	AM	282 (F)	AM Lane	-	-	-	9 (A)	-	-	-	-	-	282 (F)	-	-
				AM Approach		0 (A)			2.9 (A)			-			282 (F)	
		PM	162 (F)	PM Lane	-	-	-	12 (B)	-	-	-	-	-	162 (F)	-	-
				PM Approach		0 (A)			4 (A)			-			162 (F)	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	520	45	60	85	100	205	215	1170	900	115	1175	50
Future Volume (vph)	520	45	60	85	100	205	215	1170	900	115	1175	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	100		0	415		415	135		225
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	25			75			105			240		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.914				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1703	0	1770	1863	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1703	0	1770	1863	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				158			678			122
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		804			352			692			1069	
Travel Time (s)		15.7			8.0			10.5			16.2	
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
Adj. Flow (vph)	565	49	65	92	109	223	234	1272	978	125	1277	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	565	114	0	92	109	223	234	1272	978	125	1277	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	0	1	1	0
Detector Template						Right						
Leading Detector (ft)	40	40		40	40	20	40	336	0	40	336	0
Trailing Detector (ft)	0	0		0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40	20	40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases						3			2			6
Detector Phase	4	4		3	3	3	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0	11.0	11.0	25.0	25.0	11.0	25.0	25.0
Minimum Split (s)	25.8	25.8		25.7	25.7	25.7	18.8	31.5	31.5	18.0	75.0	75.0
Total Split (s)	42.0	42.0		26.0	26.0	26.0	23.4	94.0	94.0	18.0	88.6	88.6

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	23.3%	23.3%		14.4%	14.4%	14.4%	13.0%	52.2%	52.2%	10.0%	49.2%	49.2%
Maximum Green (s)	34.3	34.3		18.3	18.3	18.3	15.6	87.5	87.5	11.0	82.1	82.1
Yellow Time (s)	4.7	4.7		4.7	4.7	4.7	4.8	4.7	4.7	4.0	4.7	4.7
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	1.8	1.8	3.0	1.8	1.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7		7.7	7.7	7.7	7.8	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	0
Act Effct Green (s)	33.1	33.1		15.3	15.3	15.3	15.6	91.5	91.5	11.2	86.3	86.3
Actuated g/C Ratio	0.18	0.18		0.08	0.08	0.08	0.09	0.51	0.51	0.06	0.48	0.48
v/c Ratio	0.90	0.34		0.61	0.69	0.80	0.79	0.71	0.86	0.59	0.75	0.07
Control Delay	89.2	47.4		96.3	101.5	45.3	64.0	9.7	15.0	94.0	42.5	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.6	1.8	0.0	0.0	0.0
Total Delay	89.2	47.4		96.3	101.5	45.3	64.0	10.3	16.8	94.0	42.5	0.2
LOS	F	D		F	F	D	E	B	B	F	D	A
Approach Delay		82.2			70.8			17.9			45.3	
Approach LOS		F			E			B			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 4 (2%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 38.9		Intersection LOS: D	
Intersection Capacity Utilization 91.7%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Flat Rock Rd/Kitten Lake Dr & US-80

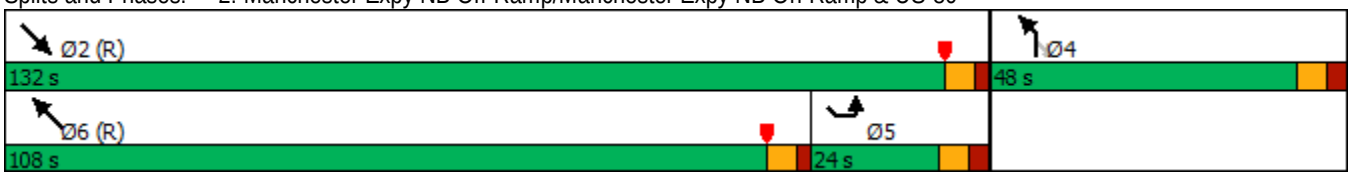


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	190	0	200	0	0	0	140	2160	0	0	1810	45
Future Volume (vph)	190	0	200	0	0	0	140	2160	0	0	1810	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	270		0	0		200
Storage Lanes	2		1	0		0	2		0	0		0
Taper Length (ft)	25			25			95			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Frt			0.850								0.996	
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	0	1583	0	0	0	3433	5085	0	0	5065	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	0	1583	0	0	0	3433	5085	0	0	5065	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61								3	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		833			787			727			692	
Travel Time (s)		16.2			15.3			11.0			10.5	
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
Adj. Flow (vph)	207	0	217	0	0	0	152	2348	0	0	1967	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	0	217	0	0	0	152	2348	0	0	2016	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			44	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1				1	1			1	
Detector Template			Right									
Leading Detector (ft)	40		20				40	336			336	
Trailing Detector (ft)	0		0				0	330			330	
Detector 1 Position(ft)	0		0				0	330			330	
Detector 1 Size(ft)	40		20				40	6			6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0				0.0	0.0			0.0	
Detector 1 Queue (s)	0.0		0.0				0.0	0.0			0.0	
Detector 1 Delay (s)	0.0		0.0				0.0	0.0			0.0	
Turn Type	Prot		Perm				Prot	NA			NA	
Protected Phases	4						5	2			6	
Permitted Phases			4									
Detector Phase	4		4				5	2			6	
Switch Phase												
Minimum Initial (s)	11.0		11.0				11.0	25.0			25.0	
Minimum Split (s)	31.0		31.0				18.0	31.0			31.0	
Total Split (s)	48.0		48.0				24.0	132.0			108.0	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	26.7%		26.7%				13.3%	73.3%			60.0%	
Maximum Green (s)	41.0		41.0				17.0	126.0			102.0	
Yellow Time (s)	4.0		4.0				4.0	4.0			4.0	
All-Red Time (s)	3.0		3.0				3.0	2.0			2.0	
Lost Time Adjust (s)	0.0		0.0				0.0	0.0			0.0	
Total Lost Time (s)	7.0		7.0				7.0	6.0			6.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)	3.0		3.0				3.0	3.0			3.0	
Recall Mode	None		None				None	C-Max			C-Max	
Walk Time (s)	7.0		7.0					7.0			7.0	
Flash Dont Walk (s)	11.0		11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0		0					0			0	
Act Effct Green (s)	23.8		23.8				17.0	143.2			119.2	
Actuated g/C Ratio	0.13		0.13				0.09	0.80			0.66	
v/c Ratio	0.46		0.83				0.47	0.58			0.60	
Control Delay	74.1		78.6				63.0	1.7			4.6	
Queue Delay	0.0		0.0				0.0	0.2			0.2	
Total Delay	74.1		78.6				63.0	1.9			4.8	
LOS	E		E				E	A			A	
Approach Delay		76.4						5.6			4.8	
Approach LOS		E						A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 15 (8%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Manchester Expy NB Off-Ramp/Manchester Expy NB On-Ramp & US-80

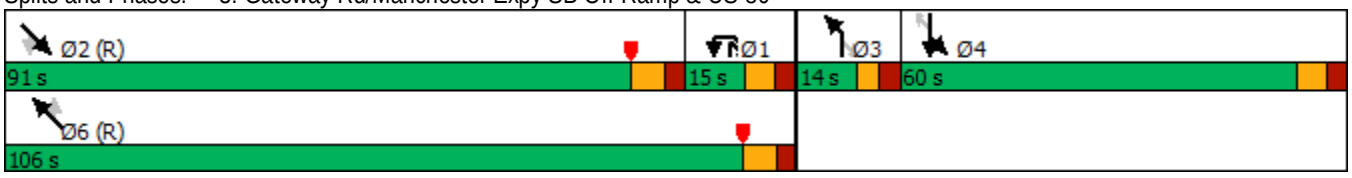


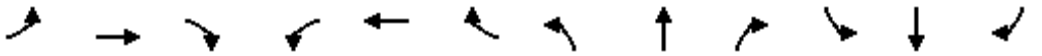
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	115	0	75	185	60	520	0	2125	220	100	1490	420
Future Volume (vph)	115	0	75	185	60	520	0	2125	220	100	1490	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		320	150		150	0		340	205		0
Storage Lanes	2		2	1		1	0		1	2		1
Taper Length (ft)	25			150			25			110		
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	0	2787	1770	1863	1583	0	5085	1583	3433	3539	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	0	2787	1770	1863	1583	0	5085	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			105			154			261
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		1064			1064			1333			727	
Travel Time (s)		16.1			20.7			20.2			11.0	
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
Adj. Flow (vph)	125	0	82	201	65	565	0	2310	239	109	1620	457
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	0	82	201	65	565	0	2310	239	109	1620	457
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		0	1	1	0		1	0	1	1	0
Detector Template												
Leading Detector (ft)	40		0	40	40	0		336	0	40	336	0
Trailing Detector (ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Position(ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Size(ft)	40		20	40	40	20		6	40	40	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		pm+ov	Split	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	3		1	4	4			2		1	6	
Permitted Phases			3			4			2			6
Detector Phase	3		1	4	4	4		2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0		8.0	9.0	9.0	9.0		17.0	17.0	8.0	17.0	17.0
Minimum Split (s)	14.0		15.0	25.0	25.0	25.0		25.2	25.2	15.0	25.2	25.2
Total Split (s)	14.0		15.0	60.0	60.0	60.0		91.0	91.0	15.0	106.0	106.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	7.8%		8.3%	33.3%	33.3%	33.3%		50.6%	50.6%	8.3%	58.9%	58.9%
Maximum Green (s)	8.0		8.0	53.0	53.0	53.0		83.8	83.8	8.0	98.8	98.8
Yellow Time (s)	3.0		4.0	4.0	4.0	4.0		4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		2.7	2.7	3.0	2.7	2.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	7.0	7.0	7.0		7.2	7.2	7.0	7.2	7.2
Lead/Lag	Lead		Lag	Lag	Lag	Lag		Lead	Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None		C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0	0		0	0
Act Effct Green (s)	8.0		22.0	53.0	53.0	53.0		83.8	83.8	8.0	98.8	98.8
Actuated g/C Ratio	0.04		0.12	0.29	0.29	0.29		0.47	0.47	0.04	0.55	0.55
v/c Ratio	0.82		0.20	0.39	0.12	1.05		0.98	0.29	0.72	0.83	0.46
Control Delay	121.2		13.6	53.2	47.2	99.5		26.0	2.5	89.1	21.3	3.8
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.4
Total Delay	121.2		13.6	53.2	47.2	99.5		26.0	2.5	89.1	21.3	4.2
LOS	F		B	D	D	F		C	A	F	C	A
Approach Delay		78.6			84.2			23.8			21.1	
Approach LOS		E			F			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 4 (2%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 33.4		Intersection LOS: C	
Intersection Capacity Utilization 91.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3: Gateway Rd/Manchester Expy SB Off-Ramp & US-80



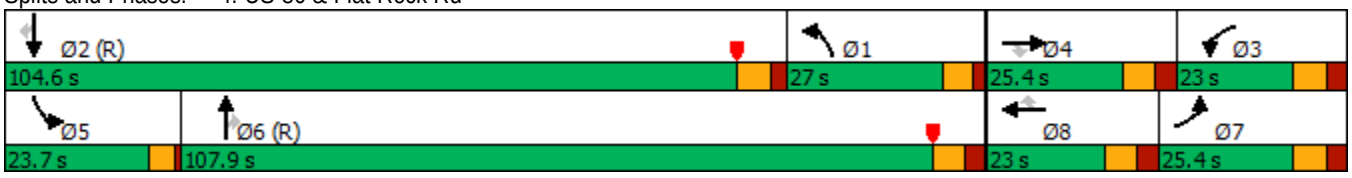


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	20	115	280	15	190	385	1630	90	165	1835	165
Future Volume (vph)	275	20	115	280	15	190	385	1630	90	165	1835	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	125		125	230		200	150		160
Storage Lanes	2		1	1		1	2		1	1		1
Taper Length (ft)	75			65			115			155		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	3433	1863	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1863	1583	3433	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139			175			99			116
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		414			431			1325			1316	
Travel Time (s)		9.4			6.5			20.1			19.9	
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
Adj. Flow (vph)	299	22	125	304	16	207	418	1772	98	179	1995	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	22	125	304	16	207	418	1772	98	179	1995	179
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	0
Detector Template	Left		Right									
Leading Detector (ft)	40	40	20	40	40	0	40	336	0	40	336	0
Trailing Detector (ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40	20	40	40	20	40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.6	7.6	7.6	7.6	7.6	7.6	5.0	11.0	11.0	5.0	11.0	11.0
Minimum Split (s)	25.4	25.4	25.4	15.0	15.0	15.0	11.0	22.0	22.0	9.5	24.6	24.6
Total Split (s)	25.4	25.4	25.4	23.0	23.0	23.0	27.0	107.9	107.9	23.7	104.6	104.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.1%	14.1%	14.1%	12.8%	12.8%	12.8%	15.0%	59.9%	59.9%	13.2%	58.1%	58.1%
Maximum Green (s)	18.0	18.0	18.0	15.6	15.6	15.6	21.0	100.5	100.5	19.2	98.0	98.0
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.0	4.4	4.4	3.5	4.6	4.6
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	6.0	7.4	7.4	4.5	6.6	6.6
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0								7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0								11.0	11.0
Pedestrian Calls (#/hr)	0	0	0								0	0
Act Effct Green (s)	21.1	8.6	8.6	23.3	10.8	10.8	21.0	101.0	101.0	20.3	99.7	99.7
Actuated g/C Ratio	0.12	0.05	0.05	0.13	0.06	0.06	0.12	0.56	0.56	0.11	0.55	0.55
v/c Ratio	0.74	0.25	0.60	0.68	0.14	0.80	1.04	0.89	0.11	0.90	1.02	0.19
Control Delay	88.2	88.8	20.5	83.5	81.1	38.8	101.2	23.9	2.5	118.3	64.2	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.2	88.8	20.5	83.5	81.1	38.8	101.2	23.9	2.5	118.3	64.2	7.7
LOS	F	F	C	F	F	D	F	C	A	F	E	A
Approach Delay		69.3			65.9			37.1			64.0	
Approach LOS		E			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 172 (96%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 53.6		Intersection LOS: D	
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: US-80 & Flat Rock Rd



Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	230	265	0	0	0	0	580	115	165	195	0
Future Vol, veh/h	30	230	265	0	0	0	0	580	115	165	195	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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	235	-	0	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	250	288	0	0	0	0	630	125	179	212	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1263	1325	212	-	0	0	755	0	0
Stage 1	570	570	-	-	-	-	-	-	-
Stage 2	693	755	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	187	~ 156	828	0	-	-	855	-	0
Stage 1	566	505	-	0	-	-	-	-	0
Stage 2	496	417	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	148	0	828	-	-	-	855	-	-
Mov Cap-2 Maneuver	148	0	-	-	-	-	-	-	-
Stage 1	566	0	-	-	-	-	-	-	-
Stage 2	392	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s		0	4.7
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	EBLn3	SBL	SBT
Capacity (veh/h)	-	-	148	-	828	855	-
HCM Lane V/C Ratio	-	-	0.22	-	0.348	0.21	-
HCM Control Delay (s)	-	-	36.1	-	11.6	10.3	-
HCM Lane LOS	-	-	E	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.8	-	1.6	0.8	-

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

Intersection	
Int Delay, s/veh	6.7

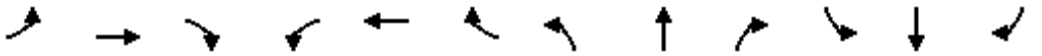
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	65	200	115	495	125	0	0	310	195
Future Vol, veh/h	0	0	0	65	200	115	495	125	0	0	310	195
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	71	217	125	538	136	0	0	337	212

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	1655	1761	136	549	0	-	-	-	0
Stage 1	1212	1212	-	-	-	-	-	-	-
Stage 2	443	549	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	108	~ 84	913	1021	-	0	0	-	-
Stage 1	282	255	-	-	-	0	0	-	-
Stage 2	647	516	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 51	0	913	1021	-	-	-	-	-
Mov Cap-2 Maneuver	~ 51	0	-	-	-	-	-	-	-
Stage 1	133	0	-	-	-	-	-	-	-
Stage 2	647	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	9.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1021	-	1092	-	-
HCM Lane V/C Ratio	0.527	-	0.378	-	-
HCM Control Delay (s)	12.4	-	10.3	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	3.2	-	1.8	-	-

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

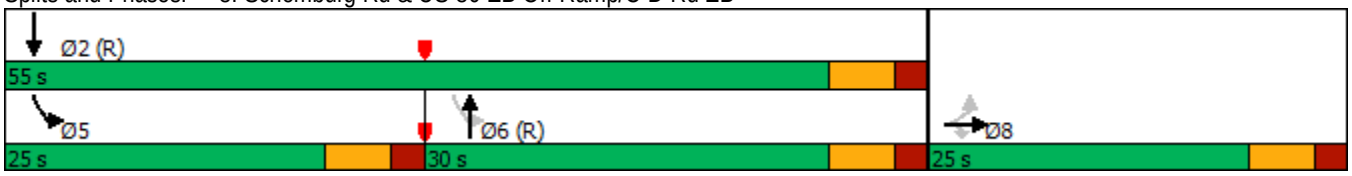


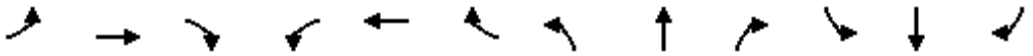
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	360	215	160	0	0	0	0	650	100	260	375	0
Future Volume (vph)	360	215	160	0	0	0	0	650	100	260	375	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	0		0	0		0	235		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	75			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.980				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	1583	0	0	0	0	3468	0	1770	3539	0
Flt Permitted	0.950									0.222		
Satd. Flow (perm)	1770	1863	1583	0	0	0	0	3468	0	414	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174					22				
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1208			2240			432			686	
Travel Time (s)		23.5			43.6			7.4			11.7	
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
Adj. Flow (vph)	391	234	174	0	0	0	0	707	109	283	408	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	391	234	174	0	0	0	0	816	0	283	408	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0					1		1	1	
Detector Template												
Leading Detector (ft)	40	40	0					306		40	306	
Trailing Detector (ft)	0	0	0					300		0	300	
Detector 1 Position(ft)	0	0	0					300		0	300	
Detector 1 Size(ft)	40	40	20					6		40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Turn Type	Perm	NA	Perm					NA		D.P+P	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8							6		
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					24.0		12.0	25.0	
Minimum Split (s)	24.0	24.0	24.0					30.0		18.0	31.0	
Total Split (s)	25.0	25.0	25.0					30.0		25.0	55.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	31.3%	31.3%	31.3%					37.5%		31.3%	68.8%	
Maximum Green (s)	19.0	19.0	19.0					24.0		19.0	49.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0					6.0		6.0	6.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Act Effct Green (s)	18.9	18.9	18.9					28.6		43.1	49.1	
Actuated g/C Ratio	0.24	0.24	0.24					0.36		0.54	0.61	
v/c Ratio	0.94	0.53	0.34					0.65		0.60	0.19	
Control Delay	62.9	31.8	6.4					24.6		22.6	4.0	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	62.9	31.8	6.4					24.6		22.6	4.0	
LOS	E	C	A					C		C	A	
Approach Delay		41.5						24.6			11.6	
Approach LOS		D						C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 11.5 (14%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 91.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 8: Schomburg Rd & US-80 EB Off-Ramp/C-D Rd EB



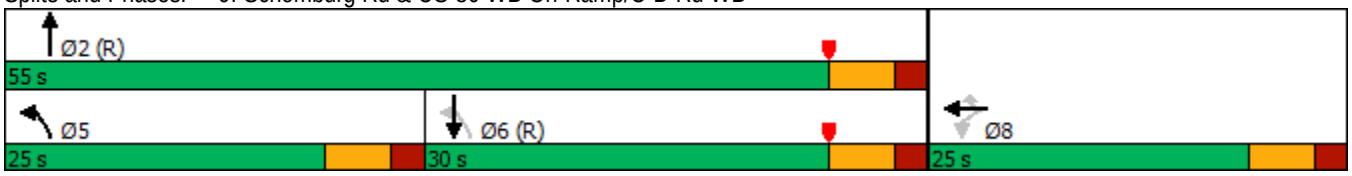


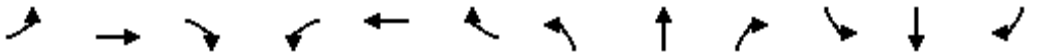
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	65	575	285	285	625	0	0	475	525
Future Volume (vph)	0	0	0	65	575	285	285	625	0	0	475	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	285		0	205		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			150			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.921	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	1863	1583	1770	3539	0	0	3260	0
Flt Permitted				0.950			0.143					
Satd. Flow (perm)	0	0	0	1770	1863	1583	266	3539	0	0	3260	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						257					146	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1075			2347			686			355	
Travel Time (s)		20.9			45.7			11.7			6.1	
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
Adj. Flow (vph)	0	0	0	71	625	310	310	679	0	0	516	571
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	71	625	310	310	679	0	0	1087	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	
Trailing Detector (ft)				0	0	0	0	300			300	
Detector 1 Position(ft)				0	0	0	0	300			300	
Detector 1 Size(ft)				40	40	20	40	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8	6					
Detector Phase				8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	12.0	29.0			24.0	
Minimum Split (s)				24.0	24.0	24.0	18.0	35.0			30.0	
Total Split (s)				25.0	25.0	25.0	25.0	55.0			30.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				31.3%	31.3%	31.3%	31.3%	68.8%			37.5%	
Maximum Green (s)				19.0	19.0	19.0	19.0	49.0			24.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Act Effct Green (s)				19.0	19.0	19.0	43.0	49.0			27.9	
Actuated g/C Ratio				0.24	0.24	0.24	0.54	0.61			0.35	
v/c Ratio				0.17	1.41	0.54	0.73	0.31			0.88	
Control Delay				25.6	227.1	10.0	25.6	13.5			32.6	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				25.6	227.1	10.0	25.6	13.5			32.6	
LOS				C	F	B	C	B			C	
Approach Delay					146.0			17.3			32.6	
Approach LOS					F			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 24 (30%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.41			
Intersection Signal Delay: 64.7		Intersection LOS: E	
Intersection Capacity Utilization 91.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 9: Schomburg Rd & US-80 WB On-Ramp/C-D Rd WB



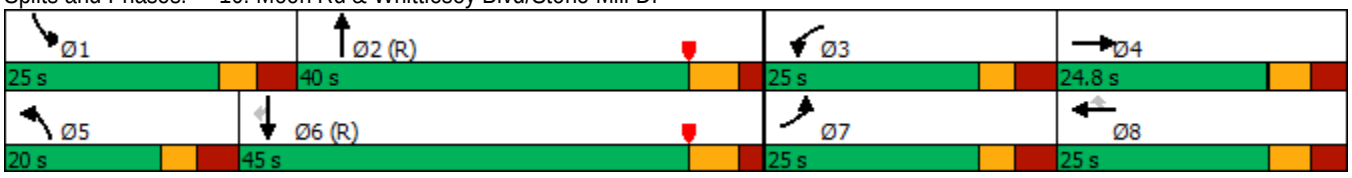


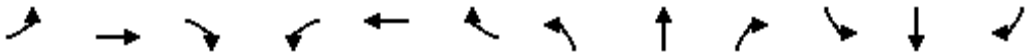
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	15	45	15	5	50	60	765	20	135	370	240
Future Volume (vph)	150	15	45	15	5	50	60	765	20	135	370	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		0	100		90	340		0	275		0
Storage Lanes	1		0	2		0	2		0	1		1
Taper Length (ft)	95			115			100			90		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.887				0.850		0.996				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1652	0	1770	1863	1583	3433	1855	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1652	0	1770	1863	1583	3433	1855	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49				159		1				261
Link Speed (mph)		35			30			40			40	
Link Distance (ft)		727			766			1004			614	
Travel Time (s)		14.2			17.4			17.1			10.5	
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
Adj. Flow (vph)	163	16	49	16	5	54	65	832	22	147	402	261
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	65	0	16	5	54	65	854	0	147	402	261
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	306		40	306	0
Trailing Detector (ft)	0	0		0	0	0	0	300		0	300	0
Detector 1 Position(ft)	0	0		0	0	0	0	300		0	300	0
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	9.0	11.0		9.0	11.0	11.0	9.0	15.0		9.0	15.0	15.0
Minimum Split (s)	15.7	24.8		15.7	24.8	24.8	15.7	24.4		15.7	24.4	24.4
Total Split (s)	25.0	24.8		25.0	25.0	25.0	20.0	40.0		25.0	45.0	45.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	21.7%	21.6%		21.7%	21.7%	21.7%	17.4%	34.8%		21.7%	39.1%	39.1%
Maximum Green (s)	18.3	18.0		18.3	18.2	18.2	13.3	33.6		18.3	38.6	38.6
Yellow Time (s)	3.2	3.6		3.2	3.6	3.6	3.2	4.2		3.2	4.2	4.2
All-Red Time (s)	3.5	3.2		3.5	3.2	3.2	3.5	2.2		3.5	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.8		6.7	6.8	6.8	6.7	6.4		6.7	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	11.4	19.3		9.0	11.0	11.0	9.1	54.7		14.8	63.6	63.6
Actuated g/C Ratio	0.10	0.17		0.08	0.10	0.10	0.08	0.48		0.13	0.55	0.55
v/c Ratio	0.48	0.20		0.12	0.03	0.18	0.24	0.97		0.65	0.39	0.26
Control Delay	53.6	18.9		51.5	47.8	1.4	52.0	55.4		60.3	18.7	2.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	53.6	18.9		51.5	47.8	1.4	52.0	55.4		60.3	18.7	2.8
LOS	D	B		D	D	A	D	E		E	B	A
Approach Delay		43.7			15.1			55.1			21.1	
Approach LOS		D			B			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 88.1 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 38.8		Intersection LOS: D	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: Moon Rd & Whittlesey Blvd/Stone Mill Dr



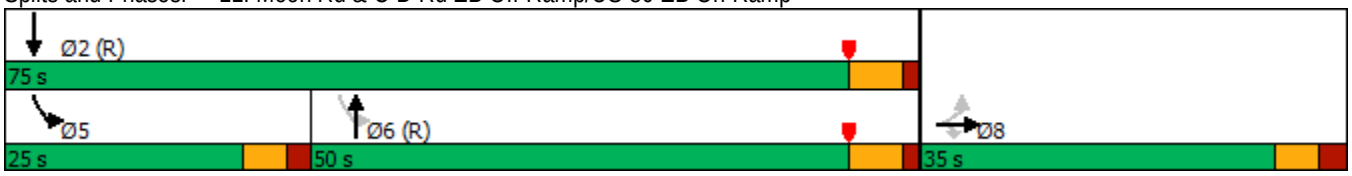


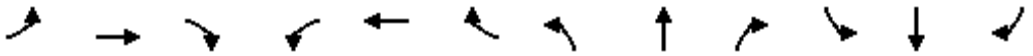
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	0	340	0	0	0	0	670	190	240	515	0
Future Volume (vph)	340	0	340	0	0	0	0	670	190	240	515	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	0		0	0		0	225		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.967				
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1770	1583	0	0	0	0	3422	0	1770	3539	0
Flt Permitted		0.950								0.210		
Satd. Flow (perm)	0	1770	1583	0	0	0	0	3422	0	391	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			343					40				
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1653			1685			614			717	
Travel Time (s)		32.2			32.8			10.5			12.2	
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
Adj. Flow (vph)	370	0	370	0	0	0	0	728	207	261	560	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	370	370	0	0	0	0	935	0	261	560	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0					1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	40	0					306		40	306	
Trailing Detector (ft)	0	0	0					300		0	300	
Detector 1 Position(ft)	0	0	0					300		0	300	
Detector 1 Size(ft)	20	40	20					6		40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Turn Type	Perm	NA	Perm					NA		D.P+P	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8							6		
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	16.0	16.0	16.0					20.0		12.0	20.0	
Minimum Split (s)	24.0	24.0	24.0					26.0		17.5	26.0	
Total Split (s)	35.0	35.0	35.0					50.0		25.0	75.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	31.8%	31.8%	31.8%					45.5%		22.7%	68.2%	
Maximum Green (s)	29.0	29.0	29.0					44.0		19.5	69.0	
Yellow Time (s)	3.5	3.5	3.5					4.5		3.5	4.5	
All-Red Time (s)	2.5	2.5	2.5					1.5		2.0	1.5	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0					6.0		5.5	6.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Act Effct Green (s)		26.5	26.5					51.5		66.5	71.5	
Actuated g/C Ratio		0.24	0.24					0.47		0.60	0.65	
v/c Ratio		0.87	0.58					0.58		0.62	0.24	
Control Delay		61.0	8.8					23.2		25.8	7.6	
Queue Delay		0.0	0.0					0.0		0.0	0.0	
Total Delay		61.0	8.8					23.2		25.8	7.6	
LOS		E	A					C		C	A	
Approach Delay		34.9						23.2			13.4	
Approach LOS		C						C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 44 (40%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 23.4		Intersection LOS: C	
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: Moon Rd & C-D Rd EB Off-Ramp/US-80 EB On-Ramp



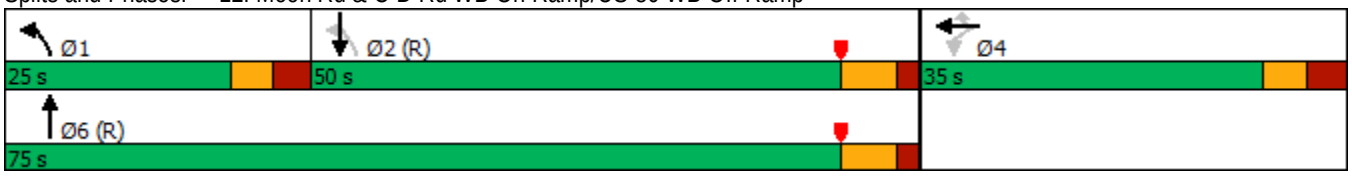


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	180	5	385	290	720	0	0	525	370
Future Volume (vph)	0	0	0	180	5	385	290	720	0	0	525	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	225		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	25			25			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.938	
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1777	1583	1770	3539	0	0	3320	0
Flt Permitted					0.954		0.203					
Satd. Flow (perm)	0	0	0	0	1777	1583	378	3539	0	0	3320	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						211					191	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1664			1537			717			696	
Travel Time (s)		32.4			29.9			12.2			11.9	
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
Adj. Flow (vph)	0	0	0	196	5	418	315	783	0	0	571	402
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	201	418	315	783	0	0	973	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	
Detector Template				Left								
Leading Detector (ft)				20	40	0	40	306			306	
Trailing Detector (ft)				0	0	0	0	300			300	
Detector 1 Position(ft)				0	0	0	0	300			300	
Detector 1 Size(ft)				20	40	20	40	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				11.0	11.0	11.0	11.0	20.0			20.0	
Minimum Split (s)				25.0	25.0	25.0	17.5	26.5			26.5	
Total Split (s)				35.0	35.0	35.0	25.0	75.0			50.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				31.8%	31.8%	31.8%	22.7%	68.2%			45.5%	
Maximum Green (s)				28.0	28.0	28.0	18.5	68.5			43.5	
Yellow Time (s)				3.5	3.5	3.5	3.5	4.5			4.5	
All-Red Time (s)				3.5	3.5	3.5	3.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					7.0	7.0	6.5	6.5			6.5	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Act Effct Green (s)					21.2	21.2	68.8	75.3			52.6	
Actuated g/C Ratio					0.19	0.19	0.63	0.68			0.48	
v/c Ratio					0.59	0.88	0.71	0.32			0.58	
Control Delay					46.4	40.7	27.5	10.8			19.4	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay					46.4	40.7	27.5	10.8			19.4	
LOS					D	D	C	B			B	
Approach Delay					42.6			15.6			19.4	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 21.5 (20%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: Moon Rd & C-D Rd WB On-Ramp/US-80 WB Off-Ramp





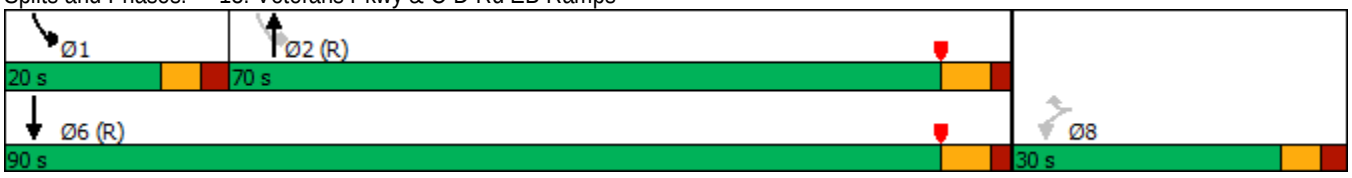
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	270	785	615	80	220	1020
Future Volume (vph)	270	785	615	80	220	1020
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	450		300	245	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				50	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.357	
Satd. Flow (perm)	3433	1583	3539	1583	665	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		368		87		
Link Speed (mph)	35		40			40
Link Distance (ft)	973		935			1750
Travel Time (s)	19.0		15.9			29.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	293	853	668	87	239	1109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	293	853	668	87	239	1109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	0	1	0	1	1
Detector Template						
Leading Detector (ft)	40	0	306	0	40	306
Trailing Detector (ft)	0	0	300	0	0	300
Detector 1 Position(ft)	0	0	300	0	0	300
Detector 1 Size(ft)	40	20	6	20	40	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	Perm	NA	Perm	D.P+P	NA
Protected Phases			2		1	6
Permitted Phases	8	8		2	2	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	11.0	11.0	20.0	20.0	11.0	20.0
Minimum Split (s)	24.0	24.0	26.5	26.5	17.0	26.5
Total Split (s)	30.0	30.0	70.0	70.0	20.0	90.0

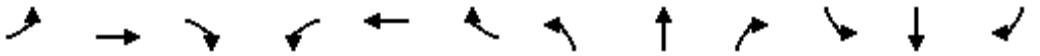


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Split (%)	25.0%	25.0%	58.3%	58.3%	16.7%	75.0%
Maximum Green (s)	24.0	24.0	63.5	63.5	14.0	83.5
Yellow Time (s)	3.5	3.5	4.5	4.5	3.5	4.5
All-Red Time (s)	2.5	2.5	2.0	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.5	6.5	6.0	6.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	24.0	24.0	65.6	65.6	78.0	83.5
Actuated g/C Ratio	0.20	0.20	0.55	0.55	0.65	0.70
v/c Ratio	0.43	1.40	0.35	0.10	0.44	0.45
Control Delay	44.2	210.1	16.0	3.1	6.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	210.1	16.0	3.1	6.4	7.2
LOS	D	F	B	A	A	A
Approach Delay	167.7		14.5			7.1
Approach LOS	F		B			A

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 63.5 (53%), Referenced to phase 2:NBSB and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 65.4	Intersection LOS: E
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: Veterans Pkwy & C-D Rd EB Ramps



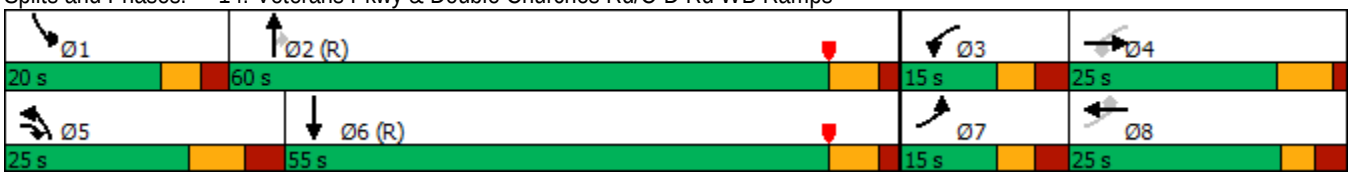


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	270	355	180	195	120	375	875	145	410	680	170
Future Volume (vph)	220	270	355	180	195	120	375	875	145	410	680	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		360	500		400	535		0
Storage Lanes	1		2	1		1	2		1	2		0
Taper Length (ft)	25			25			280			30		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	0.97	0.95	0.95
Frt			0.850			0.850			0.850		0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	2787	1770	1863	1583	3433	3539	1583	3433	3433	0
Flt Permitted	0.379			0.216			0.950			0.950		
Satd. Flow (perm)	706	1863	2787	402	1863	1583	3433	3539	1583	3433	3433	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						145			158		31	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		474			717			1750			817	
Travel Time (s)		9.2			14.0			29.8			13.9	
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
Adj. Flow (vph)	239	293	386	196	212	130	408	951	158	446	739	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	293	386	196	212	130	408	951	158	446	924	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	0	40	306	0	40	306	
Trailing Detector (ft)	0	0	0	0	0	0	0	300	0	0	300	
Detector 1 Position(ft)	0	0	0	0	0	0	0	300	0	0	300	
Detector 1 Size(ft)	40	40	40	40	40	20	40	6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	8		4	4		8			2			
Detector Phase	7	4	5	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	11.0	11.0	8.0	11.0	11.0	11.0	25.0	25.0	11.0	25.0	
Minimum Split (s)	14.5	25.0	25.0	14.5	24.0	24.0	25.0	31.5	31.5	17.0	31.5	
Total Split (s)	15.0	25.0	25.0	15.0	25.0	25.0	25.0	60.0	60.0	20.0	55.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.5%	20.8%	20.8%	12.5%	20.8%	20.8%	20.8%	50.0%	50.0%	16.7%	45.8%	
Maximum Green (s)	8.5	18.5	16.5	8.5	19.0	19.0	16.5	53.5	53.5	14.0	48.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	3.0	3.0	5.0	4.5	4.5	3.5	4.5	
All-Red Time (s)	3.0	1.5	3.5	3.0	3.0	3.0	3.5	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	8.5	6.5	6.0	6.0	8.5	6.5	6.5	6.0	6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	27.0	18.5	41.3	27.0	19.0	19.0	16.3	53.5	53.5	14.0	48.7	
Actuated g/C Ratio	0.22	0.15	0.34	0.22	0.16	0.16	0.14	0.45	0.45	0.12	0.41	
v/c Ratio	1.02	1.02	0.40	1.05	0.72	0.35	0.88	0.60	0.20	1.11	0.65	
Control Delay	105.2	108.8	31.5	117.5	62.9	8.2	52.3	30.7	5.9	128.2	30.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	105.2	108.8	31.5	117.5	62.9	8.2	52.3	30.7	5.9	128.2	30.5	
LOS	F	F	C	F	E	A	D	C	A	F	C	
Approach Delay		75.4			69.6			33.9			62.3	
Approach LOS		E			E			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 103 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 56.1		Intersection LOS: E	
Intersection Capacity Utilization 82.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 14: Veterans Pkwy & Double Churches Rd/C-D Rd WB Ramps



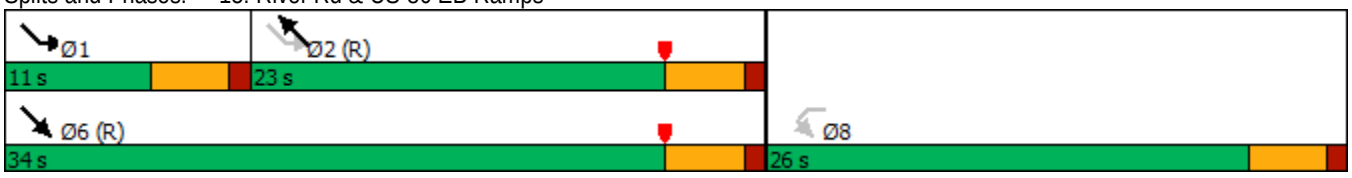


Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	165	230	195	805	315	195
Future Volume (vph)	165	230	195	805	315	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	290			135
Storage Lanes	1	0	1			0
Taper Length (ft)	25		60			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.921				0.943	
Flt Protected	0.980		0.950			
Satd. Flow (prot)	1681	0	1770	3539	3337	0
Flt Permitted	0.769		0.382			
Satd. Flow (perm)	1319	0	712	3539	3337	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	131				212	
Link Speed (mph)	35			40	40	
Link Distance (ft)	749			805	239	
Travel Time (s)	14.6			13.7	4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	250	212	875	342	212
Shared Lane Traffic (%)						
Lane Group Flow (vph)	429	0	212	875	554	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	1	1	
Detector Template						
Leading Detector (ft)	40		40	306	306	
Trailing Detector (ft)	0		0	300	300	
Detector 1 Position(ft)	0		0	300	300	
Detector 1 Size(ft)	40		40	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Turn Type	Perm		D.P+P	NA	NA	
Protected Phases			1	6	2	
Permitted Phases	8		2			
Detector Phase	8		1	6	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	22.5		9.5	22.5	22.5	
Total Split (s)	26.0		11.0	34.0	23.0	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Total Split (%)	43.3%		18.3%	56.7%	38.3%	
Maximum Green (s)	21.5		6.5	29.5	18.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.5	4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	C-Max	C-Max	
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	18.3		28.2	32.7	21.3	
Actuated g/C Ratio	0.30		0.47	0.54	0.36	
v/c Ratio	0.87		0.47	0.45	0.42	
Control Delay	33.0		11.6	6.7	10.7	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	33.0		11.6	6.7	10.7	
LOS	C		B	A	B	
Approach Delay	33.0			7.6	10.7	
Approach LOS	C			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NWSE and 6:SET, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 60.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: River Rd & US-80 EB Ramps

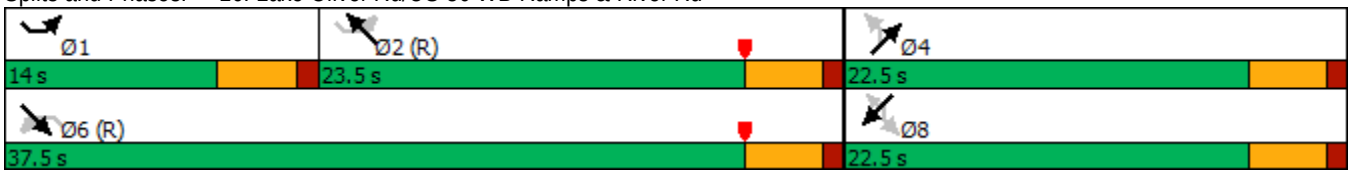


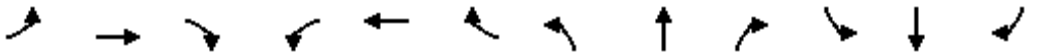
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	215	885	5	10	510	45	0	0	10	125	0	180
Future Volume (vph)	215	885	5	10	510	45	0	0	10	125	0	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	350		150	0		0	0		250
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	55			60			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.865				0.850
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1611	0	0	1770	1583
Flt Permitted	0.412			0.273							0.750	
Satd. Flow (perm)	767	3539	1583	509	3539	1583	0	1611	0	0	1397	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			27			109		109				196
Link Speed (mph)		40			30			30			35	
Link Distance (ft)		1532			805			743			1143	
Travel Time (s)		26.1			18.3			16.9			22.3	
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
Adj. Flow (vph)	234	962	5	11	554	49	0	0	11	136	0	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	234	962	5	11	554	49	0	11	0	0	136	196
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0	1	1	0	1	1		1	1	0
Detector Template							Left			Left		
Leading Detector (ft)	40	306	0	40	306	0	20	40		20	40	0
Trailing Detector (ft)	0	300	0	0	300	0	0	0		0	0	0
Detector 1 Position(ft)	0	300	0	0	300	0	0	0		0	0	0
Detector 1 Size(ft)	40	6	20	40	6	20	20	40		20	40	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	D.P+P	NA	Perm	D.Pm	NA	Perm		NA		Perm	NA	Perm
Protected Phases	1	6			2			4			8	
Permitted Phases	2		6	6		2	4			8		8
Detector Phase	1	6	6	6	2	2	4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	14.0	37.5	37.5	37.5	23.5	23.5	22.5	22.5		22.5	22.5	22.5

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	23.3%	62.5%	62.5%	62.5%	39.2%	39.2%	37.5%	37.5%		37.5%	37.5%	37.5%
Maximum Green (s)	9.5	33.0	33.0	33.0	19.0	19.0	18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5			4.5	4.5
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0		0	0	0
Act Effct Green (s)	35.4	39.9	39.9	39.9	26.7	26.7		11.1			11.1	11.1
Actuated g/C Ratio	0.59	0.66	0.66	0.66	0.44	0.44		0.18			0.18	0.18
v/c Ratio	0.39	0.41	0.00	0.03	0.35	0.06		0.03			0.53	0.43
Control Delay	7.0	5.8	0.0	9.1	18.0	4.2		0.1			28.7	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	7.0	5.8	0.0	9.1	18.0	4.2		0.1			28.7	6.7
LOS	A	A	A	A	B	A		A			C	A
Approach Delay		6.0			16.7			0.1			15.7	
Approach LOS		A			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NWSE and 6:NWSE, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Lake Oliver Rd/US-80 WB Ramps & River Rd



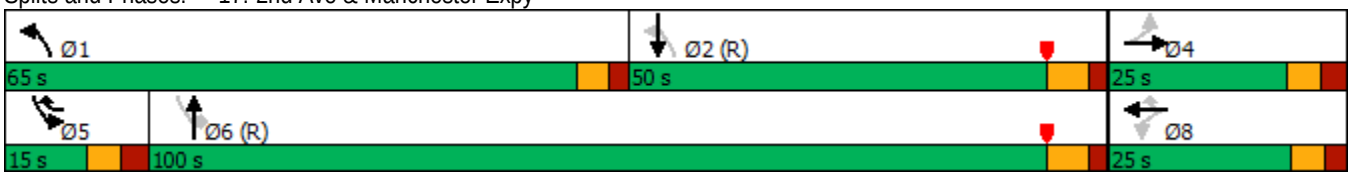


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	10	0	120	0	260	0	350	115	745	1515	0
Future Volume (vph)	5	10	0	120	0	260	0	350	115	745	1515	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	150		150	425		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			75			60			290		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	0.97	0.95	0.95
Frt					0.850	0.850			0.850			
Flt Protected		0.985		0.950						0.950		
Satd. Flow (prot)	0	1835	0	1770	1504	1504	1863	3539	1583	3433	3539	0
Flt Permitted		0.894		0.747						0.526		
Satd. Flow (perm)	0	1665	0	1391	1504	1504	1863	3539	1583	1901	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					575	525			125			
Link Speed (mph)		25			40			35			40	
Link Distance (ft)		386			565			852			1000	
Travel Time (s)		10.5			9.6			16.6			17.0	
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
Adj. Flow (vph)	5	11	0	130	0	283	0	380	125	810	1647	0
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	0	16	0	130	142	141	0	380	125	810	1647	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	0	1	1	
Detector Template	Left											
Leading Detector (ft)	20	40		40	40	0	40	266	0	40	306	
Trailing Detector (ft)	0	0		0	0	0	0	260	0	0	300	
Detector 1 Position(ft)	0	0		0	0	0	0	260	0	0	300	
Detector 1 Size(ft)	20	40		40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		Perm	NA	pm+ov	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases		4			8	5	1	6		5	2	
Permitted Phases	4			8		8	2		6	6		
Detector Phase	4	4		8	8	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0	8.5	11.0	25.0	25.0	8.5	25.0	
Minimum Split (s)	24.5	24.5		24.0	24.0	15.0	16.5	31.5	31.5	15.0	31.5	
Total Split (s)	25.0	25.0		25.0	25.0	15.0	65.0	100.0	100.0	15.0	50.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	17.9%	17.9%		17.9%	17.9%	10.7%	46.4%	71.4%	71.4%	10.7%	35.7%	
Maximum Green (s)	18.5	18.5		19.0	19.0	8.5	59.5	93.5	93.5	8.5	43.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.5	4.5	3.5	4.5	
All-Red Time (s)	3.0	3.0		2.5	2.5	3.0	2.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.5		6.0	6.0	6.5	5.5	6.5	6.5	6.5	6.5	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		16.3		16.8	16.8	32.7		94.3	94.3	104.2	110.7	
Actuated g/C Ratio		0.12		0.12	0.12	0.23		0.67	0.67	0.74	0.79	
v/c Ratio		0.08		0.78	0.21	0.19		0.16	0.11	0.53	0.59	
Control Delay		54.7		89.5	0.7	0.5		8.7	1.5	6.4	7.0	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		54.7		89.5	0.7	0.5		8.7	1.5	6.4	7.0	
LOS		D		F	A	A		A	A	A	A	
Approach Delay		54.7			28.6			6.9			6.8	
Approach LOS		D			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 88.5 (63%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 9.7		Intersection LOS: A	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 17: 2nd Ave & Manchester Expy



Intersection	
Int Delay, s/veh	62.8

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	105	270	300	670	240	145
Future Vol, veh/h	105	270	300	670	240	145
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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	293	326	728	261	158

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1356	210	419	0	-	0
Stage 1	340	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	140	796	1137	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 100	796	1137	-	-	-
Mov Cap-2 Maneuver	~ 100	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	310	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	282	2.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	270	1137	-
HCM Lane V/C Ratio	-	-	1.51	0.287	-
HCM Control Delay (s)	-	-	282	9.4	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	23.7	1.2	-

Notes

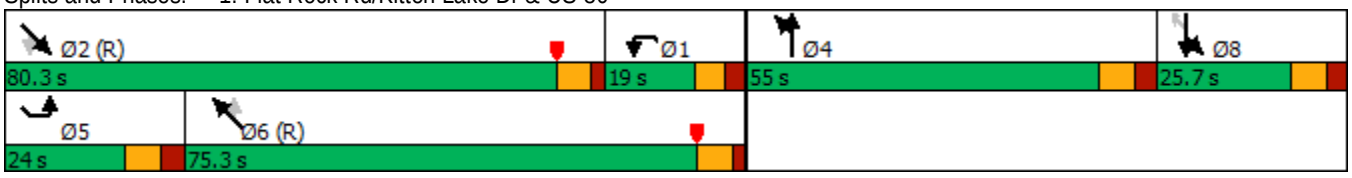
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	990	70	25	65	65	160	315	990	585	120	1210	20
Future Volume (vph)	990	70	25	65	65	160	315	990	585	120	1210	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	100		0	415		415	135		225
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	25			75			105			240		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.961				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1790	0	1770	1863	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1790	0	1770	1863	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				158			636			122
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		804			352			692			1069	
Travel Time (s)		15.7			8.0			10.5			16.2	
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
Adj. Flow (vph)	1076	76	27	71	71	174	342	1076	636	130	1315	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1076	103	0	71	71	174	342	1076	636	130	1315	22
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	0	1	1	0
Detector Template						Right						
Leading Detector (ft)	40	40		40	40	20	40	336	0	40	336	0
Trailing Detector (ft)	0	0		0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40	20	40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			6
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0	11.0	11.0	25.0	25.0	11.0	25.0	25.0
Minimum Split (s)	25.8	25.8		25.7	25.7	25.7	18.8	31.5	31.5	18.0	75.0	75.0
Total Split (s)	55.0	55.0		25.7	25.7	25.7	24.0	80.3	80.3	19.0	75.3	75.3

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	30.6%	30.6%		14.3%	14.3%	14.3%	13.3%	44.6%	44.6%	10.6%	41.8%	41.8%
Maximum Green (s)	47.3	47.3		18.0	18.0	18.0	16.2	73.8	73.8	12.0	68.8	68.8
Yellow Time (s)	4.7	4.7		4.7	4.7	4.7	4.8	4.7	4.7	4.0	4.7	4.7
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	1.8	1.8	3.0	1.8	1.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7		7.7	7.7	7.7	7.8	6.5	6.5	7.0	6.5	6.5
Lead/Lag							Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	0
Act Effct Green (s)	47.3	47.3		13.3	13.3	13.3	20.9	78.5	78.5	12.0	68.8	68.8
Actuated g/C Ratio	0.26	0.26		0.07	0.07	0.07	0.12	0.44	0.44	0.07	0.38	0.38
v/c Ratio	1.19	0.22		0.54	0.52	0.66	0.86	0.70	0.61	0.57	0.97	0.03
Control Delay	152.4	48.1		95.4	93.1	26.4	81.8	51.6	14.5	91.8	72.8	0.1
Queue Delay	1.4	0.0		0.0	0.0	0.4	0.0	8.9	0.7	0.0	5.9	0.0
Total Delay	153.9	48.1		95.4	93.1	26.7	81.8	60.5	15.2	91.8	78.7	0.1
LOS	F	D		F	F	C	F	E	B	F	E	A
Approach Delay		144.6			57.1			50.0			78.7	
Approach LOS		F			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 156 (87%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay: 81.1		Intersection LOS: F	
Intersection Capacity Utilization 95.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Flat Rock Rd/Kitten Lake Dr & US-80

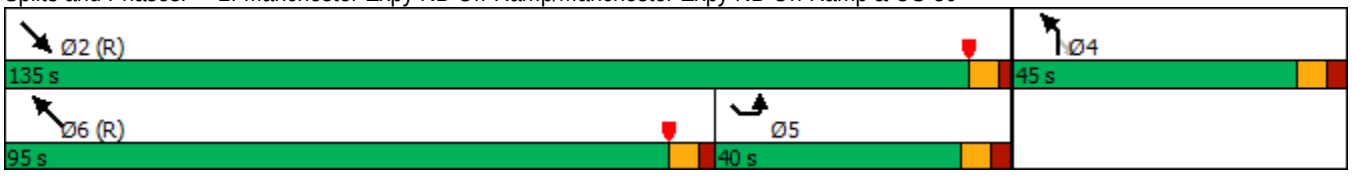


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	465	0	355	0	0	0	565	1505	0	0	2150	145
Future Volume (vph)	465	0	355	0	0	0	565	1505	0	0	2150	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	270		0	0		200
Storage Lanes	2		1	0		0	2		0	0		0
Taper Length (ft)	25			25			95			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Frt			0.850								0.991	
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	0	1583	0	0	0	3433	5085	0	0	5040	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	0	1583	0	0	0	3433	5085	0	0	5040	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61								8	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		833			787			727			692	
Travel Time (s)		16.2			15.3			11.0			10.5	
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
Adj. Flow (vph)	505	0	386	0	0	0	614	1636	0	0	2337	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	505	0	386	0	0	0	614	1636	0	0	2495	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			44	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1				1	1			1	
Detector Template			Right									
Leading Detector (ft)	40		20				40	336			336	
Trailing Detector (ft)	0		0				0	330			330	
Detector 1 Position(ft)	0		0				0	330			330	
Detector 1 Size(ft)	40		20				40	6			6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0				0.0	0.0			0.0	
Detector 1 Queue (s)	0.0		0.0				0.0	0.0			0.0	
Detector 1 Delay (s)	0.0		0.0				0.0	0.0			0.0	
Turn Type	Prot		Perm				Prot	NA			NA	
Protected Phases	4						5	2			6	
Permitted Phases			4									
Detector Phase	4		4				5	2			6	
Switch Phase												
Minimum Initial (s)	11.0		11.0				11.0	25.0			25.0	
Minimum Split (s)	31.0		31.0				18.0	31.0			31.0	
Total Split (s)	45.0		45.0				40.0	135.0			95.0	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	25.0%		25.0%				22.2%	75.0%			52.8%	
Maximum Green (s)	38.0		38.0				33.0	129.0			89.0	
Yellow Time (s)	4.0		4.0				4.0	4.0			4.0	
All-Red Time (s)	3.0		3.0				3.0	2.0			2.0	
Lost Time Adjust (s)	0.0		0.0				0.0	0.0			0.0	
Total Lost Time (s)	7.0		7.0				7.0	6.0			6.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)	3.0		3.0				3.0	3.0			3.0	
Recall Mode	None		None				None	C-Max			C-Max	
Walk Time (s)	7.0		7.0					7.0			7.0	
Flash Dont Walk (s)	11.0		11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0		0					0			0	
Act Effct Green (s)	38.0		38.0				33.0	129.0			89.0	
Actuated g/C Ratio	0.21		0.21				0.18	0.72			0.49	
v/c Ratio	0.70		1.01				0.98	0.45			1.00	
Control Delay	71.6		105.9				78.5	1.8			25.5	
Queue Delay	0.0		25.5				0.0	0.1			37.9	
Total Delay	71.6		131.3				78.5	2.0			63.3	
LOS	E		F				E	A			E	
Approach Delay		97.5						22.8			63.3	
Approach LOS		F						C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 61 (34%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 52.6		Intersection LOS: D	
Intersection Capacity Utilization 88.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Manchester Expy NB Off-Ramp/Manchester Expy NB On-Ramp & US-80

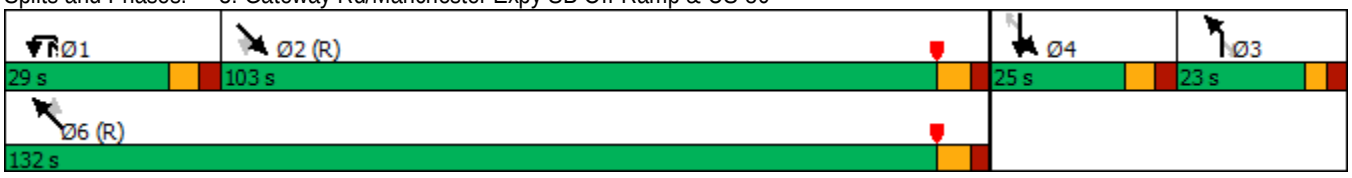


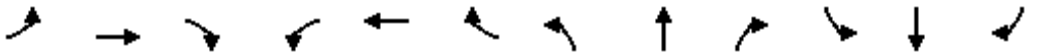
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	275	0	305	55	45	215	0	1815	310	260	2125	140
Future Volume (vph)	275	0	305	55	45	215	0	1815	310	260	2125	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		320	150		150	0		340	205		0
Storage Lanes	2		2	1		1	0		1	2		1
Taper Length (ft)	25			80			25			110		
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	0	2787	1770	1863	1583	0	5085	1583	3433	3539	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	0	2787	1770	1863	1583	0	5085	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			150			104			291			90
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		1064			1064			1320			727	
Travel Time (s)		16.1			20.7			20.0			11.0	
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
Adj. Flow (vph)	299	0	332	60	49	234	0	1973	337	283	2310	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	0	332	60	49	234	0	1973	337	283	2310	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		0	1	1	0		1	0	1	1	0
Detector Template												
Leading Detector (ft)	40		0	40	40	0		336	0	40	336	0
Trailing Detector (ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Position(ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Size(ft)	40		20	40	40	20		6	40	40	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		pm+ov	Split	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	3		1	4	4			2		1	6	
Permitted Phases			3			4			2			6
Detector Phase	3		1	4	4	4		2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0		8.0	9.0	9.0	9.0		17.0	17.0	8.0	17.0	17.0
Minimum Split (s)	14.0		15.0	25.0	25.0	25.0		25.2	25.2	15.0	25.2	25.2
Total Split (s)	23.0		29.0	25.0	25.0	25.0		103.0	103.0	29.0	132.0	132.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	12.8%		16.1%	13.9%	13.9%	13.9%		57.2%	57.2%	16.1%	73.3%	73.3%
Maximum Green (s)	17.0		22.0	18.0	18.0	18.0		95.8	95.8	22.0	124.8	124.8
Yellow Time (s)	3.0		4.0	4.0	4.0	4.0		4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		2.7	2.7	3.0	2.7	2.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	7.0	7.0	7.0		7.2	7.2	7.0	7.2	7.2
Lead/Lag	Lag		Lead	Lead	Lead	Lead		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None		C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0	0		0	0
Act Effct Green (s)	17.1		42.6	17.4	17.4	17.4		98.9	98.9	19.5	125.3	125.3
Actuated g/C Ratio	0.10		0.24	0.10	0.10	0.10		0.55	0.55	0.11	0.70	0.70
v/c Ratio	0.92		0.43	0.35	0.27	0.95		0.71	0.34	0.76	0.94	0.13
Control Delay	112.0		32.6	81.9	79.3	88.9		6.8	1.0	99.2	12.1	0.4
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	2.1	0.0
Total Delay	112.0		32.6	81.9	79.3	88.9		6.8	1.0	99.2	14.2	0.4
LOS	F		C	F	E	F		A	A	F	B	A
Approach Delay		70.2			86.3			6.0			22.2	
Approach LOS		E			F			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 76 (42%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 24.7		Intersection LOS: C	
Intersection Capacity Utilization 95.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3: Gateway Rd/Manchester Expy SB Off-Ramp & US-80



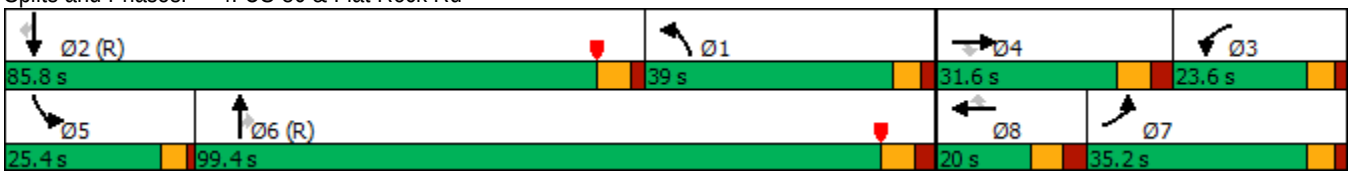


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	560	40	230	260	20	165	630	1760	150	200	1510	250
Future Volume (vph)	560	40	230	260	20	165	630	1760	150	200	1510	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	125		125	230		200	150		160
Storage Lanes	2		1	1		1	2		1	1		1
Taper Length (ft)	75			65			115			155		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	3433	1863	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1863	1583	3433	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			250			179			132			150
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		414			431			1322			1324	
Travel Time (s)		9.4			6.5			20.0			20.1	
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
Adj. Flow (vph)	609	43	250	283	22	179	685	1913	163	217	1641	272
Shared Lane Traffic (%)												
Lane Group Flow (vph)	609	43	250	283	22	179	685	1913	163	217	1641	272
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	0
Detector Template			Right									
Leading Detector (ft)	40	40	20	40	40	0	40	336	0	40	336	0
Trailing Detector (ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40	20	40	40	20	40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	11.0	11.0	5.0	11.0	11.0	9.0	25.0	25.0	5.0	25.0	25.0
Minimum Split (s)	10.5	25.4	25.4	10.5	20.0	20.0	15.0	80.0	80.0	9.5	31.6	31.6
Total Split (s)	35.2	31.6	31.6	23.6	20.0	20.0	39.0	99.4	99.4	25.4	85.8	85.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.6%	17.6%	17.6%	13.1%	11.1%	11.1%	21.7%	55.2%	55.2%	14.1%	47.7%	47.7%
Maximum Green (s)	29.7	24.2	24.2	18.1	12.6	12.6	33.0	92.0	92.0	20.9	79.2	79.2
Yellow Time (s)	3.5	4.4	4.4	3.5	4.4	4.4	4.0	4.4	4.4	3.5	4.6	4.6
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	7.4	7.4	5.5	7.4	7.4	6.0	7.4	7.4	4.5	6.6	6.6
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	31.0	12.3	12.3	30.0	11.3	11.3	33.0	92.0	92.0	20.9	79.2	79.2
Actuated g/C Ratio	0.17	0.07	0.07	0.17	0.06	0.06	0.18	0.51	0.51	0.12	0.44	0.44
v/c Ratio	1.03	0.34	0.73	0.50	0.19	0.67	1.09	1.06	0.19	1.06	1.05	0.35
Control Delay	115.8	86.6	21.2	72.0	83.8	22.6	104.2	60.8	2.1	151.1	86.3	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.8	86.6	21.2	72.0	83.8	22.6	104.2	60.8	2.1	151.1	86.3	15.5
LOS	F	F	C	E	F	C	F	E	A	F	F	B
Approach Delay		88.2			54.3			68.1			83.9	
Approach LOS		F			D			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 75.3		Intersection LOS: E	
Intersection Capacity Utilization 99.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: US-80 & Flat Rock Rd



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	100	220	605	0	0	0	0	555	145	110	240	0
Future Vol, veh/h	100	220	605	0	0	0	0	555	145	110	240	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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	235	-	0	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	239	658	0	0	0	0	603	158	120	261	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1183	1262	261	-	0	0	761	0	0
Stage 1	501	501	-	-	-	-	-	-	-
Stage 2	682	761	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	209	~ 170	778	0	-	-	851	-	0
Stage 1	609	543	-	0	-	-	-	-	0
Stage 2	502	414	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	180	0	778	-	-	-	851	-	-
Mov Cap-2 Maneuver	180	0	-	-	-	-	-	-	-
Stage 1	609	0	-	-	-	-	-	-	-
Stage 2	431	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s		0	3.1
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	EBLn3	SBL	SBT
Capacity (veh/h)	-	-	180	-	778	851	-
HCM Lane V/C Ratio	-	-	0.604	-	0.845	0.14	-
HCM Control Delay (s)	-	-	51.5	-	29.3	9.9	-
HCM Lane LOS	-	-	F	-	D	A	-
HCM 95th %tile Q(veh)	-	-	3.3	-	9.9	0.5	-

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

Intersection	
Int Delay, s/veh	10.8

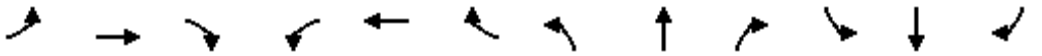
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	135	255	125	420	220	0	0	215	65
Future Vol, veh/h	0	0	0	135	255	125	420	220	0	0	215	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	147	277	136	457	239	0	0	234	71

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	1423	1458	239	305	0	-	-	-	0
Stage 1	1153	1153	-	-	-	-	-	-	-
Stage 2	270	305	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	150	~ 129	800	1256	-	0	0	-	-
Stage 1	301	~ 272	-	-	-	0	0	-	-
Stage 2	775	662	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 95	0	800	1256	-	-	-	-	-
Mov Cap-2 Maneuver	~ 95	0	-	-	-	-	-	-	-
Stage 1	191	0	-	-	-	-	-	-	-
Stage 2	775	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	6.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1256	-	752	-	-
HCM Lane V/C Ratio	0.363	-	0.744	-	-
HCM Control Delay (s)	9.5	-	22.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	1.7	-	6.8	-	-

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

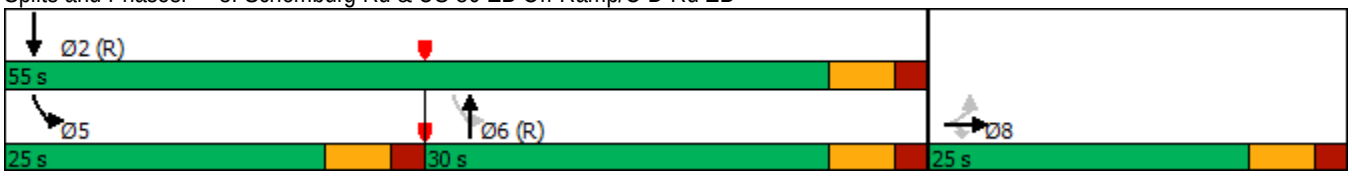


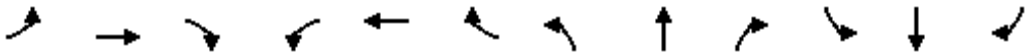
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	475	585	385	0	0	0	0	435	115	245	360	0
Future Volume (vph)	475	585	385	0	0	0	0	435	115	245	360	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	0		0	0		0	235		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	75			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.969				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	1583	0	0	0	0	3429	0	1770	3539	0
Flt Permitted	0.950									0.362		
Satd. Flow (perm)	1770	1863	1583	0	0	0	0	3429	0	674	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			418					42				
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1208			2240			432			686	
Travel Time (s)		23.5			43.6			7.4			11.7	
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
Adj. Flow (vph)	516	636	418	0	0	0	0	473	125	266	391	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	516	636	418	0	0	0	0	598	0	266	391	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0					1		1	1	
Detector Template												
Leading Detector (ft)	40	40	0					306		40	306	
Trailing Detector (ft)	0	0	0					300		0	300	
Detector 1 Position(ft)	0	0	0					300		0	300	
Detector 1 Size(ft)	40	40	20					6		40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Turn Type	Perm	NA	Perm					NA		D.P+P	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8							6		
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					24.0		12.0	25.0	
Minimum Split (s)	24.0	24.0	24.0					30.0		18.0	31.0	
Total Split (s)	25.0	25.0	25.0					30.0		25.0	55.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	31.3%	31.3%	31.3%					37.5%		31.3%	68.8%	
Maximum Green (s)	19.0	19.0	19.0					24.0		19.0	49.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0					6.0		6.0	6.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Act Effct Green (s)	19.0	19.0	19.0					30.3		43.0	49.0	
Actuated g/C Ratio	0.24	0.24	0.24					0.38		0.54	0.61	
v/c Ratio	1.23	1.44	0.60					0.45		0.50	0.18	
Control Delay	152.2	237.6	7.0					18.8		12.0	5.4	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	152.2	237.6	7.0					18.8		12.0	5.4	
LOS	F	F	A					B		B	A	
Approach Delay		148.1						18.8			8.1	
Approach LOS		F						B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 11.5 (14%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.44			
Intersection Signal Delay: 88.2		Intersection LOS: F	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 8: Schomburg Rd & US-80 EB Off-Ramp/C-D Rd EB



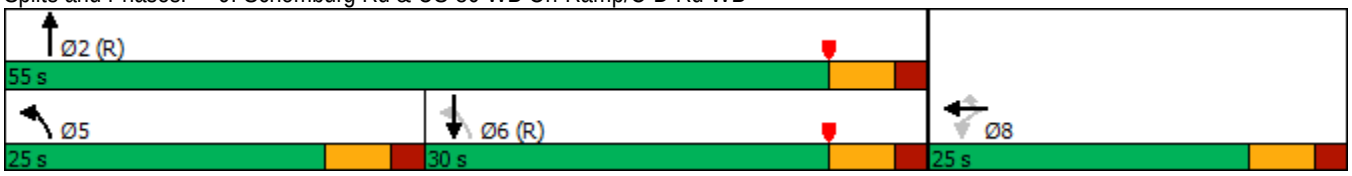


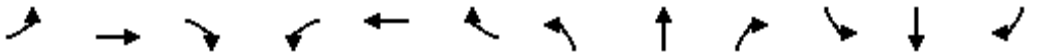
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	135	350	220	180	635	0	0	505	260
Future Volume (vph)	0	0	0	135	350	220	180	635	0	0	505	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	285		0	205		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			150			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.949	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	1863	1583	1770	3539	0	0	3359	0
Flt Permitted				0.950			0.232					
Satd. Flow (perm)	0	0	0	1770	1863	1583	432	3539	0	0	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						239					117	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1075			2347			686			355	
Travel Time (s)		20.9			45.7			11.7			6.1	
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
Adj. Flow (vph)	0	0	0	147	380	239	196	690	0	0	549	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	147	380	239	196	690	0	0	832	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	
Trailing Detector (ft)				0	0	0	0	300			300	
Detector 1 Position(ft)				0	0	0	0	300			300	
Detector 1 Size(ft)				40	40	20	40	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8	6					
Detector Phase				8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	12.0	29.0			24.0	
Minimum Split (s)				24.0	24.0	24.0	18.0	35.0			30.0	
Total Split (s)				25.0	25.0	25.0	25.0	55.0			30.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				31.3%	31.3%	31.3%	31.3%	68.8%			37.5%	
Maximum Green (s)				19.0	19.0	19.0	19.0	49.0			24.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Act Effct Green (s)				18.4	18.4	18.4	43.6	49.6			31.0	
Actuated g/C Ratio				0.23	0.23	0.23	0.54	0.62			0.39	
v/c Ratio				0.36	0.89	0.44	0.44	0.31			0.61	
Control Delay				28.6	54.4	6.5	10.2	6.8			19.3	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				28.6	54.4	6.5	10.2	6.8			19.3	
LOS				C	D	A	B	A			B	
Approach Delay					34.5			7.6			19.3	
Approach LOS					C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 24 (30%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 19.8		Intersection LOS: B	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: Schomburg Rd & US-80 WB On-Ramp/C-D Rd WB



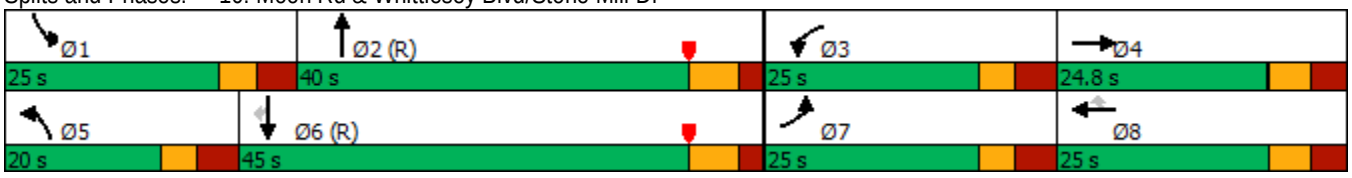


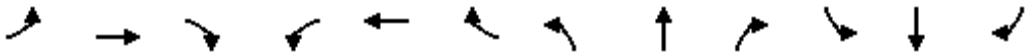
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	635	30	225	70	55	250	195	480	20	90	490	670
Future Volume (vph)	635	30	225	70	55	250	195	480	20	90	490	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		0	100		90	340		0	275		0
Storage Lanes	1		0	2		0	2		0	1		1
Taper Length (ft)	95			115			100			90		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.868				0.850		0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1617	0	1770	1863	1583	3433	1852	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1617	0	1770	1863	1583	3433	1852	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		245				272		2				672
Link Speed (mph)		35			30			40			40	
Link Distance (ft)		727			766			1004			614	
Travel Time (s)		14.2			17.4			17.1			10.5	
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
Adj. Flow (vph)	690	33	245	76	60	272	212	522	22	98	533	728
Shared Lane Traffic (%)												
Lane Group Flow (vph)	690	278	0	76	60	272	212	544	0	98	533	728
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	306		40	306	0
Trailing Detector (ft)	0	0		0	0	0	0	300		0	300	0
Detector 1 Position(ft)	0	0		0	0	0	0	300		0	300	0
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	9.0	11.0		9.0	11.0	11.0	9.0	15.0		9.0	15.0	15.0
Minimum Split (s)	15.7	24.8		15.7	24.8	24.8	15.7	24.4		15.7	24.4	24.4
Total Split (s)	25.0	24.8		25.0	25.0	25.0	20.0	40.0		25.0	45.0	45.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	21.7%	21.6%		21.7%	21.7%	21.7%	17.4%	34.8%		21.7%	39.1%	39.1%
Maximum Green (s)	18.3	18.0		18.3	18.2	18.2	13.3	33.6		18.3	38.6	38.6
Yellow Time (s)	3.2	3.6		3.2	3.6	3.6	3.2	4.2		3.2	4.2	4.2
All-Red Time (s)	3.5	3.2		3.5	3.2	3.2	3.5	2.2		3.5	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.8		6.7	6.8	6.8	6.7	6.4		6.7	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	18.3	22.5		10.9	11.9	11.9	12.4	46.1		12.0	45.8	45.8
Actuated g/C Ratio	0.16	0.20		0.09	0.10	0.10	0.11	0.40		0.10	0.40	0.40
v/c Ratio	1.26	0.54		0.46	0.31	0.67	0.57	0.73		0.53	0.72	0.70
Control Delay	173.0	12.6		57.5	51.7	14.2	54.8	37.2		58.8	36.9	7.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	173.0	12.6		57.5	51.7	14.2	54.8	37.2		58.8	36.9	7.7
LOS	F	B		E	D	B	D	D		E	D	A
Approach Delay		126.9			27.8			42.1			22.8	
Approach LOS		F			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 88.1 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 56.4		Intersection LOS: E	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 10: Moon Rd & Whittlesey Blvd/Stone Mill Dr



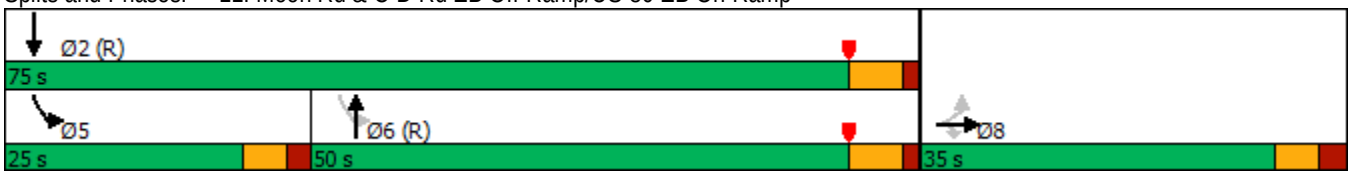


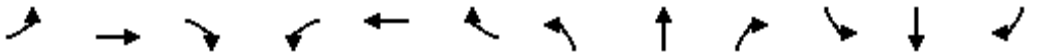
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	5	425	0	0	0	0	955	435	255	880	0
Future Volume (vph)	265	5	425	0	0	0	0	955	435	255	880	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	0		0	0		0	225		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.953				
Flt Protected		0.953								0.950		
Satd. Flow (prot)	0	1775	1583	0	0	0	0	3373	0	1770	3539	0
Flt Permitted		0.953								0.082		
Satd. Flow (perm)	0	1775	1583	0	0	0	0	3373	0	153	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146					80				
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1653			1685			614			717	
Travel Time (s)		32.2			32.8			10.5			12.2	
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
Adj. Flow (vph)	288	5	462	0	0	0	0	1038	473	277	957	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	462	0	0	0	0	1511	0	277	957	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0					1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	40	0					306		40	306	
Trailing Detector (ft)	0	0	0					300		0	300	
Detector 1 Position(ft)	0	0	0					300		0	300	
Detector 1 Size(ft)	20	40	20					6		40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Turn Type	Perm	NA	Perm					NA		D.P+P	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8							6		
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	16.0	16.0	16.0					20.0		12.0	20.0	
Minimum Split (s)	24.0	24.0	24.0					26.0		17.5	26.0	
Total Split (s)	35.0	35.0	35.0					50.0		25.0	75.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	31.8%	31.8%	31.8%					45.5%		22.7%	68.2%	
Maximum Green (s)	29.0	29.0	29.0					44.0		19.5	69.0	
Yellow Time (s)	3.5	3.5	3.5					4.5		3.5	4.5	
All-Red Time (s)	2.5	2.5	2.5					1.5		2.0	1.5	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0					6.0		5.5	6.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Act Effct Green (s)		26.7	26.7					48.9		66.3	71.3	
Actuated g/C Ratio		0.24	0.24					0.44		0.60	0.65	
v/c Ratio		0.68	0.93					0.98		0.81	0.42	
Control Delay		46.0	55.0					48.7		57.4	10.2	
Queue Delay		0.0	0.0					0.6		0.0	0.0	
Total Delay		46.0	55.0					49.3		57.4	10.2	
LOS		D	E					D		E	B	
Approach Delay		51.5						49.3			20.8	
Approach LOS		D						D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 44 (40%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 39.8		Intersection LOS: D	
Intersection Capacity Utilization 84.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 11: Moon Rd & C-D Rd EB Off-Ramp/US-80 EB On-Ramp



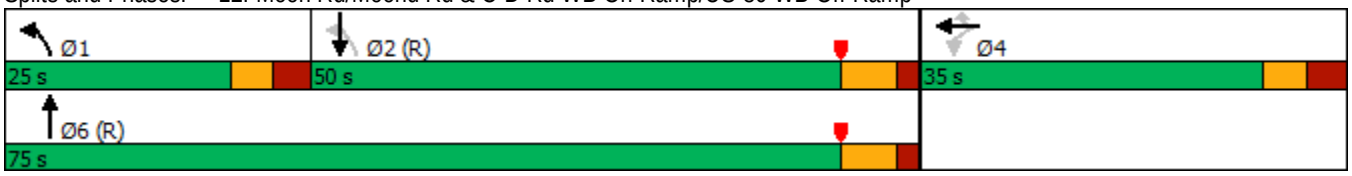


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	355	5	280	355	835	0	0	685	220
Future Volume (vph)	0	0	0	355	5	280	355	835	0	0	685	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	225		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	25			25			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.964	
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1775	1583	1770	3539	0	0	3412	0
Flt Permitted					0.953		0.163					
Satd. Flow (perm)	0	0	0	0	1775	1583	304	3539	0	0	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						160					46	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1664			1537			717			696	
Travel Time (s)		32.4			29.9			12.2			11.9	
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
Adj. Flow (vph)	0	0	0	386	5	304	386	908	0	0	745	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	391	304	386	908	0	0	984	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	
Detector Template				Left								
Leading Detector (ft)				20	40	0	40	306			306	
Trailing Detector (ft)				0	0	0	0	300			300	
Detector 1 Position(ft)				0	0	0	0	300			300	
Detector 1 Size(ft)				20	40	20	40	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				11.0	11.0	11.0	11.0	20.0			20.0	
Minimum Split (s)				25.0	25.0	25.0	17.5	26.5			26.5	
Total Split (s)				35.0	35.0	35.0	25.0	75.0			50.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				31.8%	31.8%	31.8%	22.7%	68.2%			45.5%	
Maximum Green (s)				28.0	28.0	28.0	18.5	68.5			43.5	
Yellow Time (s)				3.5	3.5	3.5	3.5	4.5			4.5	
All-Red Time (s)				3.5	3.5	3.5	3.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					7.0	7.0	6.5	6.5			6.5	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Act Effct Green (s)					26.7	26.7	63.3	69.8			45.0	
Actuated g/C Ratio					0.24	0.24	0.58	0.63			0.41	
v/c Ratio					0.91	0.60	0.92	0.40			0.69	
Control Delay					66.6	22.2	45.0	19.3			29.0	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay					66.6	22.2	45.0	19.3			29.0	
LOS					E	C	D	B			C	
Approach Delay					47.2			27.0			29.0	
Approach LOS					D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 21.5 (20%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 32.4		Intersection LOS: C	
Intersection Capacity Utilization 84.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 12: Moon Rd/Moond Rd & C-D Rd WB On-Ramp/US-80 WB Off-Ramp



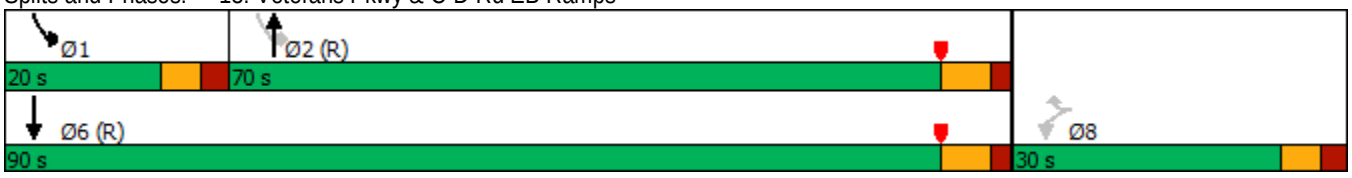


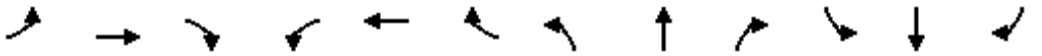
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	695	635	1635	265	220	1085
Future Volume (vph)	695	635	1635	265	220	1085
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	450		300	245	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				50	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.063	
Satd. Flow (perm)	3433	1583	3539	1583	117	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		206		255		
Link Speed (mph)	35		40			40
Link Distance (ft)	973		935			1750
Travel Time (s)	19.0		15.9			29.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	755	690	1777	288	239	1179
Shared Lane Traffic (%)						
Lane Group Flow (vph)	755	690	1777	288	239	1179
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	0	1	0	1	1
Detector Template						
Leading Detector (ft)	40	0	306	0	40	306
Trailing Detector (ft)	0	0	300	0	0	300
Detector 1 Position(ft)	0	0	300	0	0	300
Detector 1 Size(ft)	40	20	6	20	40	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	Perm	NA	Perm	D.P+P	NA
Protected Phases			2		1	6
Permitted Phases	8	8		2	2	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	11.0	11.0	20.0	20.0	11.0	20.0
Minimum Split (s)	24.0	24.0	26.5	26.5	17.0	26.5
Total Split (s)	30.0	30.0	70.0	70.0	20.0	90.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Split (%)	25.0%	25.0%	58.3%	58.3%	16.7%	75.0%
Maximum Green (s)	24.0	24.0	63.5	63.5	14.0	83.5
Yellow Time (s)	3.5	3.5	4.5	4.5	3.5	4.5
All-Red Time (s)	2.5	2.5	2.0	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.5	6.5	6.0	6.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	24.0	24.0	63.9	63.9	78.0	83.5
Actuated g/C Ratio	0.20	0.20	0.53	0.53	0.65	0.70
v/c Ratio	1.10	1.43	0.94	0.30	0.91	0.48
Control Delay	109.9	233.2	38.1	3.5	58.5	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.9	233.2	38.1	3.5	58.5	7.0
LOS	F	F	D	A	E	A
Approach Delay	168.7		33.3			15.7
Approach LOS	F		C			B

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 63.5 (53%), Referenced to phase 2:NBSB and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay: 67.9	Intersection LOS: E
Intersection Capacity Utilization 94.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 13: Veterans Pkwy & C-D Rd EB Ramps



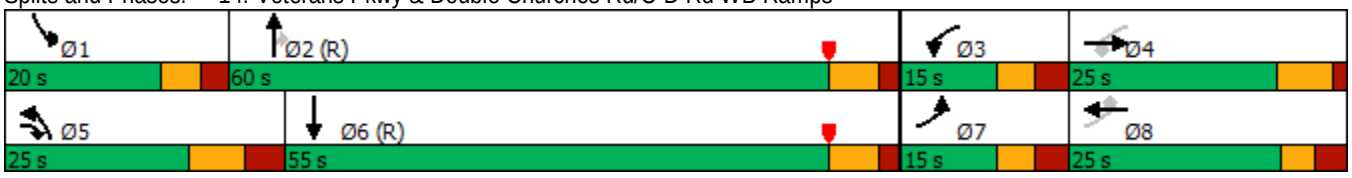


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	285	435	180	225	115	545	1345	530	415	635	190
Future Volume (vph)	205	285	435	180	225	115	545	1345	530	415	635	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		360	500		400	535		0
Storage Lanes	1		2	1		1	2		1	2		0
Taper Length (ft)	25			25			280			30		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	0.97	0.95	0.95
Frt			0.850			0.850			0.850		0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	2787	1770	1863	1583	3433	3539	1583	3433	3415	0
Flt Permitted	0.290			0.216			0.950			0.950		
Satd. Flow (perm)	540	1863	2787	402	1863	1583	3433	3539	1583	3433	3415	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						145			262		39	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		474			717			1750			817	
Travel Time (s)		9.2			14.0			29.8			13.9	
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
Adj. Flow (vph)	223	310	473	196	245	125	592	1462	576	451	690	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	310	473	196	245	125	592	1462	576	451	897	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	0	40	306	0	40	306	
Trailing Detector (ft)	0	0	0	0	0	0	0	300	0	0	300	
Detector 1 Position(ft)	0	0	0	0	0	0	0	300	0	0	300	
Detector 1 Size(ft)	40	40	40	40	40	20	40	6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	8		4	4		8			2			
Detector Phase	7	4	5	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	11.0	11.0	8.0	11.0	11.0	11.0	25.0	25.0	11.0	25.0	
Minimum Split (s)	14.5	25.0	25.0	14.5	24.0	24.0	25.0	31.5	31.5	17.0	31.5	
Total Split (s)	15.0	25.0	25.0	15.0	25.0	25.0	25.0	60.0	60.0	20.0	55.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.5%	20.8%	20.8%	12.5%	20.8%	20.8%	20.8%	50.0%	50.0%	16.7%	45.8%	
Maximum Green (s)	8.5	18.5	16.5	8.5	19.0	19.0	16.5	53.5	53.5	14.0	48.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	3.0	3.0	5.0	4.5	4.5	3.5	4.5	
All-Red Time (s)	3.0	1.5	3.5	3.0	3.0	3.0	3.5	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	8.5	6.5	6.0	6.0	8.5	6.5	6.5	6.0	6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	27.0	18.5	41.5	27.0	19.0	19.0	16.5	53.5	53.5	14.0	48.5	
Actuated g/C Ratio	0.22	0.15	0.35	0.22	0.16	0.16	0.14	0.45	0.45	0.12	0.40	
v/c Ratio	1.07	1.08	0.49	1.05	0.83	0.34	1.25	0.93	0.68	1.13	0.64	
Control Delay	121.5	123.9	33.1	117.5	73.0	7.4	163.5	27.3	7.7	132.2	29.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	121.5	123.9	33.1	117.5	73.0	7.4	163.5	27.3	7.7	132.2	29.9	
LOS	F	F	C	F	E	A	F	C	A	F	C	
Approach Delay		80.7			73.9			53.7			64.1	
Approach LOS		F			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 103 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay: 63.2		Intersection LOS: E	
Intersection Capacity Utilization 95.2%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 14: Veterans Pkwy & Double Churches Rd/C-D Rd WB Ramps



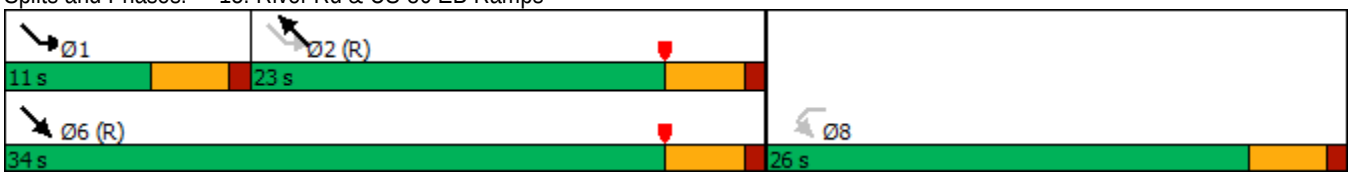


Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	95	260	160	425	705	240
Future Volume (vph)	95	260	160	425	705	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	290			135
Storage Lanes	1	0	1			0
Taper Length (ft)	25		60			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.901				0.962	
Flt Protected	0.987		0.950			
Satd. Flow (prot)	1657	0	1770	3539	3405	0
Flt Permitted	0.852		0.187			
Satd. Flow (perm)	1430	0	348	3539	3405	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	257				81	
Link Speed (mph)	35			40	40	
Link Distance (ft)	749			805	239	
Travel Time (s)	14.6			13.7	4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	283	174	462	766	261
Shared Lane Traffic (%)						
Lane Group Flow (vph)	386	0	174	462	1027	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	1	1	
Detector Template						
Leading Detector (ft)	40		40	306	306	
Trailing Detector (ft)	0		0	300	300	
Detector 1 Position(ft)	0		0	300	300	
Detector 1 Size(ft)	40		40	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Turn Type	Perm		D.P+P	NA	NA	
Protected Phases			1	6	2	
Permitted Phases	8		2			
Detector Phase	8		1	6	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	22.5		9.5	22.5	22.5	
Total Split (s)	26.0		11.0	34.0	23.0	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Total Split (%)	43.3%		18.3%	56.7%	38.3%	
Maximum Green (s)	21.5		6.5	29.5	18.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.5	4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	C-Max	C-Max	
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	12.4		35.0	38.6	28.9	
Actuated g/C Ratio	0.21		0.58	0.64	0.48	
v/c Ratio	0.78		0.46	0.20	0.61	
Control Delay	18.4		14.5	4.3	16.4	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	18.4		14.5	4.3	16.4	
LOS	B		B	A	B	
Approach Delay	18.4			7.1	16.4	
Approach LOS	B			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 18 (30%), Referenced to phase 2:NWSE and 6:SET, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 68.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: River Rd & US-80 EB Ramps



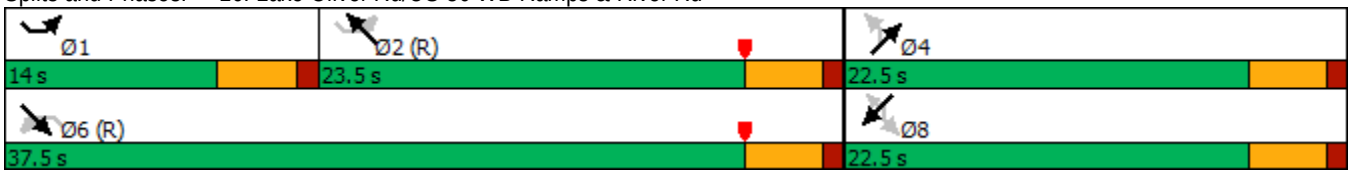
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	160	535	5	15	805	195	5	0	20	70	0	40
Future Volume (vph)	160	535	5	15	805	195	5	0	20	70	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	350		150	0		0	0		250
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	55			60			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.890				0.850
Flt Protected	0.950			0.950				0.991			0.950	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1643	0	0	1770	1583
Flt Permitted	0.273			0.433				0.937			0.740	
Satd. Flow (perm)	509	3539	1583	807	3539	1583	0	1553	0	0	1378	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			27			212		109				109
Link Speed (mph)		40			30			30			35	
Link Distance (ft)		1532			805			743			1143	
Travel Time (s)		26.1			18.3			16.9			22.3	
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
Adj. Flow (vph)	174	582	5	16	875	212	5	0	22	76	0	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	582	5	16	875	212	0	27	0	0	76	43
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0	1	1	0	1	1		1	1	0
Detector Template							Left			Left		
Leading Detector (ft)	40	306	0	40	306	0	20	40		20	40	0
Trailing Detector (ft)	0	300	0	0	300	0	0	0		0	0	0
Detector 1 Position(ft)	0	300	0	0	300	0	0	0		0	0	0
Detector 1 Size(ft)	40	6	20	40	6	20	20	40		20	40	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	D.P+P	NA	Perm	D.Pm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6			2			4			8	
Permitted Phases	2		6	6		2	4			8		8
Detector Phase	1	6	6	6	2	2	4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	14.0	37.5	37.5	37.5	23.5	23.5	22.5	22.5		22.5	22.5	22.5

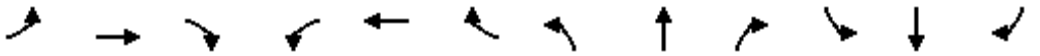
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	23.3%	62.5%	62.5%	62.5%	39.2%	39.2%	37.5%	37.5%		37.5%	37.5%	37.5%
Maximum Green (s)	9.5	33.0	33.0	33.0	19.0	19.0	18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5			4.5	4.5
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0		0	0	0
Act Effct Green (s)	40.7	45.2	45.2	45.2	34.8	34.8		8.7			8.7	8.7
Actuated g/C Ratio	0.68	0.75	0.75	0.75	0.58	0.58		0.14			0.14	0.14
v/c Ratio	0.34	0.22	0.00	0.03	0.43	0.21		0.08			0.38	0.13
Control Delay	5.5	3.5	0.0	8.1	16.7	8.7		0.5			27.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	5.5	3.5	0.0	8.1	16.7	8.7		0.5			27.8	0.8
LOS	A	A	A	A	B	A		A			C	A
Approach Delay		3.9			15.0			0.5			18.1	
Approach LOS		A			B			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 18 (30%), Referenced to phase 2:NWSE and 6:NWSE, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 10.8 Intersection LOS: B
Intersection Capacity Utilization 52.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 16: Lake Oliver Rd/US-80 WB Ramps & River Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	15	0	165	0	685	0	995	170	390	490	0
Future Volume (vph)	5	15	0	165	0	685	0	995	170	390	490	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	150		150	425		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			75			60			290		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	0.97	0.95	0.95
Frt					0.850	0.850			0.850			
Flt Protected		0.988		0.950						0.950		
Satd. Flow (prot)	0	1840	0	1770	1504	1504	1863	3539	1583	3433	3539	0
Flt Permitted		0.453		0.744						0.211		
Satd. Flow (perm)	0	844	0	1386	1504	1504	1863	3539	1583	762	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					196	98			145			
Link Speed (mph)		25			40			35			40	
Link Distance (ft)		386			565			852			1000	
Travel Time (s)		10.5			9.6			16.6			17.0	
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
Adj. Flow (vph)	5	16	0	179	0	745	0	1082	185	424	533	0
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	0	21	0	179	373	372	0	1082	185	424	533	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	0	1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	40		20	40	0	40	266	0	40	306	
Trailing Detector (ft)	0	0		0	0	0	0	260	0	0	300	
Detector 1 Position(ft)	0	0		0	0	0	0	260	0	0	300	
Detector 1 Size(ft)	20	40		20	40	20	40	6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		Perm	NA	pm+ov	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases		4			8	5	1	6		5	2	
Permitted Phases	4			8		8	2		6	6		
Detector Phase	4	4		8	8	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0	8.5	11.0	25.0	25.0	8.5	25.0	
Minimum Split (s)	24.5	24.5		24.0	24.0	15.0	16.5	31.5	31.5	15.0	31.5	
Total Split (s)	35.0	35.0		35.0	35.0	15.0	35.0	90.0	90.0	15.0	70.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	25.0%	25.0%		25.0%	25.0%	10.7%	25.0%	64.3%	64.3%	10.7%	50.0%	
Maximum Green (s)	28.5	28.5		29.0	29.0	8.5	29.5	83.5	83.5	8.5	63.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.5	4.5	3.5	4.5	
All-Red Time (s)	3.0	3.0		2.5	2.5	3.0	2.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.5		6.0	6.0	6.5	5.5	6.5	6.5	6.5	6.5	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)		23.0		23.5	23.5	39.0		88.0	88.0	97.5	104.0	
Actuated g/C Ratio		0.16		0.17	0.17	0.28		0.63	0.63	0.70	0.74	
v/c Ratio		0.15		0.77	0.90	0.76		0.49	0.18	0.60	0.20	
Control Delay		50.0		76.6	51.3	43.8		15.5	3.6	9.9	6.1	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		50.0		76.6	51.3	43.8		15.5	3.6	9.9	6.1	
LOS		D		E	D	D		B	A	A	A	
Approach Delay		50.0			53.2			13.7			7.8	
Approach LOS		D			D			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 88.5 (63%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 17: 2nd Ave & Manchester Expy



Intersection	
Int Delay, s/veh	37.8

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	55	345	170	350	600	240
Future Vol, veh/h	55	345	170	350	600	240
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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	375	185	380	652	261

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1343	457	913	0	-	0
Stage 1	783	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	143	551	742	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	107	551	742	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	309	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	161.7	3.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	351	742	-
HCM Lane V/C Ratio	-	-	1.239	0.249	-
HCM Control Delay (s)	-	-	161.7	11.5	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	19	1	-

APPENDIX L

SYNCHRO INTERSECTION TIMING ANALYSIS REPORTS – NO-BUILD WITH TIMING ADJUSTMENTS

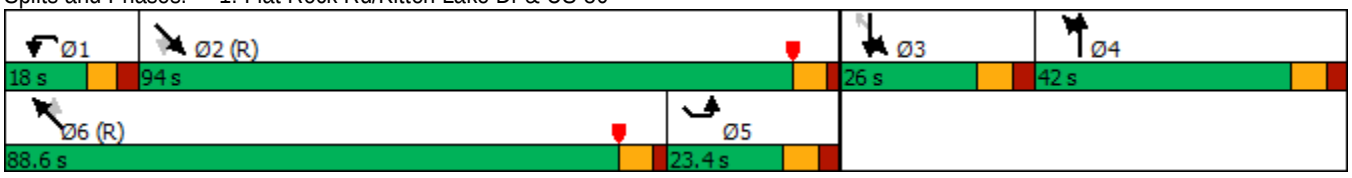
Intersection	Type of Control	Peak Hour	Intersection Delay (LOS)	Lane / Approach	Northbound			Southbound			Eastbound			Westbound		
					Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
US-80/Beaver Run Road at Flat Rock Road/Kitten Lake Drive	Signalized	AM	41 (D)	AM Lane	89 (F)	47 (D)	-	96 (F)	102 (F)	46 (D)	68 (E)	15 (B)	19 (B)	94 (F)	43 (D)	0 (A)
				AM Approach		82 (F)			71 (E)			21 (C)			46 (D)	
		PM	82 (F)	PM Lane	154 (F)	48 (D)	-	93 (F)	97 (F)	26 (C)	87 (F)	62 (E)	15 (B)	92 (F)	79 (E)	0 (A)
				PM Approach		145 (F)			57 (E)			52 (D)			79 (E)	
US-80 / J.R. Allen Parkway at Flat Rock Road	Signalized	AM	53 (D)	AM Lane	100 (F)	22 (C)	2 (A)	118 (F)	63 (E)	8 (A)	106 (F)	89 (F)	21 (C)	84 (F)	33 (C)	-
				AM Approach		35 (D)			63 (E)			81 (F)			63 (E)	
		PM	110 (F)	PM Lane	162 (F)	11 (B)	1 (A)	>300 (F)	56 (E)	14 (B)	208 (F)	73 (E)	16 (B)	139 (F)	314 (F)	-
				PM Approach		47 (D)			152 (F)			149 (F)			211 (F)	
Flat Rock Road at Flat Rock Court	Unsignalized	AM	19 (C)	AM Lane	-	-	-	8 (A)	0 (A)	-	-	-	-	23 (C)	-	11 (B)
				AM Approach		0 (A)			1 (A)			-			19 (C)	
		PM	18 (C)	PM Lane	-	-	-	8 (A)	0 (A)	-	-	-	-	24 (C)	-	12 (B)
				PM Approach		0 (A)			1 (A)			-			18 (C)	
US 80 Eastbound Off-Ramp / C-D Road Eastbound at Schomburg Road	Signalized	AM	23 (C)	AM Lane	-	26 (C)	-	12 (B)	5 (A)	-	46 (D)	30 (C)	6 (A)	-	-	-
				AM Approach		26 (C)			8 (A)			32 (C)			-	
		PM	25 (C)	PM Lane	-	30 (C)	-	17 (B)	6 (A)	-	32 (C)	43 (D)	6 (A)	-	-	-
				PM Approach		30 (C)			10 (B)			29 (C)			-	
US 80 Westbound On-Ramp / C-D Road Westbound at Schomburg Road	Signalized	AM	39 (D)	AM Lane	58 (E)	8 (A)	-	-	49 (D)	-	-	-	-	21 (C)	61 (E)	11 (B)
				AM Approach		24 (C)			49 (D)			-			43 (D)	
		PM	19 (B)	PM Lane	11 (B)	8 (A)	-	-	21 (C)	-	-	-	-	27 (C)	42 (D)	8 (A)
				PM Approach		8 (A)			21 (C)			-			28 (C)	
Moon Road at Whittlesey Boulevard / Stone Mill Drive	Signalized	AM	35 (C)	AM Lane	55 (D)	45 (D)	-	68 (E)	14 (B)	2 (A)	64 (E)	21 (C)	-	51 (D)	50 (D)	2 (A)
				AM Approach		46 (D)			20 (B)			52 (D)			16 (B)	
		PM	42 (D)	PM Lane	66 (E)	61 (E)	-	64 (E)	53 (D)	22 (C)	66 (E)	9 (A)	-	64 (E)	53 (D)	22 (C)
				PM Approach		61 (E)			35 (C)			50 (D)			35 (C)	
C-D Road Eastbound Ramps at Veterans Parkway	Signalized	AM	49 (D)	AM Lane	-	23 (C)	4 (A)	11 (B)	12 (B)	-	-	-	-	35 (C)	-	137 (F)
				AM Approach		21 (C)			11 (B)			-			111 (F)	
		PM	55 (D)	PM Lane	-	70 (E)	7 (A)	39 (D)	6 (A)	-	-	-	-	66 (E)	-	111 (F)
				PM Approach		61 (E)			12 (B)			-			87 (F)	
C-D Road Westbound Ramps / Double Churches Road at Veterans Parkway	Signalized	AM	48 (D)	AM Lane	57 (E)	34 (C)	6 (A)	95 (F)	25 (C)	-	58 (E)	72 (E)	28 (C)	85 (F)	70 (E)	9 (A)
				AM Approach		38 (D)			54 (D)			50 (D)			61 (E)	
		PM	50 (D)	PM Lane	61 (E)	41 (D)	5 (A)	132 (F)	42 (D)	-	55 (E)	94 (F)	27 (C)	64 (E)	67 (E)	2 (A)
				PM Approach		37 (D)			72 (E)			54 (D)			51 (D)	

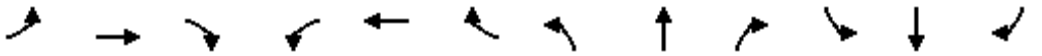
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	520	45	60	85	100	205	215	1170	900	115	1175	50
Future Volume (vph)	520	45	60	85	100	205	215	1170	900	115	1175	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	100		0	415		415	135		225
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	25			75			105			240		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.914				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1703	0	1770	1863	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1703	0	1770	1863	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				158			678			122
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		804			352			692			1069	
Travel Time (s)		15.7			8.0			10.5			16.2	
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
Adj. Flow (vph)	565	49	65	92	109	223	234	1272	978	125	1277	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	565	114	0	92	109	223	234	1272	978	125	1277	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	0	1	1	0
Detector Template						Right						
Leading Detector (ft)	40	40		40	40	20	40	336	0	40	336	0
Trailing Detector (ft)	0	0		0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40	20	40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases						3			2			6
Detector Phase	4	4		3	3	3	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0	11.0	11.0	25.0	25.0	11.0	25.0	25.0
Minimum Split (s)	25.8	25.8		25.7	25.7	25.7	18.8	31.5	31.5	18.0	75.0	75.0
Total Split (s)	42.0	42.0		26.0	26.0	26.0	23.4	94.0	94.0	18.0	88.6	88.6

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	23.3%	23.3%		14.4%	14.4%	14.4%	13.0%	52.2%	52.2%	10.0%	49.2%	49.2%
Maximum Green (s)	34.3	34.3		18.3	18.3	18.3	15.6	87.5	87.5	11.0	82.1	82.1
Yellow Time (s)	4.7	4.7		4.7	4.7	4.7	4.8	4.7	4.7	4.0	4.7	4.7
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	1.8	1.8	3.0	1.8	1.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7		7.7	7.7	7.7	7.8	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	0
Act Effct Green (s)	33.1	33.1		15.3	15.3	15.3	15.6	91.5	91.5	11.2	86.3	86.3
Actuated g/C Ratio	0.18	0.18		0.08	0.08	0.08	0.09	0.51	0.51	0.06	0.48	0.48
v/c Ratio	0.90	0.34		0.61	0.69	0.80	0.79	0.71	0.86	0.59	0.75	0.07
Control Delay	89.2	47.4		96.3	101.5	45.3	68.1	13.9	17.2	94.0	42.5	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.2	0.0	0.6	1.8	0.0	0.1	0.0
Total Delay	89.2	47.4		96.3	101.5	45.5	68.1	14.5	19.1	94.0	42.6	0.2
LOS	F	D		F	F	D	E	B	B	F	D	A
Approach Delay		82.2			70.9			21.4			45.5	
Approach LOS		F			E			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 3 (2%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 40.7		Intersection LOS: D	
Intersection Capacity Utilization 91.7%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Flat Rock Rd/Kitten Lake Dr & US-80



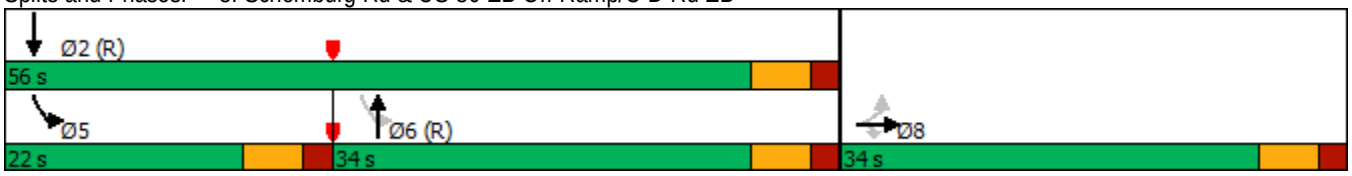


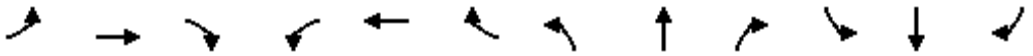
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	360	215	160	0	0	0	0	650	100	260	375	0
Future Volume (vph)	360	215	160	0	0	0	0	650	100	260	375	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	0		0	0		0	235		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	75			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.980				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	1583	0	0	0	0	3468	0	1770	3539	0
Flt Permitted	0.950									0.226		
Satd. Flow (perm)	1770	1863	1583	0	0	0	0	3468	0	421	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174					20				
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1208			2240			432			686	
Travel Time (s)		23.5			43.6			7.4			11.7	
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
Adj. Flow (vph)	391	234	174	0	0	0	0	707	109	283	408	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	391	234	174	0	0	0	0	816	0	283	408	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0					1		1	1	
Detector Template												
Leading Detector (ft)	40	40	0					306		40	306	
Trailing Detector (ft)	0	0	0					300		0	300	
Detector 1 Position(ft)	0	0	0					300		0	300	
Detector 1 Size(ft)	40	40	20					6		40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Turn Type	Perm	NA	Perm					NA		D.P+P	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8							6		
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					24.0		12.0	25.0	
Minimum Split (s)	24.0	24.0	24.0					30.0		18.0	31.0	
Total Split (s)	34.0	34.0	34.0					34.0		22.0	56.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	37.8%	37.8%	37.8%					37.8%		24.4%	62.2%	
Maximum Green (s)	28.0	28.0	28.0					28.0		16.0	50.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0					6.0		6.0	6.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Act Effct Green (s)	24.1	24.1	24.1					33.8		47.9	53.9	
Actuated g/C Ratio	0.27	0.27	0.27					0.38		0.53	0.60	
v/c Ratio	0.82	0.47	0.32					0.62		0.65	0.19	
Control Delay	45.7	30.0	5.5					26.1		12.0	5.0	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	45.7	30.0	5.5					26.1		12.0	5.0	
LOS	D	C	A					C		B	A	
Approach Delay		32.3						26.1			7.8	
Approach LOS		C						C			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 22.8		Intersection LOS: C	
Intersection Capacity Utilization 91.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 8: Schomburg Rd & US-80 EB Off-Ramp/C-D Rd EB



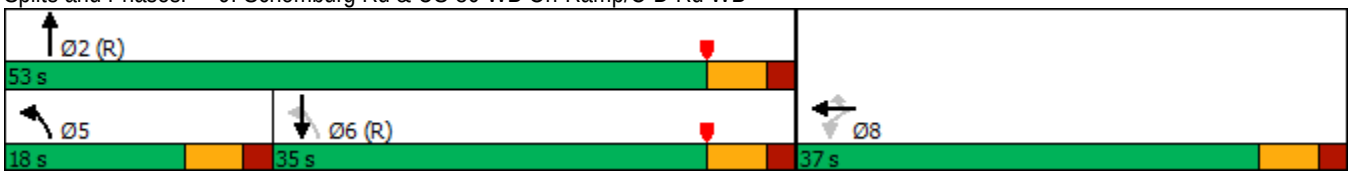


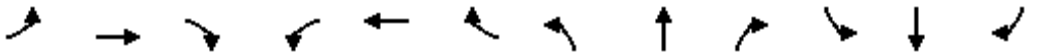
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	65	575	285	285	625	0	0	475	525
Future Volume (vph)	0	0	0	65	575	285	285	625	0	0	475	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	285		0	205		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			150			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.921	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	1863	1583	1770	3539	0	0	3260	0
Flt Permitted				0.950			0.138					
Satd. Flow (perm)	0	0	0	1770	1863	1583	257	3539	0	0	3260	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						199					102	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1075			2347			686			355	
Travel Time (s)		20.9			45.7			11.7			6.1	
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
Adj. Flow (vph)	0	0	0	71	625	310	310	679	0	0	516	571
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	71	625	310	310	679	0	0	1087	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	
Trailing Detector (ft)				0	0	0	0	300			300	
Detector 1 Position(ft)				0	0	0	0	300			300	
Detector 1 Size(ft)				40	40	20	40	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8	6					
Detector Phase				8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	12.0	29.0			24.0	
Minimum Split (s)				24.0	24.0	24.0	18.0	35.0			30.0	
Total Split (s)				37.0	37.0	37.0	18.0	53.0			35.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				41.1%	41.1%	41.1%	20.0%	58.9%			38.9%	
Maximum Green (s)				31.0	31.0	31.0	12.0	47.0			29.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Act Effct Green (s)				31.0	31.0	31.0	41.0	47.0			29.0	
Actuated g/C Ratio				0.34	0.34	0.34	0.46	0.52			0.32	
v/c Ratio				0.12	0.98	0.46	0.97	0.37			0.97	
Control Delay				20.9	60.8	10.7	57.9	7.9			49.3	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				20.9	60.8	10.7	57.9	7.9			49.3	
LOS				C	E	B	E	A			D	
Approach Delay					42.6			23.6			49.3	
Approach LOS					D			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 71 (79%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 38.8		Intersection LOS: D	
Intersection Capacity Utilization 91.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 9: Schomburg Rd & US-80 WB On-Ramp/C-D Rd WB



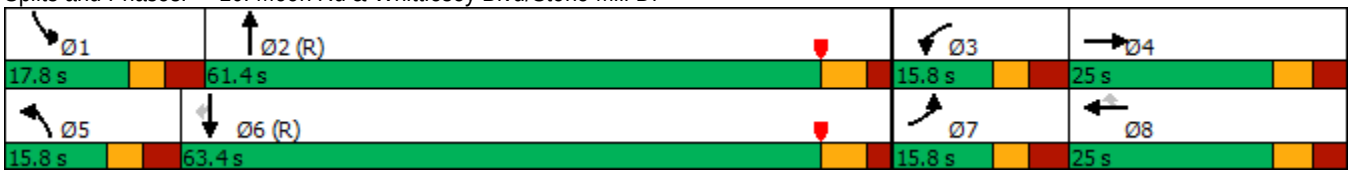


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	15	45	15	5	50	60	765	20	135	370	240
Future Volume (vph)	150	15	45	15	5	50	60	765	20	135	370	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		0	100		90	340		0	275		0
Storage Lanes	1		0	2		0	2		0	1		1
Taper Length (ft)	95			115			100			90		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.887				0.850		0.996				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1652	0	1770	1863	1583	3433	1855	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1652	0	1770	1863	1583	3433	1855	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49				153		1				261
Link Speed (mph)		35			30			40			40	
Link Distance (ft)		727			766			1004			614	
Travel Time (s)		14.2			17.4			17.1			10.5	
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
Adj. Flow (vph)	163	16	49	16	5	54	65	832	22	147	402	261
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	65	0	16	5	54	65	854	0	147	402	261
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	306		40	306	0
Trailing Detector (ft)	0	0		0	0	0	0	300		0	300	0
Detector 1 Position(ft)	0	0		0	0	0	0	300		0	300	0
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	9.0	11.0		9.0	11.0	11.0	9.0	15.0		9.0	15.0	15.0
Minimum Split (s)	15.7	24.8		15.7	24.8	24.8	15.7	24.4		15.7	24.4	24.4
Total Split (s)	15.8	25.0		15.8	25.0	25.0	15.8	61.4		17.8	63.4	63.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.2%	20.8%		13.2%	20.8%	20.8%	13.2%	51.2%		14.8%	52.8%	52.8%
Maximum Green (s)	9.1	18.2		9.1	18.2	18.2	9.1	55.0		11.1	57.0	57.0
Yellow Time (s)	3.2	3.6		3.2	3.6	3.6	3.2	4.2		3.2	4.2	4.2
All-Red Time (s)	3.5	3.2		3.5	3.2	3.2	3.5	2.2		3.5	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.8		6.7	6.8	6.8	6.7	6.4		6.7	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	9.5	17.4		9.0	11.0	11.0	9.1	60.3		16.2	70.5	70.5
Actuated g/C Ratio	0.08	0.14		0.08	0.09	0.09	0.08	0.50		0.14	0.59	0.59
v/c Ratio	0.60	0.23		0.12	0.03	0.19	0.25	0.92		0.62	0.37	0.25
Control Delay	63.5	21.4		54.1	50.2	1.5	54.7	45.2		67.9	13.5	2.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	63.5	21.4		54.1	50.2	1.5	54.7	45.2		67.9	13.5	2.0
LOS	E	C		D	D	A	D	D		E	B	A
Approach Delay		51.5			16.0			45.9			19.7	
Approach LOS		D			B			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 35.0		Intersection LOS: C	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: Moon Rd & Whittlesey Blvd/Stone Mill Dr



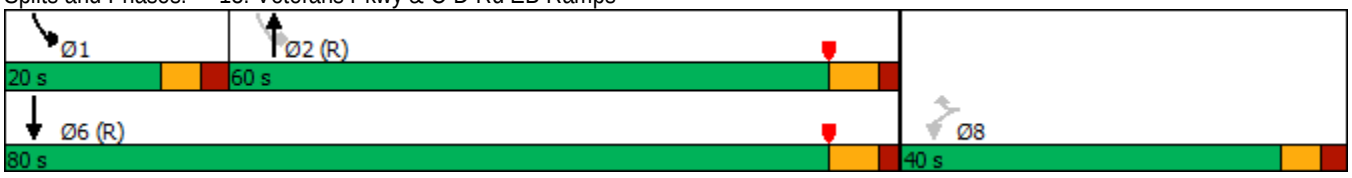


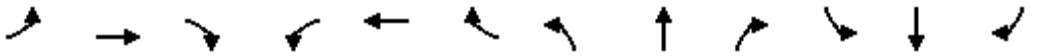
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	270	785	615	80	220	1020
Future Volume (vph)	270	785	615	80	220	1020
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	450		300	245	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				50	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.331	
Satd. Flow (perm)	3433	1583	3539	1583	617	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		347		87		
Link Speed (mph)	35		40			40
Link Distance (ft)	973		935			1750
Travel Time (s)	19.0		15.9			29.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	293	853	668	87	239	1109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	293	853	668	87	239	1109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	0	1	0	1	1
Detector Template						
Leading Detector (ft)	40	0	306	0	40	306
Trailing Detector (ft)	0	0	300	0	0	300
Detector 1 Position(ft)	0	0	300	0	0	300
Detector 1 Size(ft)	40	20	6	20	40	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	Perm	NA	Perm	D.P+P	NA
Protected Phases			2		1	6
Permitted Phases	8	8		2	2	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	11.0	11.0	20.0	20.0	11.0	20.0
Minimum Split (s)	24.0	24.0	26.5	26.5	17.0	26.5
Total Split (s)	40.0	40.0	60.0	60.0	20.0	80.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Split (%)	33.3%	33.3%	50.0%	50.0%	16.7%	66.7%
Maximum Green (s)	34.0	34.0	53.5	53.5	14.0	73.5
Yellow Time (s)	3.5	3.5	4.5	4.5	3.5	4.5
All-Red Time (s)	2.5	2.5	2.0	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.5	6.5	6.0	6.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	34.0	34.0	55.0	55.0	68.0	73.5
Actuated g/C Ratio	0.28	0.28	0.46	0.46	0.57	0.61
v/c Ratio	0.30	1.22	0.41	0.11	0.51	0.51
Control Delay	34.7	136.7	22.9	4.3	10.6	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.7	136.7	22.9	4.3	10.6	11.6
LOS	C	F	C	A	B	B
Approach Delay	110.6		20.8			11.4
Approach LOS	F		C			B

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 63.5 (53%), Referenced to phase 2:NBSB and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 48.6	Intersection LOS: D
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: Veterans Pkwy & C-D Rd EB Ramps



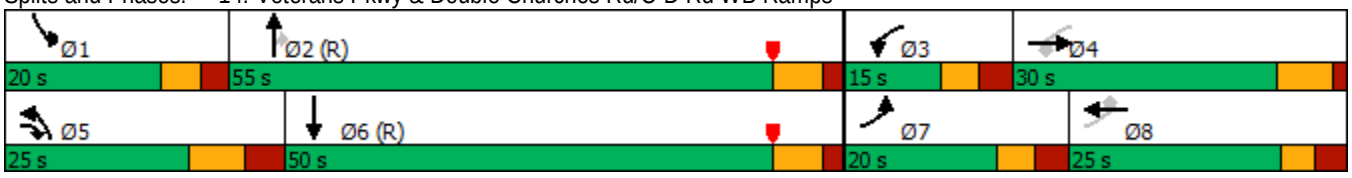


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	270	355	180	195	120	375	875	145	410	680	170
Future Volume (vph)	220	270	355	180	195	120	375	875	145	410	680	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		360	500		400	535		0
Storage Lanes	1		2	1		1	2		1	2		0
Taper Length (ft)	25			25			280			30		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	0.97	0.95	0.95
Frt			0.850			0.850			0.850		0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	2787	1770	1863	1583	3433	3539	1583	3433	3433	0
Flt Permitted	0.351			0.247			0.950			0.950		
Satd. Flow (perm)	654	1863	2787	460	1863	1583	3433	3539	1583	3433	3433	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						145			158		29	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		474			717			1750			817	
Travel Time (s)		9.2			14.0			29.8			13.9	
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
Adj. Flow (vph)	239	293	386	196	212	130	408	951	158	446	739	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	293	386	196	212	130	408	951	158	446	924	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	0	40	306	0	40	306	
Trailing Detector (ft)	0	0	0	0	0	0	0	300	0	0	300	
Detector 1 Position(ft)	0	0	0	0	0	0	0	300	0	0	300	
Detector 1 Size(ft)	40	40	40	40	40	20	40	6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	8		4	4		8			2			
Detector Phase	7	4	5	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	11.0	11.0	8.0	11.0	11.0	11.0	25.0	25.0	11.0	25.0	
Minimum Split (s)	14.5	25.0	25.0	14.5	24.0	24.0	25.0	31.5	31.5	17.0	31.5	
Total Split (s)	20.0	30.0	25.0	15.0	25.0	25.0	25.0	55.0	55.0	20.0	50.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.7%	25.0%	20.8%	12.5%	20.8%	20.8%	20.8%	45.8%	45.8%	16.7%	41.7%	
Maximum Green (s)	13.5	23.5	16.5	8.5	19.0	19.0	16.5	48.5	48.5	14.0	43.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	3.0	3.0	5.0	4.5	4.5	3.5	4.5	
All-Red Time (s)	3.0	1.5	3.5	3.0	3.0	3.0	3.5	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	8.5	6.5	6.0	6.0	8.5	6.5	6.5	6.0	6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	30.4	21.9	45.0	30.4	17.4	17.4	16.7	48.5	48.5	15.6	45.0	
Actuated g/C Ratio	0.25	0.18	0.38	0.25	0.14	0.14	0.14	0.40	0.40	0.13	0.38	
v/c Ratio	0.82	0.86	0.37	0.94	0.79	0.37	0.86	0.67	0.22	1.00	0.71	
Control Delay	57.9	72.0	28.1	84.8	69.8	8.6	56.9	34.4	5.5	94.8	34.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	57.9	72.0	28.1	84.8	69.8	8.6	56.9	34.4	5.5	94.8	34.9	
LOS	E	E	C	F	E	A	E	C	A	F	C	
Approach Delay		49.9			60.5			37.5			54.4	
Approach LOS		D			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 103 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 48.3		Intersection LOS: D	
Intersection Capacity Utilization 82.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 14: Veterans Pkwy & Double Churches Rd/C-D Rd WB Ramps

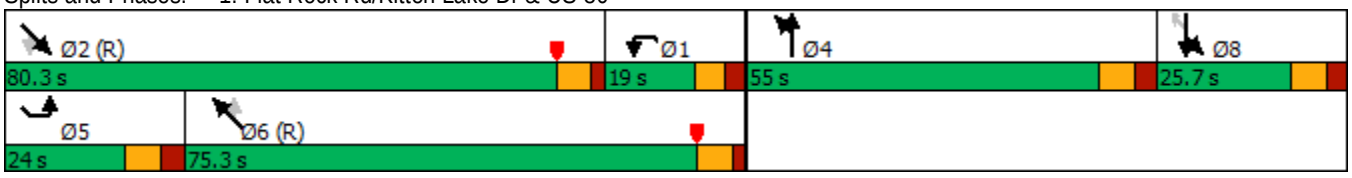


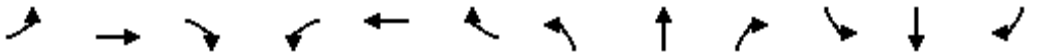
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	990	70	25	65	65	160	315	990	585	120	1210	20
Future Volume (vph)	990	70	25	65	65	160	315	990	585	120	1210	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	100		0	415		415	135		225
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	25			75			105			240		
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.961				0.850			0.850			0.850
Flt Protected	0.950			0.950	0.996		0.950			0.950		
Satd. Flow (prot)	3433	1790	0	1681	1763	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950	0.996		0.950			0.950		
Satd. Flow (perm)	3433	1790	0	1681	1763	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				158			636			122
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		804			352			692			1069	
Travel Time (s)		15.7			8.0			10.5			16.2	
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
Adj. Flow (vph)	1076	76	27	71	71	174	342	1076	636	130	1315	22
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	1076	103	0	64	78	174	342	1076	636	130	1315	22
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	0	1	1	0
Detector Template						Right						
Leading Detector (ft)	40	40		40	40	20	40	336	0	40	336	0
Trailing Detector (ft)	0	0		0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40	20	40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			6
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0	11.0	11.0	25.0	25.0	11.0	25.0	25.0
Minimum Split (s)	25.8	25.8		25.7	25.7	25.7	18.8	31.5	31.5	18.0	75.0	75.0
Total Split (s)	55.0	55.0		25.7	25.7	25.7	24.0	80.3	80.3	19.0	75.3	75.3

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	30.6%	30.6%		14.3%	14.3%	14.3%	13.3%	44.6%	44.6%	10.6%	41.8%	41.8%
Maximum Green (s)	47.3	47.3		18.0	18.0	18.0	16.2	73.8	73.8	12.0	68.8	68.8
Yellow Time (s)	4.7	4.7		4.7	4.7	4.7	4.8	4.7	4.7	4.0	4.7	4.7
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	1.8	1.8	3.0	1.8	1.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7		7.7	7.7	7.7	7.8	6.5	6.5	7.0	6.5	6.5
Lead/Lag							Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	0
Act Effct Green (s)	47.3	47.3		13.8	13.8	13.8	20.4	78.0	78.0	12.0	68.8	68.8
Actuated g/C Ratio	0.26	0.26		0.08	0.08	0.08	0.11	0.43	0.43	0.07	0.38	0.38
v/c Ratio	1.19	0.22		0.50	0.58	0.65	0.88	0.70	0.61	0.57	0.97	0.03
Control Delay	152.4	48.1		92.5	96.9	25.7	87.0	53.2	14.6	91.8	72.8	0.1
Queue Delay	2.0	0.0		0.0	0.0	0.5	0.0	8.5	0.7	0.0	5.9	0.0
Total Delay	154.4	48.1		92.5	96.9	26.1	87.0	61.7	15.3	91.8	78.7	0.1
LOS	F	D		F	F	C	F	E	B	F	E	A
Approach Delay		145.1			57.1			51.6			78.7	
Approach LOS		F			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 72 (40%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay: 81.8		Intersection LOS: F	
Intersection Capacity Utilization 95.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Flat Rock Rd/Kitten Lake Dr & US-80



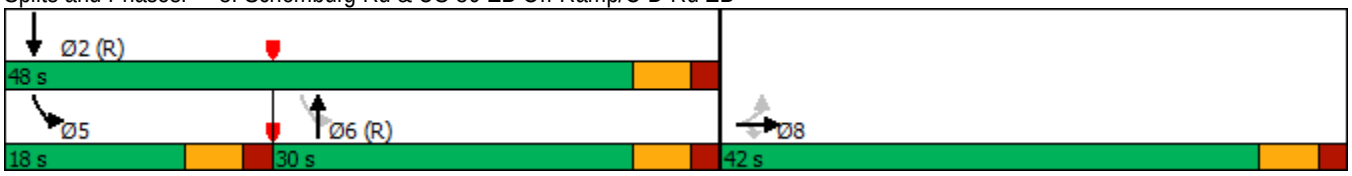


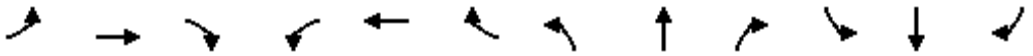
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	475	585	385	0	0	0	0	435	115	245	360	0
Future Volume (vph)	475	585	385	0	0	0	0	435	115	245	360	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	0		0	0		0	235		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	75			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.969				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	1583	0	0	0	0	3429	0	1770	3539	0
Flt Permitted	0.950									0.298		
Satd. Flow (perm)	1770	1863	1583	0	0	0	0	3429	0	555	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			369					36				
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1208			2240			432			686	
Travel Time (s)		23.5			43.6			7.4			11.7	
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
Adj. Flow (vph)	516	636	418	0	0	0	0	473	125	266	391	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	516	636	418	0	0	0	0	598	0	266	391	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0					1		1	1	
Detector Template												
Leading Detector (ft)	40	40	0					306		40	306	
Trailing Detector (ft)	0	0	0					300		0	300	
Detector 1 Position(ft)	0	0	0					300		0	300	
Detector 1 Size(ft)	40	40	20					6		40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Turn Type	Perm	NA	Perm					NA		D.P+P	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8							6		
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					24.0		12.0	25.0	
Minimum Split (s)	24.0	24.0	24.0					30.0		18.0	31.0	
Total Split (s)	42.0	42.0	42.0					30.0		18.0	48.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	46.7%	46.7%	46.7%					33.3%		20.0%	53.3%	
Maximum Green (s)	36.0	36.0	36.0					24.0		12.0	42.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0					6.0		6.0	6.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Act Effct Green (s)	34.5	34.5	34.5					25.5		37.5	43.5	
Actuated g/C Ratio	0.38	0.38	0.38					0.28		0.42	0.48	
v/c Ratio	0.76	0.89	0.50					0.60		0.68	0.23	
Control Delay	32.4	42.5	5.6					29.6		16.7	5.8	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	32.4	42.5	5.6					29.6		16.7	5.8	
LOS	C	D	A					C		B	A	
Approach Delay		29.3						29.6			10.2	
Approach LOS		C						C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 24.9		Intersection LOS: C	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 8: Schomburg Rd & US-80 EB Off-Ramp/C-D Rd EB



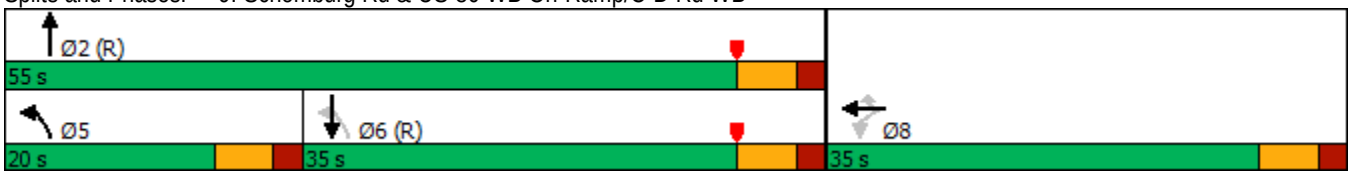


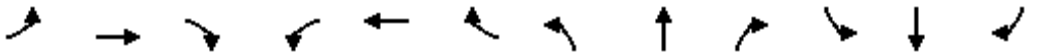
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	135	350	220	180	635	0	0	505	260
Future Volume (vph)	0	0	0	135	350	220	180	635	0	0	505	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	285		0	205		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			150			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.949	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	1863	1583	1770	3539	0	0	3359	0
Flt Permitted				0.950			0.232					
Satd. Flow (perm)	0	0	0	1770	1863	1583	432	3539	0	0	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						208					108	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1075			2347			686			355	
Travel Time (s)		20.9			45.7			11.7			6.1	
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
Adj. Flow (vph)	0	0	0	147	380	239	196	690	0	0	549	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	147	380	239	196	690	0	0	832	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	
Trailing Detector (ft)				0	0	0	0	300			300	
Detector 1 Position(ft)				0	0	0	0	300			300	
Detector 1 Size(ft)				40	40	20	40	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8	6					
Detector Phase				8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	12.0	29.0			24.0	
Minimum Split (s)				24.0	24.0	24.0	18.0	35.0			30.0	
Total Split (s)				35.0	35.0	35.0	20.0	55.0			35.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				38.9%	38.9%	38.9%	22.2%	61.1%			38.9%	
Maximum Green (s)				29.0	29.0	29.0	14.0	49.0			29.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Act Effct Green (s)				23.6	23.6	23.6	48.4	54.4			36.0	
Actuated g/C Ratio				0.26	0.26	0.26	0.54	0.60			0.40	
v/c Ratio				0.32	0.78	0.42	0.47	0.32			0.59	
Control Delay				27.3	41.9	7.5	11.2	7.6			21.4	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				27.3	41.9	7.5	11.2	7.6			21.4	
LOS				C	D	A	B	A			C	
Approach Delay					28.4			8.4			21.4	
Approach LOS					C			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 84 (93%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 18.9		Intersection LOS: B	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: Schomburg Rd & US-80 WB On-Ramp/C-D Rd WB



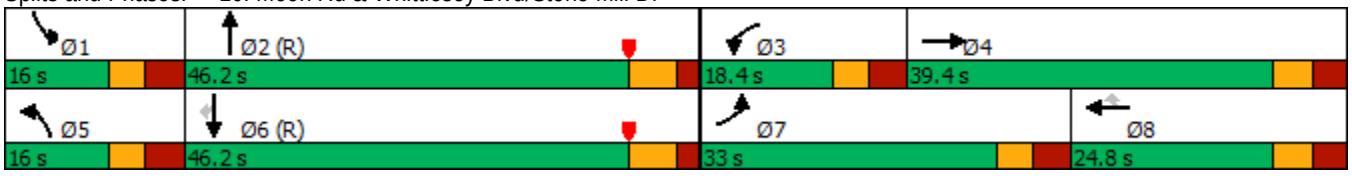


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	635	30	225	70	55	250	195	480	20	90	490	670
Future Volume (vph)	635	30	225	70	55	250	195	480	20	90	490	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		0	100		90	340		0	275		0
Storage Lanes	1		0	2		0	2		0	1		1
Taper Length (ft)	95			115			100			90		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.868				0.850		0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1617	0	1770	1863	1583	3433	1852	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1617	0	1770	1863	1583	3433	1852	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		245				231		2				674
Link Speed (mph)		35			30			40			40	
Link Distance (ft)		727			766			1004			614	
Travel Time (s)		14.2			17.4			17.1			10.5	
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
Adj. Flow (vph)	690	33	245	76	60	272	212	522	22	98	533	728
Shared Lane Traffic (%)												
Lane Group Flow (vph)	690	278	0	76	60	272	212	544	0	98	533	728
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	306		40	306	0
Trailing Detector (ft)	0	0		0	0	0	0	300		0	300	0
Detector 1 Position(ft)	0	0		0	0	0	0	300		0	300	0
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	9.0	11.0		9.0	11.0	11.0	9.0	15.0		9.0	15.0	15.0
Minimum Split (s)	15.7	24.8		15.7	24.8	24.8	15.7	24.4		15.7	24.4	24.4
Total Split (s)	33.0	39.4		18.4	24.8	24.8	16.0	46.2		16.0	46.2	46.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	32.8%		15.3%	20.7%	20.7%	13.3%	38.5%		13.3%	38.5%	38.5%
Maximum Green (s)	26.3	32.6		11.7	18.0	18.0	9.3	39.8		9.3	39.8	39.8
Yellow Time (s)	3.2	3.6		3.2	3.6	3.6	3.2	4.2		3.2	4.2	4.2
All-Red Time (s)	3.5	3.2		3.5	3.2	3.2	3.5	2.2		3.5	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.8		6.7	6.8	6.8	6.7	6.4		6.7	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	25.9	31.5		10.4	12.8	12.8	11.6	43.6		11.1	43.1	43.1
Actuated g/C Ratio	0.22	0.26		0.09	0.11	0.11	0.10	0.36		0.09	0.36	0.36
v/c Ratio	0.93	0.46		0.50	0.30	0.73	0.64	0.81		0.60	0.80	0.73
Control Delay	66.3	9.4		63.6	52.7	22.1	61.7	46.1		53.9	44.0	10.5
Queue Delay	0.0	0.0		0.0	0.0	0.3	0.0	14.6		0.0	0.3	0.5
Total Delay	66.3	9.4		63.6	52.7	22.4	61.7	60.6		53.9	44.2	11.0
LOS	E	A		E	D	C	E	E		D	D	B
Approach Delay		50.0			34.5			60.9			27.1	
Approach LOS		D			C			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 41.7		Intersection LOS: D	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 10: Moon Rd & Whittlesey Blvd/Stone Mill Dr





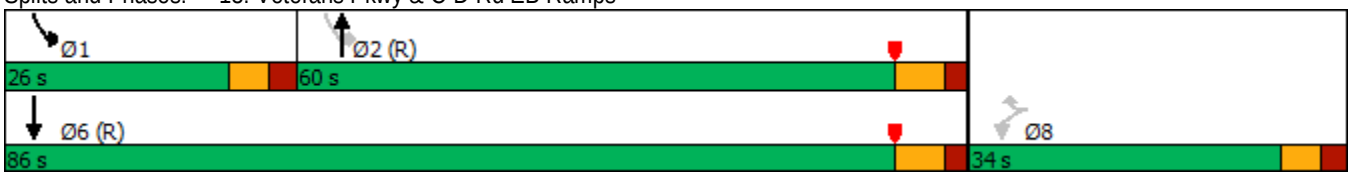
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	695	635	1635	265	220	1085
Future Volume (vph)	695	635	1635	265	220	1085
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	450		300	245	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				50	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.070	
Satd. Flow (perm)	3433	1583	3539	1583	130	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		300		217		
Link Speed (mph)	35		40			40
Link Distance (ft)	973		935			1750
Travel Time (s)	19.0		15.9			29.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	755	690	1777	288	239	1179
Shared Lane Traffic (%)						
Lane Group Flow (vph)	755	690	1777	288	239	1179
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	0	1	0	1	1
Detector Template						
Leading Detector (ft)	40	0	306	0	40	306
Trailing Detector (ft)	0	0	300	0	0	300
Detector 1 Position(ft)	0	0	300	0	0	300
Detector 1 Size(ft)	40	20	6	20	40	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	Perm	NA	Perm	D.P+P	NA
Protected Phases			2		1	6
Permitted Phases	8	8		2	2	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	11.0	11.0	20.0	20.0	11.0	20.0
Minimum Split (s)	24.0	24.0	26.5	26.5	17.0	26.5
Total Split (s)	34.0	34.0	60.0	60.0	26.0	86.0

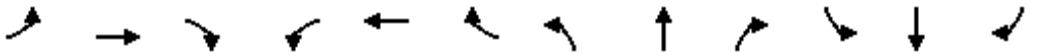


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Split (%)	28.3%	28.3%	50.0%	50.0%	21.7%	71.7%
Maximum Green (s)	28.0	28.0	53.5	53.5	20.0	79.5
Yellow Time (s)	3.5	3.5	4.5	4.5	3.5	4.5
All-Red Time (s)	2.5	2.5	2.0	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.5	6.5	6.0	6.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	28.0	28.0	57.1	57.1	74.0	79.5
Actuated g/C Ratio	0.23	0.23	0.48	0.48	0.62	0.66
v/c Ratio	0.94	1.15	1.06	0.33	0.79	0.50
Control Delay	66.1	110.7	70.1	6.6	38.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.1	110.7	70.1	6.6	38.8	6.3
LOS	E	F	E	A	D	A
Approach Delay	87.4		61.3			11.7
Approach LOS	F		E			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 63.5 (53%), Referenced to phase 2:NBSB and 6:SBT, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 54.7		Intersection LOS: D	
Intersection Capacity Utilization 94.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 13: Veterans Pkwy & C-D Rd EB Ramps



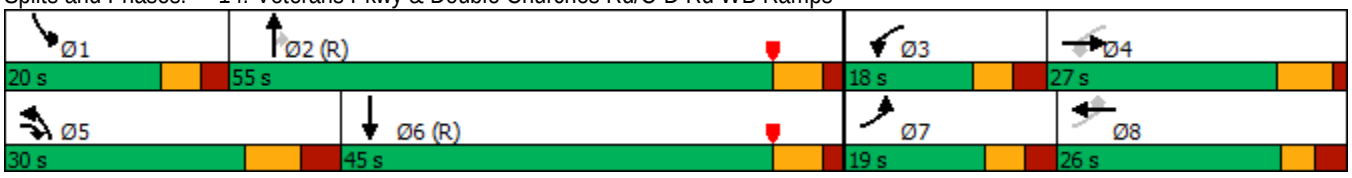


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	285	435	180	225	115	545	1345	530	415	635	190
Future Volume (vph)	205	285	435	180	225	115	545	1345	530	415	635	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		360	500		400	535		0
Storage Lanes	1		2	1		1	2		1	2		0
Taper Length (ft)	25			25			280			30		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	0.97	0.95	0.95
Frt			0.850			0.850			0.850		0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	2787	1770	1863	1583	3433	3539	1583	3433	3415	0
Flt Permitted	0.313			0.195			0.950			0.950		
Satd. Flow (perm)	583	1863	2787	363	1863	1583	3433	3539	1583	3433	3415	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						223			323		35	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		474			717			1750			817	
Travel Time (s)		9.2			14.0			29.8			13.9	
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
Adj. Flow (vph)	223	310	473	196	245	125	592	1462	576	451	690	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	310	473	196	245	125	592	1462	576	451	897	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	0	40	306	0	40	306	
Trailing Detector (ft)	0	0	0	0	0	0	0	300	0	0	300	
Detector 1 Position(ft)	0	0	0	0	0	0	0	300	0	0	300	
Detector 1 Size(ft)	40	40	40	40	40	20	40	6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	8		4	4		8			2			
Detector Phase	7	4	5	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	11.0	11.0	8.0	11.0	11.0	11.0	25.0	25.0	11.0	25.0	
Minimum Split (s)	14.5	25.0	25.0	14.5	24.0	24.0	25.0	31.5	31.5	17.0	31.5	
Total Split (s)	19.0	27.0	30.0	18.0	26.0	26.0	30.0	55.0	55.0	20.0	45.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.8%	22.5%	25.0%	15.0%	21.7%	21.7%	25.0%	45.8%	45.8%	16.7%	37.5%	
Maximum Green (s)	12.5	20.5	21.5	11.5	20.0	20.0	21.5	48.5	48.5	14.0	38.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	3.0	3.0	5.0	4.5	4.5	3.5	4.5	
All-Red Time (s)	3.0	1.5	3.5	3.0	3.0	3.0	3.5	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	8.5	6.5	6.0	6.0	8.5	6.5	6.5	6.0	6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	32.0	20.5	48.5	32.0	20.1	20.1	21.5	48.5	48.5	14.0	38.5	
Actuated g/C Ratio	0.27	0.17	0.40	0.27	0.17	0.17	0.18	0.40	0.40	0.12	0.32	
v/c Ratio	0.80	0.97	0.42	0.85	0.79	0.28	0.96	1.02	0.69	1.13	0.80	
Control Delay	55.3	94.4	27.1	64.2	66.7	1.5	60.5	40.8	4.9	132.2	42.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	55.3	94.4	27.1	64.2	66.7	1.5	60.5	40.8	4.9	132.2	42.2	
LOS	E	F	C	E	E	A	E	D	A	F	D	
Approach Delay		54.1			51.4			37.4			72.3	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 103 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 50.3		Intersection LOS: D	
Intersection Capacity Utilization 95.2%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 14: Veterans Pkwy & Double Churches Rd/C-D Rd WB Ramps



APPENDIX M

SYNCHRO INTERSECTION TIMING ANALYSIS REPORTS – BUILD (CASE 1)

Intersection	Alternative Project #'s
2nd Avenue at Manchester Expressway	3
River Road at U.S. 80 EB Ramp Terminal Intersection	5
River Road at U.S. 80 WB Ramp Terminal Intersection	6
Moon Road at Whittlesey Boulevard	8
Moon Road at U.S. 80 WB Ramp Terminal Intersection	9
Moon Road at U.S. 80 EB Ramp Terminal Intersection	12
Schomburg Road at U.S. 80 EB Ramp Terminal Intersection	13
Schomburg Road at U.S. 80 WB Ramp Terminal Intersection	14
Beaver Run Road at Flat Rock Road (N)	19
Beaver Run Road at SR 85 SB Ramp Terminal Intersection	22
Beaver Run Road at SR 85 NB Ramp Terminal Intersection	24
Beaver Run Road at Flat Rock Road (S)/Kitten Lake Drive	16, 26, & 29
Veterans Parkway at U.S. 80 WB Ramp Terminal Intersection	33

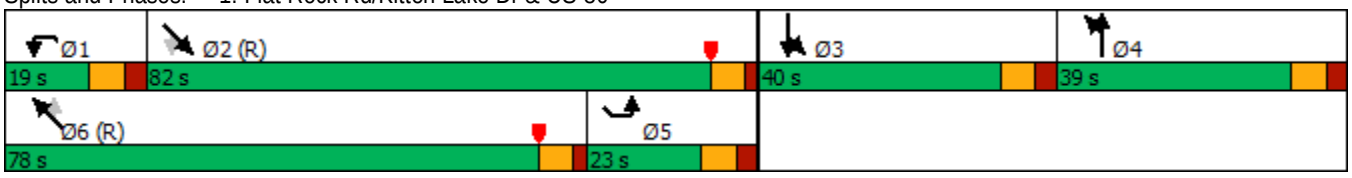
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	520	45	60	85	100	205	215	1170	900	115	1175	50
Future Volume (vph)	520	45	60	85	100	205	215	1170	900	115	1175	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	0		0	415		415	135		225
Storage Lanes	2		0	1		0	2		1	2		1
Taper Length (ft)	25			75			105			240		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	0.97	0.95	1.00
Frt		0.914			0.899				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1703	0	1770	1675	0	3433	5085	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1703	0	1770	1675	0	3433	5085	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			50				683			122
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		804			352			692			1069	
Travel Time (s)		15.7			8.0			10.5			16.2	
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
Adj. Flow (vph)	565	49	65	92	109	223	234	1272	978	125	1277	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	565	114	0	92	332	0	234	1272	978	125	1277	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	0	1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	0
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		3	3		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		11.0	25.0	25.0	11.0	25.0	25.0
Minimum Split (s)	25.7	25.7		25.7	25.7		18.8	31.5	31.5	18.8	75.0	75.0
Total Split (s)	39.0	39.0		40.0	40.0		23.0	82.0	82.0	19.0	78.0	78.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	21.7%	21.7%		22.2%	22.2%		12.8%	45.6%	45.6%	10.6%	43.3%	43.3%
Maximum Green (s)	31.3	31.3		32.3	32.3		15.2	75.5	75.5	11.2	71.5	71.5
Yellow Time (s)	4.7	4.7		4.7	4.7		4.8	4.7	4.7	4.8	4.7	4.7
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	1.8	1.8	3.0	1.8	1.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7		7.7	7.7		7.8	6.5	6.5	7.8	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	31.1	31.1		32.3	32.3		15.2	75.8	75.8	11.1	71.7	71.7
Actuated g/C Ratio	0.17	0.17		0.18	0.18		0.08	0.42	0.42	0.06	0.40	0.40
v/c Ratio	0.95	0.36		0.29	0.97		0.81	0.59	0.92	0.59	0.91	0.08
Control Delay	100.0	50.2		66.8	103.0		69.6	16.9	23.2	94.1	61.1	0.2
Queue Delay	0.0	0.0		0.0	0.6		0.0	0.4	8.1	0.0	3.3	0.0
Total Delay	100.0	50.2		66.8	103.6		69.6	17.2	31.4	94.1	64.4	0.2
LOS	F	D		E	F		E	B	C	F	E	A
Approach Delay		91.6			95.6			27.7			64.6	
Approach LOS		F			F			C			E	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 52.7 Intersection LOS: D
Intersection Capacity Utilization 101.1% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 1: Flat Rock Rd/Kitten Lake Dr & US-80



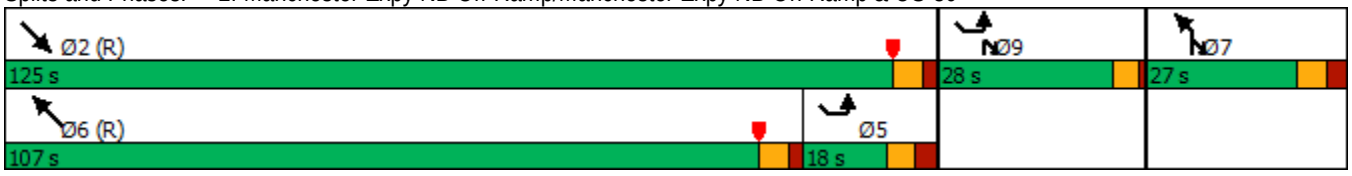
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	190	0	200	0	0	0	140	2160	0	0	1810	45
Future Volume (vph)	190	0	200	0	0	0	140	2160	0	0	1810	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	270		0	0		200
Storage Lanes	1		1	0		0	2		0	0		0
Taper Length (ft)	25			25			95			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Frt			0.850								0.996	
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1681	1681	1583	0	0	0	3433	5085	0	0	5065	0
Flt Permitted	0.950	0.950					0.950					
Satd. Flow (perm)	1681	1681	1583	0	0	0	3433	5085	0	0	5065	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61								3	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		833			787			727			692	
Travel Time (s)		16.2			15.3			11.0			10.5	
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
Adj. Flow (vph)	207	0	217	0	0	0	152	2348	0	0	1967	49
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	103	104	217	0	0	0	152	2348	0	0	2016	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			44	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1				1	1			1	
Detector Template			Right									
Leading Detector (ft)	40	40	20				40	336			336	
Trailing Detector (ft)	0	0	0				0	330			330	
Detector 1 Position(ft)	0	0	0				0	330			330	
Detector 1 Size(ft)	40	40	20				40	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0				0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0				0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0				0.0	0.0			0.0	
Turn Type	Prot	NA	custom				Prot	NA			NA	
Protected Phases	7		9 7				5 9	2			6	
Permitted Phases												
Detector Phase	7		9 7				5 9	2			6	
Switch Phase												
Minimum Initial (s)	11.0							25.0			25.0	
Minimum Split (s)	18.0							31.0			31.0	
Total Split (s)	27.0							125.0			107.0	

Lane Group	Ø5	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	11.0	5.0
Minimum Split (s)	18.0	9.5
Total Split (s)	18.0	28.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	15.0%							69.4%			59.4%	
Maximum Green (s)	20.0							119.0			101.0	
Yellow Time (s)	4.0							4.0			4.0	
All-Red Time (s)	3.0							2.0			2.0	
Lost Time Adjust (s)	0.0							0.0			0.0	
Total Lost Time (s)	7.0							6.0			6.0	
Lead/Lag											Lead	
Lead-Lag Optimize?											Yes	
Vehicle Extension (s)	3.0							3.0			3.0	
Recall Mode	None							C-Max			C-Max	
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	16.0	19.0	42.7				35.3	126.8			108.8	
Actuated g/C Ratio	0.09	0.11	0.24				0.20	0.70			0.60	
v/c Ratio	0.69	0.59	0.51				0.23	0.66			0.66	
Control Delay	102.5	89.9	45.4				57.5	3.6			14.6	
Queue Delay	0.0	0.0	0.0				0.0	0.6			2.1	
Total Delay	102.5	89.9	45.4				57.5	4.2			16.7	
LOS	F	F	D				E	A			B	
Approach Delay		70.2						7.4			16.7	
Approach LOS		E						A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 30 (17%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Manchester Expy NB Off-Ramp/Manchester Expy NB On-Ramp & US-80



Lane Group	Ø5	Ø9
Total Split (%)	10%	16%
Maximum Green (s)	11.0	23.5
Yellow Time (s)	4.0	3.5
All-Red Time (s)	3.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

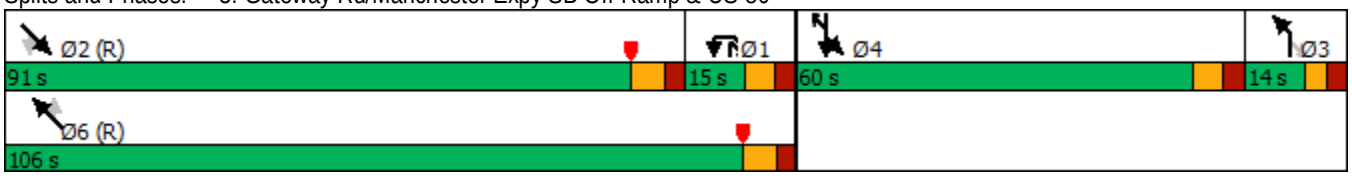
Intersection Summary

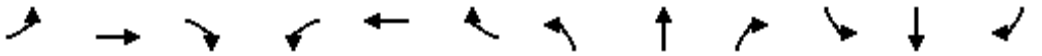
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	115	0	75	185	60	520	0	2125	220	100	1490	420
Future Volume (vph)	115	0	75	185	60	520	0	2125	220	100	1490	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		320	150		150	0		340	205		250
Storage Lanes	2		2	1		1	0		1	2		0
Taper Length (ft)	25			150			25			110		
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	0	2787	1770	1863	1583	0	5085	1583	3433	3539	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	0	2787	1770	1863	1583	0	5085	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			105			154			261
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		1064			1064			1325			727	
Travel Time (s)		16.1			20.7			20.1			11.0	
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
Adj. Flow (vph)	125	0	82	201	65	565	0	2310	239	109	1620	457
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	0	82	201	65	565	0	2310	239	109	1620	457
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		0	1	1	0		1	0	1	1	0
Detector Template												
Leading Detector (ft)	40		0	40	40	0		336	0	40	336	0
Trailing Detector (ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Position(ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Size(ft)	40		20	40	40	20		6	40	40	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		pm+ov	Split	NA	Prot		NA	Perm	Prot	NA	Perm
Protected Phases	3		1	4	4	4		2		1	6	
Permitted Phases			3						2			6
Detector Phase	3		1	4	4	4		2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0		8.0	9.0	9.0	9.0		17.0	17.0	8.0	17.0	17.0
Minimum Split (s)	14.0		15.0	25.0	25.0	25.0		25.2	25.2	15.0	25.2	25.2
Total Split (s)	14.0		15.0	60.0	60.0	60.0		91.0	91.0	15.0	106.0	106.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	7.8%		8.3%	33.3%	33.3%	33.3%		50.6%	50.6%	8.3%	58.9%	58.9%
Maximum Green (s)	8.0		8.0	53.0	53.0	53.0		83.8	83.8	8.0	98.8	98.8
Yellow Time (s)	3.0		4.0	4.0	4.0	4.0		4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		2.7	2.7	3.0	2.7	2.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	7.0	7.0	7.0		7.2	7.2	7.0	7.2	7.2
Lead/Lag	Lag		Lag	Lead	Lead	Lead		Lead	Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None		C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0	0		0	0
Act Effct Green (s)	8.0		15.0	53.0	53.0	53.0		83.8	83.8	8.0	98.8	98.8
Actuated g/C Ratio	0.04		0.08	0.29	0.29	0.29		0.47	0.47	0.04	0.55	0.55
v/c Ratio	0.82		0.27	0.39	0.12	1.05		0.98	0.29	0.72	0.83	0.46
Control Delay	121.2		9.2	53.2	47.2	99.5		28.6	2.9	74.6	8.5	1.9
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.1	0.4
Total Delay	121.2		9.2	53.2	47.2	99.5		28.6	2.9	74.6	8.6	2.4
LOS	F		A	D	D	F		C	A	E	A	A
Approach Delay		76.8			84.2			26.2			10.6	
Approach LOS		E			F			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 12 (7%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 30.4		Intersection LOS: C	
Intersection Capacity Utilization 91.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3: Gateway Rd/Manchester Expy SB Off-Ramp & US-80



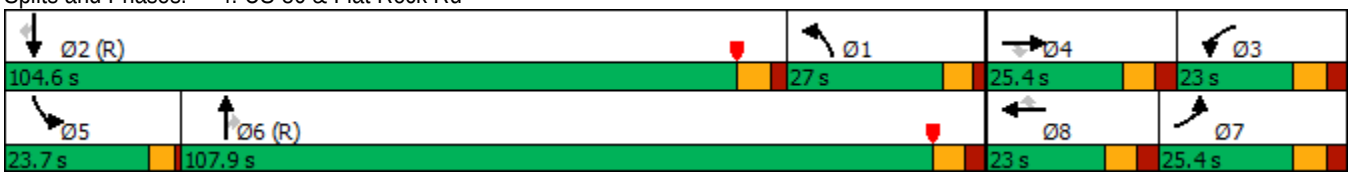


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	20	115	280	15	190	385	1630	90	165	1835	165
Future Volume (vph)	275	20	115	280	15	190	385	1630	90	165	1835	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	125		125	230		200	150		160
Storage Lanes	2		1	1		1	2		1	1		1
Taper Length (ft)	75			65			115			155		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	3433	1863	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1863	1583	3433	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139			175			99			116
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		414			431			1325			1316	
Travel Time (s)		9.4			6.5			20.1			19.9	
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
Adj. Flow (vph)	299	22	125	304	16	207	418	1772	98	179	1995	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	22	125	304	16	207	418	1772	98	179	1995	179
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	0
Detector Template	Left		Right									
Leading Detector (ft)	40	40	20	40	40	0	40	336	0	40	336	0
Trailing Detector (ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40	20	40	40	20	40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.6	7.6	7.6	7.6	7.6	7.6	5.0	11.0	11.0	5.0	11.0	11.0
Minimum Split (s)	25.4	25.4	25.4	15.0	15.0	15.0	11.0	22.0	22.0	9.5	24.6	24.6
Total Split (s)	25.4	25.4	25.4	23.0	23.0	23.0	27.0	107.9	107.9	23.7	104.6	104.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.1%	14.1%	14.1%	12.8%	12.8%	12.8%	15.0%	59.9%	59.9%	13.2%	58.1%	58.1%
Maximum Green (s)	18.0	18.0	18.0	15.6	15.6	15.6	21.0	100.5	100.5	19.2	98.0	98.0
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.0	4.4	4.4	3.5	4.6	4.6
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	6.0	7.4	7.4	4.5	6.6	6.6
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0								7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0								11.0	11.0
Pedestrian Calls (#/hr)	0	0	0								0	0
Act Effct Green (s)	21.1	8.6	8.6	23.3	10.8	10.8	21.0	101.0	101.0	20.3	99.7	99.7
Actuated g/C Ratio	0.12	0.05	0.05	0.13	0.06	0.06	0.12	0.56	0.56	0.11	0.55	0.55
v/c Ratio	0.74	0.25	0.60	0.68	0.14	0.80	1.04	0.89	0.11	0.90	1.02	0.19
Control Delay	88.2	88.8	20.5	83.5	81.1	38.8	101.2	23.9	2.5	118.3	64.2	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.2	88.8	20.5	83.5	81.1	38.8	101.2	23.9	2.5	118.3	64.2	7.7
LOS	F	F	C	F	F	D	F	C	A	F	E	A
Approach Delay		69.3			65.9			37.1			64.0	
Approach LOS		E			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 172 (96%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 53.6		Intersection LOS: D	
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: US-80 & Flat Rock Rd



Intersection	
Int Delay, s/veh	3.9

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	210	65	50	370	135	65
Future Vol, veh/h	210	65	50	370	135	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	228	71	54	402	147	71

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	299	0	573	264
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	309	-
Critical Hdwy	-	-	4.13	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	1261	-	465	774
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1261	-	439	774
Mov Cap-2 Maneuver	-	-	-	-	439	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	679	-

Approach	NB	SB	NW
HCM Control Delay, s	0	1.1	15
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	NWLn2	SBL	SBT
Capacity (veh/h)	-	-	439	774	1261	-
HCM Lane V/C Ratio	-	-	0.334	0.091	0.043	-
HCM Control Delay (s)	-	-	17.3	10.1	8	0.2
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	1.4	0.3	0.1	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	230	265	0	0	0	0	580	115	165	195	0
Future Vol, veh/h	30	230	265	0	0	0	0	580	115	165	195	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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	235	-	0	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	250	288	0	0	0	0	630	125	179	212	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1263	1325	212	-	0	0	755	0	0
Stage 1	570	570	-	-	-	-	-	-	-
Stage 2	693	755	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	187	~ 156	828	0	-	-	855	-	0
Stage 1	566	505	-	0	-	-	-	-	0
Stage 2	496	417	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	148	0	828	-	-	-	855	-	-
Mov Cap-2 Maneuver	148	0	-	-	-	-	-	-	-
Stage 1	566	0	-	-	-	-	-	-	-
Stage 2	392	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s		0	4.7
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	EBLn3	SBL	SBT
Capacity (veh/h)	-	-	148	-	828	855	-
HCM Lane V/C Ratio	-	-	0.22	-	0.348	0.21	-
HCM Control Delay (s)	-	-	36.1	-	11.6	10.3	-
HCM Lane LOS	-	-	E	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.8	-	1.6	0.8	-

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

Intersection	
Int Delay, s/veh	6.7

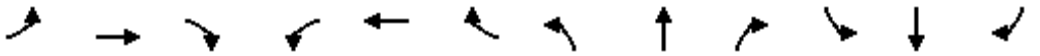
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	65	200	115	495	125	0	0	310	195
Future Vol, veh/h	0	0	0	65	200	115	495	125	0	0	310	195
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	71	217	125	538	136	0	0	337	212

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	1655	1761	136	549	0	-	-	-	0
Stage 1	1212	1212	-	-	-	-	-	-	-
Stage 2	443	549	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	108	~ 84	913	1021	-	0	0	-	-
Stage 1	282	255	-	-	-	0	0	-	-
Stage 2	647	516	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 51	0	913	1021	-	-	-	-	-
Mov Cap-2 Maneuver	~ 51	0	-	-	-	-	-	-	-
Stage 1	133	0	-	-	-	-	-	-	-
Stage 2	647	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	9.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1021	-	1092	-	-
HCM Lane V/C Ratio	0.527	-	0.378	-	-
HCM Control Delay (s)	12.4	-	10.3	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	3.2	-	1.8	-	-

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

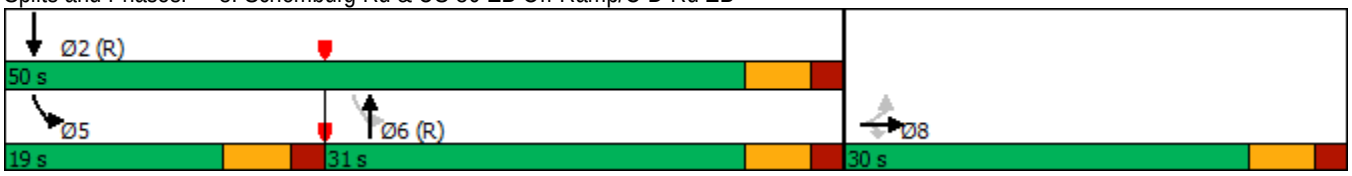


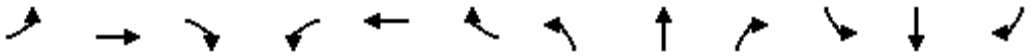
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	360	215	160	0	0	0	0	650	100	260	375	0
Future Volume (vph)	360	215	160	0	0	0	0	650	100	260	375	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	0		0	0		0	235		0
Storage Lanes	2		1	0		0	0		0	1		0
Taper Length (ft)	75			25			25			100		
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.980				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3433	3539	1583	0	0	0	0	3468	0	1770	3539	0
Flt Permitted	0.950									0.250		
Satd. Flow (perm)	3433	3539	1583	0	0	0	0	3468	0	466	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174					22				
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1208			2240			432			686	
Travel Time (s)		23.5			43.6			7.4			11.7	
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
Adj. Flow (vph)	391	234	174	0	0	0	0	707	109	283	408	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	391	234	174	0	0	0	0	816	0	283	408	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0					1		1	1	
Detector Template												
Leading Detector (ft)	40	40	0					306		40	306	
Trailing Detector (ft)	0	0	0					300		0	300	
Detector 1 Position(ft)	0	0	0					300		0	300	
Detector 1 Size(ft)	40	40	20					6		40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Turn Type	Perm	NA	Perm					NA		D.P+P	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8							6		
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					24.0		12.0	25.0	
Minimum Split (s)	24.0	24.0	24.0					30.0		18.0	31.0	
Total Split (s)	30.0	30.0	30.0					31.0		19.0	50.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	37.5%	37.5%	37.5%					38.8%		23.8%	62.5%	
Maximum Green (s)	24.0	24.0	24.0					25.0		13.0	44.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0					6.0		6.0	6.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Act Effct Green (s)	15.7	15.7	15.7					32.5		46.3	52.3	
Actuated g/C Ratio	0.20	0.20	0.20					0.41		0.58	0.65	
v/c Ratio	0.58	0.34	0.39					0.57		0.57	0.18	
Control Delay	32.3	28.3	6.9					21.0		7.5	1.9	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	32.3	28.3	6.9					21.0		7.5	1.9	
LOS	C	C	A					C		A	A	
Approach Delay		25.6						21.0			4.2	
Approach LOS		C						C			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 38 (48%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 17.6		Intersection LOS: B	
Intersection Capacity Utilization 76.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 8: Schomburg Rd & US-80 EB Off-Ramp/C-D Rd EB



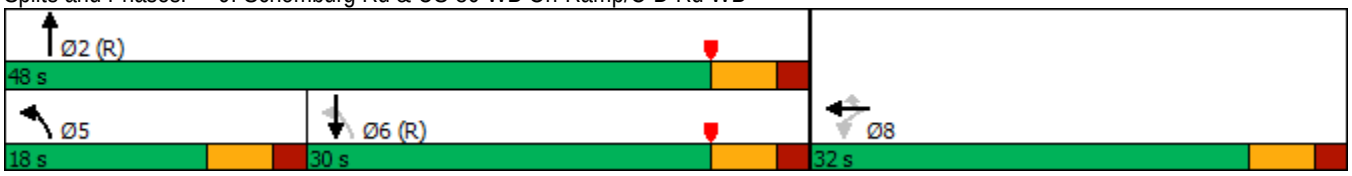


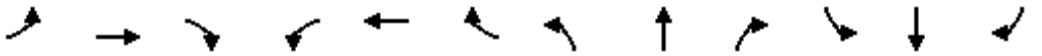
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	65	575	285	285	625	0	0	475	525
Future Volume (vph)	0	0	0	65	575	285	285	625	0	0	475	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	285		0	205		0	0		200
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			150			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.921	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	3260	0
Flt Permitted				0.950			0.139					
Satd. Flow (perm)	0	0	0	1770	3539	1583	259	3539	0	0	3260	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						201					100	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1075			2347			686			355	
Travel Time (s)		20.9			45.7			11.7			6.1	
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
Adj. Flow (vph)	0	0	0	71	625	310	310	679	0	0	516	571
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	71	625	310	310	679	0	0	1087	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	
Trailing Detector (ft)				0	0	0	0	300			300	
Detector 1 Position(ft)				0	0	0	0	300			300	
Detector 1 Size(ft)				40	40	20	40	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8	6					
Detector Phase				8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	12.0	29.0			24.0	
Minimum Split (s)				24.0	24.0	24.0	18.0	35.0			30.0	
Total Split (s)				32.0	32.0	32.0	18.0	48.0			30.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				40.0%	40.0%	40.0%	22.5%	60.0%			37.5%	
Maximum Green (s)				26.0	26.0	26.0	12.0	42.0			24.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Act Effct Green (s)				20.6	20.6	20.6	41.4	47.4			28.8	
Actuated g/C Ratio				0.26	0.26	0.26	0.52	0.59			0.36	
v/c Ratio				0.16	0.68	0.56	0.84	0.32			0.88	
Control Delay				22.0	30.4	12.7	34.8	5.9			33.7	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				22.0	30.4	12.7	34.8	5.9			33.7	
LOS				C	C	B	C	A			C	
Approach Delay					24.3			14.9			33.7	
Approach LOS					C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 24 (30%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 24.6		Intersection LOS: C	
Intersection Capacity Utilization 76.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: Schomburg Rd & US-80 WB On-Ramp/C-D Rd WB



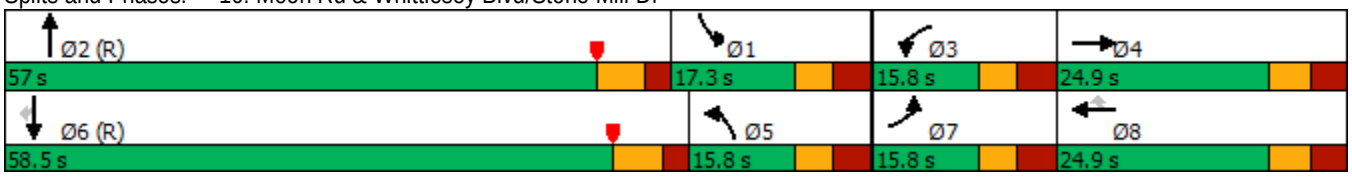


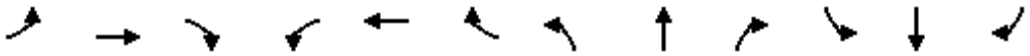
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	15	45	15	5	50	60	765	20	135	370	240
Future Volume (vph)	150	15	45	15	5	50	60	765	20	135	370	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		0	100		90	340		0	275		150
Storage Lanes	1		0	2		0	2		0	1		1
Taper Length (ft)	95			115			100			90		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00
Frt		0.887				0.850		0.996				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1652	0	1770	1863	1583	3433	1855	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1652	0	1770	1863	1583	3433	1855	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49				159		1				261
Link Speed (mph)		35			30			40			40	
Link Distance (ft)		727			766			1004			614	
Travel Time (s)		14.2			17.4			17.1			10.5	
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
Adj. Flow (vph)	163	16	49	16	5	54	65	832	22	147	402	261
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	65	0	16	5	54	65	854	0	147	402	261
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	306		40	306	0
Trailing Detector (ft)	0	0		0	0	0	0	300		0	300	0
Detector 1 Position(ft)	0	0		0	0	0	0	300		0	300	0
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	9.0	11.0		9.0	11.0	11.0	9.0	15.0		9.0	15.0	15.0
Minimum Split (s)	15.7	24.8		15.7	24.8	24.8	15.7	24.4		15.7	24.4	24.4
Total Split (s)	15.8	24.9		15.8	24.9	24.9	15.8	57.0		17.3	58.5	58.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.7%	21.7%		13.7%	21.7%	21.7%	13.7%	49.6%		15.0%	50.9%	50.9%
Maximum Green (s)	9.1	18.1		9.1	18.1	18.1	9.1	50.6		10.6	52.1	52.1
Yellow Time (s)	3.2	3.6		3.2	3.6	3.6	3.2	4.2		3.2	4.2	4.2
All-Red Time (s)	3.5	3.2		3.5	3.2	3.2	3.5	2.2		3.5	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.8		6.7	6.8	6.8	6.7	6.4		6.7	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	9.5	17.4		9.0	11.0	11.0	9.1	60.9		10.6	65.5	65.5
Actuated g/C Ratio	0.08	0.15		0.08	0.10	0.10	0.08	0.53		0.09	0.57	0.57
v/c Ratio	0.58	0.22		0.12	0.03	0.18	0.24	0.87		0.90	0.20	0.26
Control Delay	59.7	20.6		51.5	47.8	1.4	52.1	36.2		100.9	14.1	2.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	59.7	20.6		51.5	47.8	1.4	52.1	36.2		100.9	14.1	2.4
LOS	E	C		D	D	A	D	D		F	B	A
Approach Delay		48.5			15.1			37.4			26.1	
Approach LOS		D			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 33.3		Intersection LOS: C	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: Moon Rd & Whittlesey Blvd/Stone Mill Dr



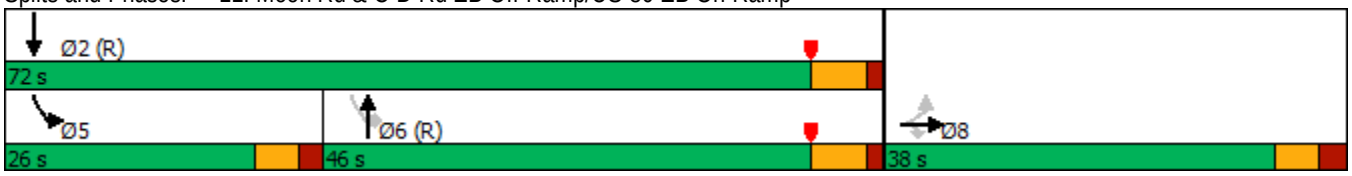


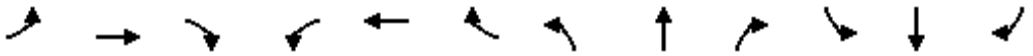
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	0	340	0	0	0	0	670	190	240	515	0
Future Volume (vph)	340	0	340	0	0	0	0	670	190	240	515	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	0		0	0		150	225		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1770	1583	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted		0.950								0.303		
Satd. Flow (perm)	0	1770	1583	0	0	0	0	3539	1583	564	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			325						195			
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1653			1685			614			717	
Travel Time (s)		32.2			32.8			10.5			12.2	
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
Adj. Flow (vph)	370	0	370	0	0	0	0	728	207	261	560	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	370	370	0	0	0	0	728	207	261	560	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0					1	0	1	1	
Detector Template	Left											
Leading Detector (ft)	20	40	0					306	0	40	306	
Trailing Detector (ft)	0	0	0					300	0	0	300	
Detector 1 Position(ft)	0	0	0					300	0	0	300	
Detector 1 Size(ft)	20	40	20					6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Perm	NA	Perm					NA	Perm	D.P+P	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8						6	6		
Detector Phase	8	8	8					6	6	5	2	
Switch Phase												
Minimum Initial (s)	16.0	16.0	16.0					20.0	20.0	12.0	20.0	
Minimum Split (s)	24.0	24.0	24.0					26.0	26.0	17.5	26.0	
Total Split (s)	38.0	38.0	38.0					46.0	46.0	26.0	72.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	34.5%	34.5%	34.5%					41.8%	41.8%	23.6%	65.5%	
Maximum Green (s)	32.0	32.0	32.0					40.0	40.0	20.5	66.0	
Yellow Time (s)	3.5	3.5	3.5					4.5	4.5	3.5	4.5	
All-Red Time (s)	2.5	2.5	2.5					1.5	1.5	2.0	1.5	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0					6.0	6.0	5.5	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)		27.4	27.4					51.3	51.3	65.6	70.6	
Actuated g/C Ratio		0.25	0.25					0.47	0.47	0.60	0.64	
v/c Ratio		0.84	0.58					0.44	0.25	0.54	0.25	
Control Delay		56.0	9.5					22.0	4.5	12.8	8.8	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay		56.0	9.5					22.0	4.5	12.8	8.8	
LOS		E	A					C	A	B	A	
Approach Delay		32.7						18.1			10.1	
Approach LOS		C						B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 82 (75%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 19.8		Intersection LOS: B	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: Moon Rd & C-D Rd EB Off-Ramp/US-80 EB On-Ramp



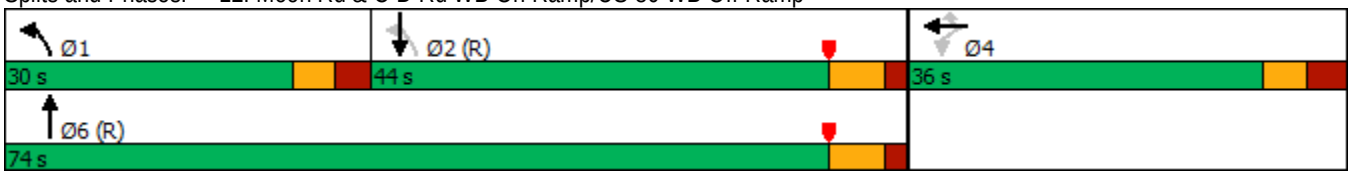


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	180	5	385	290	720	0	0	525	370
Future Volume (vph)	0	0	0	180	5	385	290	720	0	0	525	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		350	225		0	0		100
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			75			125			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.938	
Flt Protected				0.950	0.955		0.950					
Satd. Flow (prot)	0	0	0	1681	1690	1583	1770	3539	0	0	3320	0
Flt Permitted				0.950	0.955		0.190					
Satd. Flow (perm)	0	0	0	1681	1690	1583	354	3539	0	0	3320	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						206					175	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1664			1537			717			696	
Travel Time (s)		32.4			29.9			12.2			11.9	
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
Adj. Flow (vph)	0	0	0	196	5	418	315	783	0	0	571	402
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	0	0	0	100	101	418	315	783	0	0	973	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	
Trailing Detector (ft)				0	0	0	0	300			300	
Detector 1 Position(ft)				0	0	0	0	300			300	
Detector 1 Size(ft)				40	40	20	40	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				11.0	11.0	11.0	11.0	20.0			20.0	
Minimum Split (s)				25.0	25.0	25.0	17.5	26.5			26.5	
Total Split (s)				36.0	36.0	36.0	30.0	74.0			44.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				32.7%	32.7%	32.7%	27.3%	67.3%			40.0%	
Maximum Green (s)				29.0	29.0	29.0	23.5	67.5			37.5	
Yellow Time (s)				3.5	3.5	3.5	3.5	4.5			4.5	
All-Red Time (s)				3.5	3.5	3.5	3.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.5	6.5			6.5	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Act Effct Green (s)				21.4	21.4	21.4	68.6	75.1			49.5	
Actuated g/C Ratio				0.19	0.19	0.19	0.62	0.68			0.45	
v/c Ratio				0.31	0.31	0.88	0.68	0.32			0.61	
Control Delay				38.2	38.2	41.3	16.7	7.0			22.6	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				38.2	38.2	41.3	16.7	7.0			22.6	
LOS				D	D	D	B	A			C	
Approach Delay					40.3			9.8			22.6	
Approach LOS					D			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 24 (22%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: Moon Rd & C-D Rd WB On-Ramp/US-80 WB Off-Ramp





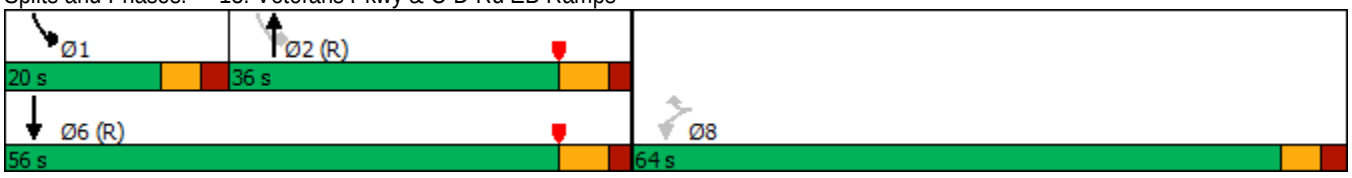
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	270	785	615	80	220	1020
Future Volume (vph)	270	785	615	80	220	1020
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	450		300	245	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				50	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.241	
Satd. Flow (perm)	3433	1583	3539	1583	449	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		370		87		
Link Speed (mph)	35		40			40
Link Distance (ft)	973		935			1750
Travel Time (s)	19.0		15.9			29.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	293	853	668	87	239	1109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	293	853	668	87	239	1109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	0	1	0	1	1
Detector Template						
Leading Detector (ft)	40	0	306	0	40	306
Trailing Detector (ft)	0	0	300	0	0	300
Detector 1 Position(ft)	0	0	300	0	0	300
Detector 1 Size(ft)	40	20	6	20	40	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	Perm	NA	Perm	D.P+P	NA
Protected Phases			2		1	6
Permitted Phases	8	8		2	2	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	11.0	11.0	20.0	20.0	11.0	20.0
Minimum Split (s)	24.0	24.0	26.5	26.5	17.0	26.5
Total Split (s)	64.0	64.0	36.0	36.0	20.0	56.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Split (%)	53.3%	53.3%	30.0%	30.0%	16.7%	46.7%
Maximum Green (s)	58.0	58.0	29.5	29.5	14.0	49.5
Yellow Time (s)	3.5	3.5	4.5	4.5	3.5	4.5
All-Red Time (s)	2.5	2.5	2.0	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.5	6.5	6.0	6.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	52.3	52.3	35.6	35.6	49.7	55.2
Actuated g/C Ratio	0.44	0.44	0.30	0.30	0.41	0.46
v/c Ratio	0.20	0.95	0.64	0.16	0.71	0.68
Control Delay	20.3	38.1	41.7	8.2	26.1	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	38.1	41.7	8.2	26.1	18.5
LOS	C	D	D	A	C	B
Approach Delay	33.5		37.8			19.9
Approach LOS	C		D			B

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:NBSB and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 28.9	Intersection LOS: C
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: Veterans Pkwy & C-D Rd EB Ramps

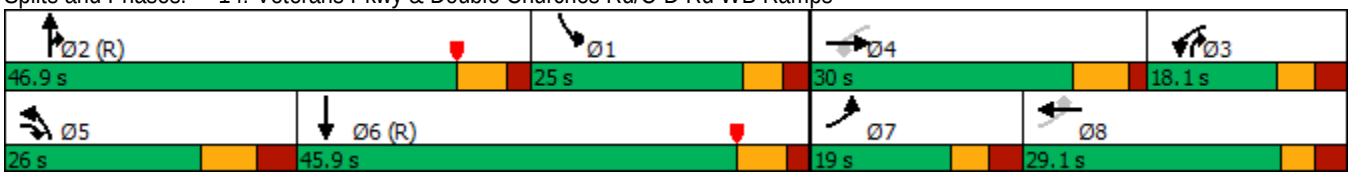


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	270	355	180	195	120	375	875	145	410	680	170
Future Volume (vph)	220	270	355	180	195	120	375	875	145	410	680	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		360	500		400	535		0
Storage Lanes	1		2	1		1	2		2	2		0
Taper Length (ft)	25			25			280			30		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95	0.88	0.97	0.95	0.95
Frt			0.850			0.850			0.850		0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	2787	1770	1863	1583	3433	3539	2787	3433	3433	0
Flt Permitted	0.402			0.247			0.950			0.950		
Satd. Flow (perm)	749	1863	2787	460	1863	1583	3433	3539	2787	3433	3433	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)						227					27	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		474			717			1750			817	
Travel Time (s)		9.2			14.0			29.8			13.9	
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
Adj. Flow (vph)	239	293	386	196	212	130	408	951	158	446	739	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	293	386	196	212	130	408	951	158	446	924	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	0	40	306	0	40	306	
Trailing Detector (ft)	0	0	0	0	0	0	0	300	0	0	300	
Detector 1 Position(ft)	0	0	0	0	0	0	0	300	0	0	300	
Detector 1 Size(ft)	40	40	40	40	40	20	40	6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	Perm	Prot	NA	pt+ov	Prot	NA	
Protected Phases	7	4	5	3	8		5	2	2 3	1	6	
Permitted Phases	8		4	4		8						
Detector Phase	7	4	5	3	8	8	5	2	2 3	1	6	
Switch Phase												
Minimum Initial (s)	8.0	11.0	11.0	8.0	11.0	11.0	11.0	25.0		11.0	25.0	
Minimum Split (s)	14.5	25.0	25.0	14.5	24.0	24.0	25.0	31.5		17.0	31.5	
Total Split (s)	19.0	30.0	26.0	18.1	29.1	29.1	26.0	46.9		25.0	45.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.8%	25.0%	21.7%	15.1%	24.3%	24.3%	21.7%	39.1%		20.8%	38.3%	
Maximum Green (s)	12.5	23.5	17.5	11.6	23.1	23.1	17.5	40.4		19.0	39.4	
Yellow Time (s)	3.5	5.0	5.0	3.5	3.0	3.0	5.0	4.5		3.5	4.5	
All-Red Time (s)	3.0	1.5	3.5	3.0	3.0	3.0	3.5	2.0		2.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	8.5	6.5	6.0	6.0	8.5	6.5		6.0	6.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	32.4	21.9	37.1	32.4	20.4	20.4	17.2	43.1	60.1	19.0	42.4	
Actuated g/C Ratio	0.27	0.18	0.31	0.27	0.17	0.17	0.14	0.36	0.50	0.16	0.35	
v/c Ratio	0.78	0.86	0.45	0.82	0.67	0.28	0.83	0.75	0.11	0.82	0.75	
Control Delay	50.6	72.0	20.5	70.4	57.1	1.6	51.6	33.6	14.6	62.3	38.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.6	72.0	20.5	70.4	57.1	1.6	51.6	33.6	14.6	62.3	38.6	
LOS	D	E	C	E	E	A	D	C	B	E	D	
Approach Delay		44.8			48.5			36.4			46.3	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 76 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 42.8		Intersection LOS: D	
Intersection Capacity Utilization 82.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 14: Veterans Pkwy & Double Churches Rd/C-D Rd WB Ramps



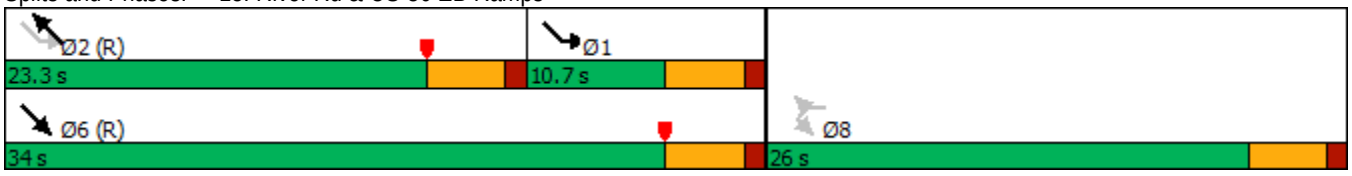


Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	165	230	195	805	315	195
Future Volume (vph)	165	230	195	805	315	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	290			135
Storage Lanes	1	1	1			0
Taper Length (ft)	25		60			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.943	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3337	0
Flt Permitted	0.625		0.408			
Satd. Flow (perm)	1164	1583	760	3539	3337	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		250			212	
Link Speed (mph)	35			40	40	
Link Distance (ft)	749			805	239	
Travel Time (s)	14.6			13.7	4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	250	212	875	342	212
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	250	212	875	554	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	0	1	1	1	
Detector Template						
Leading Detector (ft)	40	0	40	306	306	
Trailing Detector (ft)	0	0	0	300	300	
Detector 1 Position(ft)	0	0	0	300	300	
Detector 1 Size(ft)	40	20	40	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	Perm	D.P+P	NA	NA	
Protected Phases			1	6	2	
Permitted Phases	8	8	2			
Detector Phase	8	8	1	6	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	26.0	26.0	10.7	34.0	23.3	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Total Split (%)	43.3%	43.3%	17.8%	56.7%	38.8%	
Maximum Green (s)	21.5	21.5	6.2	29.5	18.8	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	14.5	14.5	32.0	36.5	25.8	
Actuated g/C Ratio	0.24	0.24	0.53	0.61	0.43	
v/c Ratio	0.64	0.44	0.42	0.41	0.36	
Control Delay	29.7	5.0	8.4	5.1	8.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.7	5.0	8.4	5.1	8.7	
LOS	C	A	A	A	A	
Approach Delay	15.3			5.7	8.7	
Approach LOS	B			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 51 (85%), Referenced to phase 2:NWSE and 6:SET, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 8.5		Intersection LOS: A	
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: River Rd & US-80 EB Ramps

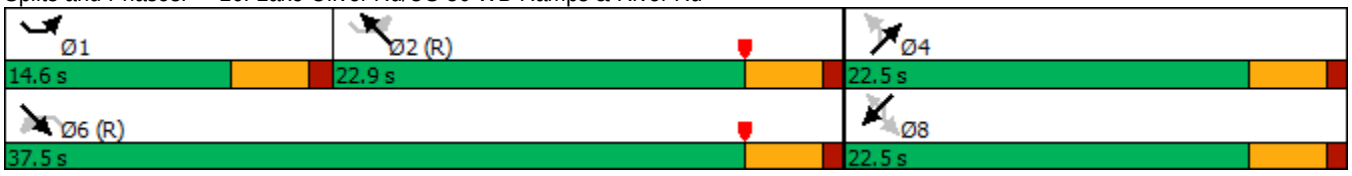


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	215	885	5	10	510	45	0	0	10	125	0	180
Future Volume (vph)	215	885	5	10	510	45	0	0	10	125	0	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	350		150	0		0	0		250
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	55			60			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.865				0.850
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1611	0	0	1770	1583
Flt Permitted	0.412			0.273							0.750	
Satd. Flow (perm)	767	3539	1583	509	3539	1583	0	1611	0	0	1397	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			27			109		109				196
Link Speed (mph)		40			30			30			35	
Link Distance (ft)		1532			805			743			1143	
Travel Time (s)		26.1			18.3			16.9			22.3	
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
Adj. Flow (vph)	234	962	5	11	554	49	0	0	11	136	0	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	234	962	5	11	554	49	0	11	0	0	136	196
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0	1	1	0	1	1		1	1	0
Detector Template							Left			Left		
Leading Detector (ft)	40	306	0	40	306	0	20	40		20	40	0
Trailing Detector (ft)	0	300	0	0	300	0	0	0		0	0	0
Detector 1 Position(ft)	0	300	0	0	300	0	0	0		0	0	0
Detector 1 Size(ft)	40	6	20	40	6	20	20	40		20	40	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	D.P+P	NA	Perm	D.Pm	NA	Perm		NA		Perm	NA	Perm
Protected Phases	1	6			2			4			8	
Permitted Phases	2		6	6		2	4			8		8
Detector Phase	1	6	6	6	2	2	4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	14.6	37.5	37.5	37.5	22.9	22.9	22.5	22.5		22.5	22.5	22.5

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	24.3%	62.5%	62.5%	62.5%	38.2%	38.2%	37.5%	37.5%		37.5%	37.5%	37.5%
Maximum Green (s)	10.1	33.0	33.0	33.0	18.4	18.4	18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5			4.5	4.5
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0		0	0	0
Act Effct Green (s)	35.4	39.9	39.9	39.9	26.6	26.6		11.1			11.1	11.1
Actuated g/C Ratio	0.59	0.66	0.66	0.66	0.44	0.44		0.18			0.18	0.18
v/c Ratio	0.39	0.41	0.00	0.03	0.35	0.06		0.03			0.53	0.43
Control Delay	6.9	5.8	0.0	3.8	10.0	0.5		0.1			28.7	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	6.9	5.8	0.0	3.8	10.0	0.5		0.1			28.7	6.7
LOS	A	A	A	A	A	A		A			C	A
Approach Delay		6.0			9.1			0.1			15.7	
Approach LOS		A			A			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NWSE and 6:NWSE, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Lake Oliver Rd/US-80 WB Ramps & River Rd



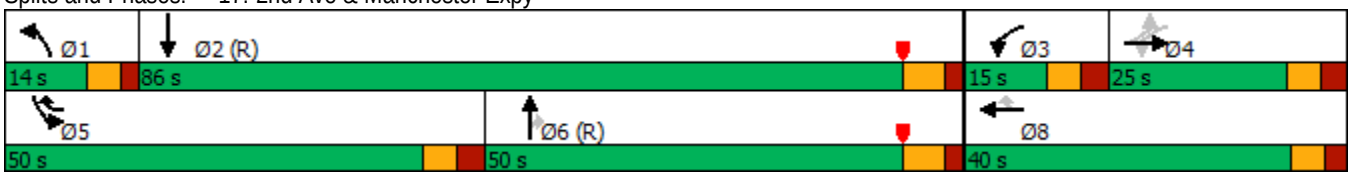
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	10	0	120	0	260	0	350	115	745	1515	0
Future Volume (vph)	5	10	0	120	0	260	0	350	115	745	1515	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		175	150		150	425		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			75			60			290		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt						0.850			0.850			
Flt Protected		0.985		0.950						0.950		
Satd. Flow (prot)	0	1835	0	1770	1863	2787	1863	3539	1583	3433	3539	0
Flt Permitted		0.895		0.909						0.950		
Satd. Flow (perm)	0	1667	0	1693	1863	2787	1863	3539	1583	3433	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						388			171			
Link Speed (mph)		25			40			35			40	
Link Distance (ft)		386			565			852			1000	
Travel Time (s)		10.5			9.6			16.6			17.0	
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
Adj. Flow (vph)	5	11	0	130	0	283	0	380	125	810	1647	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	130	0	283	0	380	125	810	1647	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	0	1	1	
Detector Template	Left											
Leading Detector (ft)	20	40		40	40	0	40	266	0	40	306	
Trailing Detector (ft)	0	0		0	0	0	0	260	0	0	300	
Detector 1 Position(ft)	0	0		0	0	0	0	260	0	0	300	
Detector 1 Size(ft)	20	40		40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		D.P+P		pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4		3	8	5	1	6		5	2	
Permitted Phases	4			4		8			6			
Detector Phase	4	4		3	8	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	11.0	11.0		8.5	11.0	8.5	8.5	25.0	25.0	8.5	25.0	
Minimum Split (s)	24.5	24.5		15.0	24.0	15.0	14.0	31.5	31.5	15.0	31.5	
Total Split (s)	25.0	25.0		15.0	40.0	50.0	14.0	50.0	50.0	50.0	86.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	17.9%	17.9%		10.7%	28.6%	35.7%	10.0%	35.7%	35.7%	35.7%	61.4%	
Maximum Green (s)	18.5	18.5		8.5	34.0	43.5	8.5	43.5	43.5	43.5	79.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.5	4.5	3.5	4.5	
All-Red Time (s)	3.0	3.0		3.0	2.5	3.0	2.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.5		6.5	6.0	6.5	5.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0						11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		11.0		14.1		62.9		64.1	64.1	39.7	110.3	
Actuated g/C Ratio		0.08		0.10		0.45		0.46	0.46	0.28	0.79	
v/c Ratio		0.12		0.74		0.19		0.23	0.15	0.83	0.59	
Control Delay		62.5		82.7		0.3		26.0	1.7	54.8	7.9	
Queue Delay		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		62.5		82.7		0.3		26.0	1.7	54.8	7.9	
LOS		E		F		A		C	A	D	A	
Approach Delay		62.5			26.3			20.0			23.4	
Approach LOS		E			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 77.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 17: 2nd Ave & Manchester Expy



Intersection	
Int Delay, s/veh	62.8

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	105	270	300	670	240	145
Future Vol, veh/h	105	270	300	670	240	145
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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	293	326	728	261	158

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1356	210	419	0	-	0
Stage 1	340	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	140	796	1137	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 100	796	1137	-	-	-
Mov Cap-2 Maneuver	~ 100	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	310	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	282	2.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	270	1137	-
HCM Lane V/C Ratio	-	-	1.51	0.287	-
HCM Control Delay (s)	-	-	282	9.4	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	23.7	1.2	-

Notes

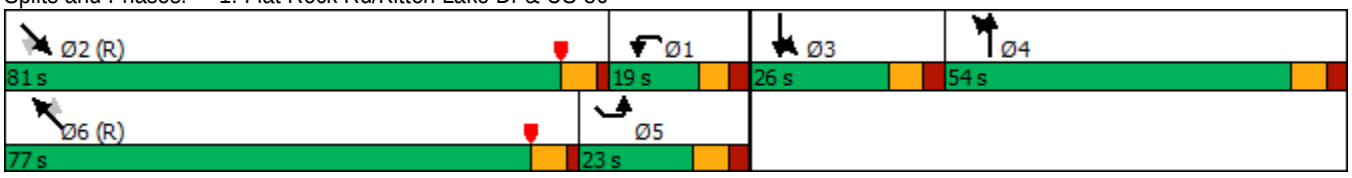
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	990	70	25	65	65	160	315	990	585	120	1210	20
Future Volume (vph)	990	70	25	65	65	160	315	990	585	120	1210	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	0		0	415		415	135		225
Storage Lanes	2		0	1		0	2		1	2		1
Taper Length (ft)	25			75			105			240		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	0.97	0.95	1.00
Frt		0.961			0.893				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1790	0	1770	1663	0	3433	5085	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1790	0	1770	1663	0	3433	5085	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			55				636			122
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		804			352			692			1069	
Travel Time (s)		15.7			8.0			10.5			16.2	
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
Adj. Flow (vph)	1076	76	27	71	71	174	342	1076	636	130	1315	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1076	103	0	71	245	0	342	1076	636	130	1315	22
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	0	1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	0
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		3	3		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0		11.0	25.0	25.0	11.0	25.0	25.0
Minimum Split (s)	25.8	25.8		25.7	25.7		18.8	31.5	31.5	18.0	75.0	75.0
Total Split (s)	54.0	54.0		26.0	26.0		23.0	81.0	81.0	19.0	77.0	77.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	30.0%	30.0%		14.4%	14.4%		12.8%	45.0%	45.0%	10.6%	42.8%	42.8%
Maximum Green (s)	46.3	46.3		18.3	18.3		15.2	74.5	74.5	12.0	70.5	70.5
Yellow Time (s)	4.7	4.7		4.7	4.7		4.8	4.7	4.7	4.0	4.7	4.7
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	1.8	1.8	3.0	1.8	1.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7		7.7	7.7		7.8	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	46.3	46.3		18.3	18.3		15.2	74.5	74.5	12.0	70.5	70.5
Actuated g/C Ratio	0.26	0.26		0.10	0.10		0.08	0.41	0.41	0.07	0.39	0.39
v/c Ratio	1.22	0.22		0.40	1.12		1.18	0.51	0.62	0.57	0.95	0.03
Control Delay	162.5	48.9		82.8	150.6		163.2	32.5	4.0	91.8	67.4	0.1
Queue Delay	0.0	0.0		0.0	0.3		0.0	0.0	0.3	0.0	44.1	0.0
Total Delay	162.5	48.9		82.8	150.8		163.2	32.5	4.3	91.8	111.5	0.1
LOS	F	D		F	F		F	C	A	F	F	A
Approach Delay		152.6			135.5			45.5			108.1	
Approach LOS		F			F			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 94.7		Intersection LOS: F	
Intersection Capacity Utilization 108.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: Flat Rock Rd/Kitten Lake Dr & US-80



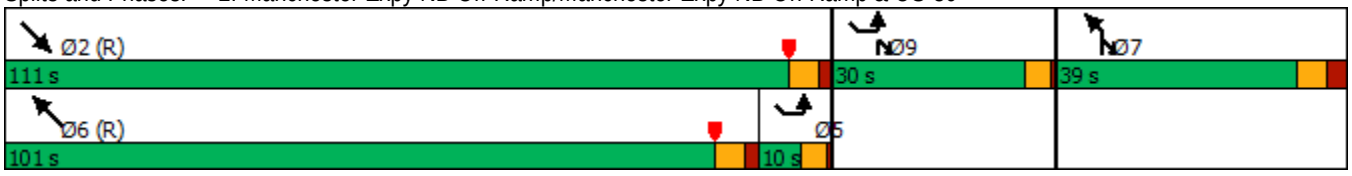
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	465	0	355	0	0	0	565	1505	0	0	2150	145
Future Volume (vph)	465	0	355	0	0	0	565	1505	0	0	2150	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	270		0	0		200
Storage Lanes	1		1	0		0	2		0	0		0
Taper Length (ft)	25			25			95			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Frt			0.850								0.991	
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1681	1681	1583	0	0	0	3433	5085	0	0	5040	0
Flt Permitted	0.950	0.950					0.950					
Satd. Flow (perm)	1681	1681	1583	0	0	0	3433	5085	0	0	5040	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)											9	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		833			787			727			692	
Travel Time (s)		16.2			15.3			11.0			10.5	
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
Adj. Flow (vph)	505	0	386	0	0	0	614	1636	0	0	2337	158
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	252	253	386	0	0	0	614	1636	0	0	2495	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			44	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1				1	1			1	
Detector Template			Right									
Leading Detector (ft)	40	40	20				40	336			336	
Trailing Detector (ft)	0	0	0				0	330			330	
Detector 1 Position(ft)	0	0	0				0	330			330	
Detector 1 Size(ft)	40	40	20				40	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0				0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0				0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0				0.0	0.0			0.0	
Turn Type	Prot	NA	custom				Prot	NA			NA	
Protected Phases	7		9 7				5 9	2			6	
Permitted Phases												
Detector Phase	7		9 7				5 9	2			6	
Switch Phase												
Minimum Initial (s)	11.0							25.0			25.0	
Minimum Split (s)	18.0							31.0			31.0	
Total Split (s)	39.0							111.0			101.0	

Lane Group	Ø5	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	9.5	9.5
Total Split (s)	10.0	30.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	21.7%							61.7%			56.1%	
Maximum Green (s)	32.0							105.0			95.0	
Yellow Time (s)	4.0							4.0			4.0	
All-Red Time (s)	3.0							2.0			2.0	
Lost Time Adjust (s)	0.0							0.0			0.0	
Total Lost Time (s)	7.0							6.0			6.0	
Lead/Lag											Lead	
Lead-Lag Optimize?											Yes	
Vehicle Extension (s)	3.0							3.0			3.0	
Recall Mode	None							C-Max			C-Max	
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	29.8	32.8	62.3				35.5	107.2			97.2	
Actuated g/C Ratio	0.17	0.18	0.35				0.20	0.60			0.54	
v/c Ratio	0.91	0.83	0.70				0.91	0.54			0.92	
Control Delay	107.2	92.4	58.6				65.0	13.4			18.8	
Queue Delay	0.0	0.0	0.0				0.0	0.1			32.0	
Total Delay	107.2	92.4	58.6				65.0	13.5			50.9	
LOS	F	F	E				E	B			D	
Approach Delay		81.9						27.5			50.9	
Approach LOS		F						C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 5 (3%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 46.5		Intersection LOS: D	
Intersection Capacity Utilization 85.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Manchester Expy NB Off-Ramp/Manchester Expy NB On-Ramp & US-80



Lane Group	Ø5	Ø9
Total Split (%)	6%	17%
Maximum Green (s)	5.5	25.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

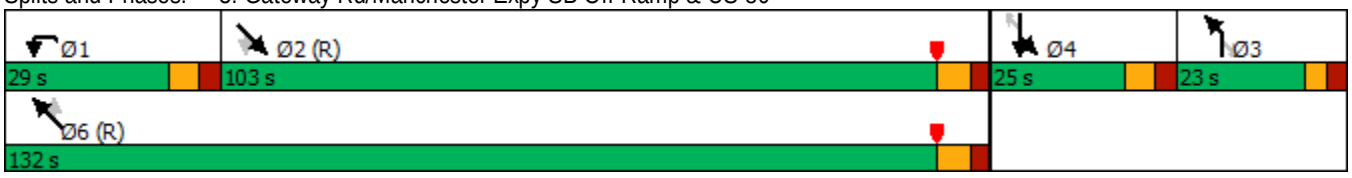
Intersection Summary

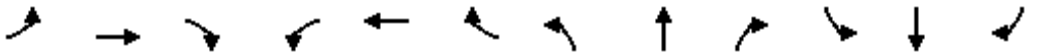
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	275	0	305	55	45	215	0	1815	310	260	2125	140
Future Volume (vph)	275	0	305	55	45	215	0	1815	310	260	2125	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		320	150		150	0		340	205		250
Storage Lanes	2		2	1		1	0		1	2		0
Taper Length (ft)	25			80			25			110		
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	0	2787	1770	1863	1583	0	5085	1583	3433	3539	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	0	2787	1770	1863	1583	0	5085	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			332			104			291			90
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		1064			1064			1322			727	
Travel Time (s)		16.1			20.7			20.0			11.0	
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
Adj. Flow (vph)	299	0	332	60	49	234	0	1973	337	283	2310	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	0	332	60	49	234	0	1973	337	283	2310	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		0	1	1	0		1	0	1	1	0
Detector Template												
Leading Detector (ft)	40		0	40	40	0		336	0	40	336	0
Trailing Detector (ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Position(ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Size(ft)	40		20	40	40	20		6	40	40	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		Perm	Split	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	3			4	4			2		1	6	
Permitted Phases			3			4			2			6
Detector Phase	3		3	4	4	4		2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0		8.0	9.0	9.0	9.0		17.0	17.0	8.0	17.0	17.0
Minimum Split (s)	14.0		14.0	25.0	25.0	25.0		25.2	25.2	15.0	25.2	25.2
Total Split (s)	23.0		23.0	25.0	25.0	25.0		103.0	103.0	29.0	132.0	132.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	12.8%		12.8%	13.9%	13.9%	13.9%		57.2%	57.2%	16.1%	73.3%	73.3%
Maximum Green (s)	17.0		17.0	18.0	18.0	18.0		95.8	95.8	22.0	124.8	124.8
Yellow Time (s)	3.0		3.0	4.0	4.0	4.0		4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		2.7	2.7	3.0	2.7	2.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	7.0	7.0	7.0		7.2	7.2	7.0	7.2	7.2
Lead/Lag	Lag		Lag	Lead	Lead	Lead		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None		C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0	0		0	0
Act Effct Green (s)	17.1		17.1	17.4	17.4	17.4		98.9	98.9	19.5	125.3	125.3
Actuated g/C Ratio	0.10		0.10	0.10	0.10	0.10		0.55	0.55	0.11	0.70	0.70
v/c Ratio	0.92		0.59	0.35	0.27	0.95		0.71	0.34	0.76	0.94	0.13
Control Delay	112.0		11.2	81.9	79.3	88.9		7.8	1.2	107.2	12.8	0.8
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	15.4	0.0
Total Delay	112.0		11.2	81.9	79.3	88.9		7.8	1.2	107.2	28.3	0.8
LOS	F		B	F	E	F		A	A	F	C	A
Approach Delay		59.0			86.3			6.9			34.9	
Approach LOS		E			F			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 27 (15%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 29.6		Intersection LOS: C	
Intersection Capacity Utilization 95.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3: Gateway Rd/Manchester Expy SB Off-Ramp & US-80



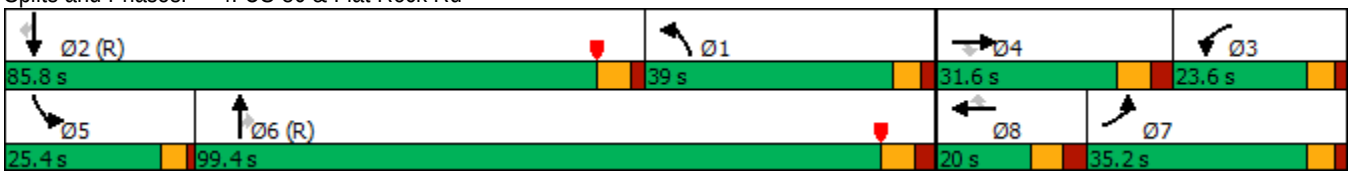


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	560	40	230	260	20	165	630	1760	150	200	1510	250
Future Volume (vph)	560	40	230	260	20	165	630	1760	150	200	1510	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	125		125	230		200	150		160
Storage Lanes	2		1	1		1	2		1	1		1
Taper Length (ft)	75			65			115			155		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	3433	1863	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1863	1583	3433	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			250			179			132			150
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		414			431			1322			1324	
Travel Time (s)		9.4			6.5			20.0			20.1	
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
Adj. Flow (vph)	609	43	250	283	22	179	685	1913	163	217	1641	272
Shared Lane Traffic (%)												
Lane Group Flow (vph)	609	43	250	283	22	179	685	1913	163	217	1641	272
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	0
Detector Template			Right									
Leading Detector (ft)	40	40	20	40	40	0	40	336	0	40	336	0
Trailing Detector (ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40	20	40	40	20	40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	11.0	11.0	5.0	11.0	11.0	9.0	25.0	25.0	5.0	25.0	25.0
Minimum Split (s)	10.5	25.4	25.4	10.5	20.0	20.0	15.0	80.0	80.0	9.5	31.6	31.6
Total Split (s)	35.2	31.6	31.6	23.6	20.0	20.0	39.0	99.4	99.4	25.4	85.8	85.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.6%	17.6%	17.6%	13.1%	11.1%	11.1%	21.7%	55.2%	55.2%	14.1%	47.7%	47.7%
Maximum Green (s)	29.7	24.2	24.2	18.1	12.6	12.6	33.0	92.0	92.0	20.9	79.2	79.2
Yellow Time (s)	3.5	4.4	4.4	3.5	4.4	4.4	4.0	4.4	4.4	3.5	4.6	4.6
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	7.4	7.4	5.5	7.4	7.4	6.0	7.4	7.4	4.5	6.6	6.6
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	31.0	12.3	12.3	30.0	11.3	11.3	33.0	92.0	92.0	20.9	79.2	79.2
Actuated g/C Ratio	0.17	0.07	0.07	0.17	0.06	0.06	0.18	0.51	0.51	0.12	0.44	0.44
v/c Ratio	1.03	0.34	0.73	0.50	0.19	0.67	1.09	1.06	0.19	1.06	1.05	0.35
Control Delay	115.8	86.6	21.2	72.0	83.8	22.6	104.2	60.8	2.1	151.1	86.3	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.8	86.6	21.2	72.0	83.8	22.6	104.2	60.8	2.1	151.1	86.3	15.5
LOS	F	F	C	E	F	C	F	E	A	F	F	B
Approach Delay		88.2			54.3			68.1			83.9	
Approach LOS		F			D			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 75.3		Intersection LOS: E	
Intersection Capacity Utilization 99.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: US-80 & Flat Rock Rd



Intersection	
Int Delay, s/veh	4.2

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	295	110	40	315	135	110
Future Vol, veh/h	295	110	40	315	135	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	321	120	43	342	147	120

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	441	0	638	381
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	257	-
Critical Hdwy	-	-	4.13	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	1117	-	425	665
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1117	-	405	665
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	726	-

Approach	NB	SB	NW
HCM Control Delay, s	0	1.1	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	NWLn2	SBL	SBT
Capacity (veh/h)	-	-	405	665	1117	-
HCM Lane V/C Ratio	-	-	0.362	0.18	0.039	-
HCM Control Delay (s)	-	-	18.9	11.6	8.4	0.2
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	1.6	0.7	0.1	-

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	100	220	605	0	0	0	0	555	145	110	240	0
Future Vol, veh/h	100	220	605	0	0	0	0	555	145	110	240	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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	235	-	0	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	239	658	0	0	0	0	603	158	120	261	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1183	1262	261	-	0	0	761	0	0
Stage 1	501	501	-	-	-	-	-	-	-
Stage 2	682	761	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	209	~ 170	778	0	-	-	851	-	0
Stage 1	609	543	-	0	-	-	-	-	0
Stage 2	502	414	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	180	0	778	-	-	-	851	-	-
Mov Cap-2 Maneuver	180	0	-	-	-	-	-	-	-
Stage 1	609	0	-	-	-	-	-	-	-
Stage 2	431	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s		0	3.1
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	EBLn3	SBL	SBT
Capacity (veh/h)	-	-	180	-	778	851	-
HCM Lane V/C Ratio	-	-	0.604	-	0.845	0.14	-
HCM Control Delay (s)	-	-	51.5	-	29.3	9.9	-
HCM Lane LOS	-	-	F	-	D	A	-
HCM 95th %tile Q(veh)	-	-	3.3	-	9.9	0.5	-

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

Intersection	
Int Delay, s/veh	10.8

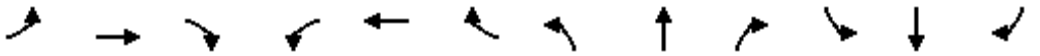
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	135	255	125	420	220	0	0	215	65
Future Vol, veh/h	0	0	0	135	255	125	420	220	0	0	215	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	147	277	136	457	239	0	0	234	71

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	1423	1458	239	305	0	-	-	-	0
Stage 1	1153	1153	-	-	-	-	-	-	-
Stage 2	270	305	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	150	~ 129	800	1256	-	0	0	-	-
Stage 1	301	~ 272	-	-	-	0	0	-	-
Stage 2	775	662	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~ 95	0	800	1256	-	-	-	-	-
Mov Cap-2 Maneuver	~ 95	0	-	-	-	-	-	-	-
Stage 1	191	0	-	-	-	-	-	-	-
Stage 2	775	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	6.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1256	-	752	-	-
HCM Lane V/C Ratio	0.363	-	0.744	-	-
HCM Control Delay (s)	9.5	-	22.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	1.7	-	6.8	-	-

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

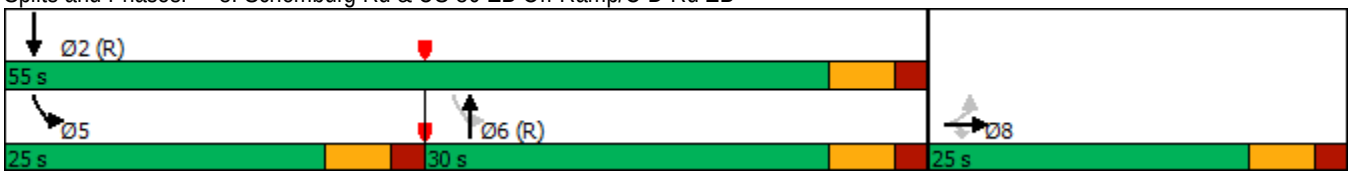


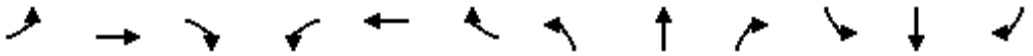
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	475	585	385	0	0	0	0	435	115	245	360	0
Future Volume (vph)	475	585	385	0	0	0	0	435	115	245	360	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	0		0	0		0	235		0
Storage Lanes	2		1	0		0	0		0	1		0
Taper Length (ft)	75			25			25			100		
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.969				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3433	3539	1583	0	0	0	0	3429	0	1770	3539	0
Flt Permitted	0.950									0.365		
Satd. Flow (perm)	3433	3539	1583	0	0	0	0	3429	0	680	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			418					42				
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1208			2240			432			686	
Travel Time (s)		23.5			43.6			7.4			11.7	
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
Adj. Flow (vph)	516	636	418	0	0	0	0	473	125	266	391	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	516	636	418	0	0	0	0	598	0	266	391	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0					1		1	1	
Detector Template												
Leading Detector (ft)	40	40	0					306		40	306	
Trailing Detector (ft)	0	0	0					300		0	300	
Detector 1 Position(ft)	0	0	0					300		0	300	
Detector 1 Size(ft)	40	40	20					6		40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Turn Type	Perm	NA	Perm					NA		D.P+P	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8							6		
Detector Phase	8	8	8					6		5	2	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					24.0		12.0	25.0	
Minimum Split (s)	24.0	24.0	24.0					30.0		18.0	31.0	
Total Split (s)	25.0	25.0	25.0					30.0		25.0	55.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	31.3%	31.3%	31.3%					37.5%		31.3%	68.8%	
Maximum Green (s)	19.0	19.0	19.0					24.0		19.0	49.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0					6.0		6.0	6.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Act Effct Green (s)	18.5	18.5	18.5					30.8		43.5	49.5	
Actuated g/C Ratio	0.23	0.23	0.23					0.38		0.54	0.62	
v/c Ratio	0.65	0.78	0.61					0.44		0.49	0.18	
Control Delay	32.1	36.3	7.1					18.5		13.7	5.5	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	32.1	36.3	7.1					18.5		13.7	5.5	
LOS	C	D	A					B		B	A	
Approach Delay		27.2						18.5			8.8	
Approach LOS		C						B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 11.5 (14%), Referenced to phase 2:SBT and 6:NBSB, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Schomburg Rd & US-80 EB Off-Ramp/C-D Rd EB



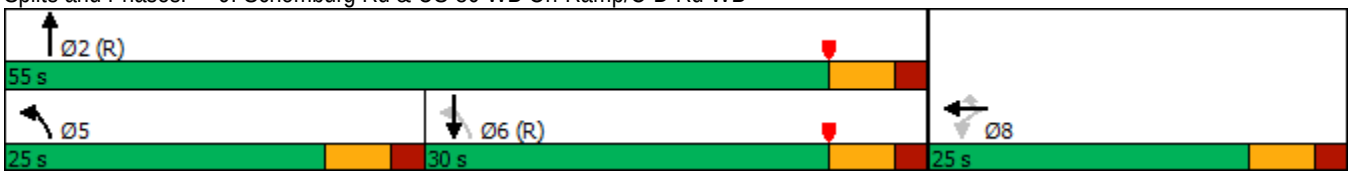


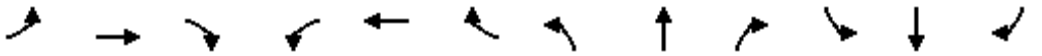
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	135	350	220	180	635	0	0	505	260
Future Volume (vph)	0	0	0	135	350	220	180	635	0	0	505	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	285		0	205		0	0		200
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			150			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.949	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	3359	0
Flt Permitted				0.950			0.257					
Satd. Flow (perm)	0	0	0	1770	3539	1583	479	3539	0	0	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						239					117	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1075			2347			686			355	
Travel Time (s)		20.9			45.7			11.7			6.1	
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
Adj. Flow (vph)	0	0	0	147	380	239	196	690	0	0	549	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	147	380	239	196	690	0	0	832	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	
Trailing Detector (ft)				0	0	0	0	300			300	
Detector 1 Position(ft)				0	0	0	0	300			300	
Detector 1 Size(ft)				40	40	20	40	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8	6					
Detector Phase				8	8	8	5	2			6	
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	12.0	29.0			24.0	
Minimum Split (s)				24.0	24.0	24.0	18.0	35.0			30.0	
Total Split (s)				25.0	25.0	25.0	25.0	55.0			30.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				31.3%	31.3%	31.3%	31.3%	68.8%			37.5%	
Maximum Green (s)				19.0	19.0	19.0	19.0	49.0			24.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Act Effct Green (s)				15.0	15.0	15.0	47.0	53.0			35.0	
Actuated g/C Ratio				0.19	0.19	0.19	0.59	0.66			0.44	
v/c Ratio				0.44	0.57	0.49	0.41	0.29			0.54	
Control Delay				32.5	32.8	7.5	9.6	6.4			16.2	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				32.5	32.8	7.5	9.6	6.4			16.2	
LOS				C	C	A	A	A			B	
Approach Delay					24.8			7.1			16.2	
Approach LOS					C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 24 (30%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Schomburg Rd & US-80 WB On-Ramp/C-D Rd WB



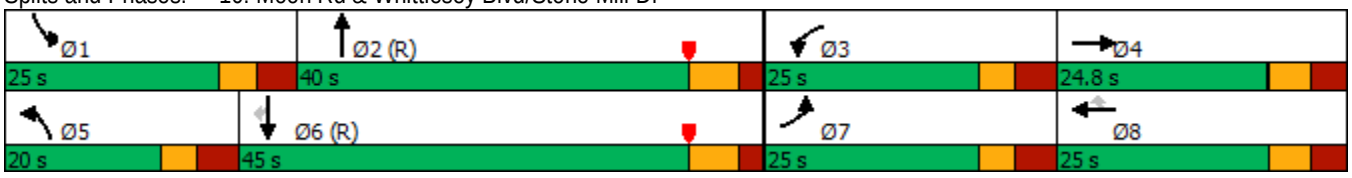


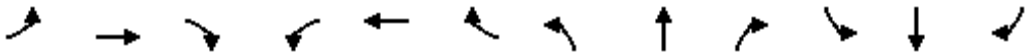
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	635	30	225	70	55	250	195	480	20	90	490	670
Future Volume (vph)	635	30	225	70	55	250	195	480	20	90	490	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		0	100		90	340		0	275		150
Storage Lanes	1		0	2		0	2		0	1		1
Taper Length (ft)	95			115			100			90		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00
Frt		0.868				0.850		0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1617	0	1770	1863	1583	3433	1852	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1617	0	1770	1863	1583	3433	1852	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		245				272		2				672
Link Speed (mph)		35			30			40			40	
Link Distance (ft)		727			766			1004			614	
Travel Time (s)		14.2			17.4			17.1			10.5	
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
Adj. Flow (vph)	690	33	245	76	60	272	212	522	22	98	533	728
Shared Lane Traffic (%)												
Lane Group Flow (vph)	690	278	0	76	60	272	212	544	0	98	533	728
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	306		40	306	0
Trailing Detector (ft)	0	0		0	0	0	0	300		0	300	0
Detector 1 Position(ft)	0	0		0	0	0	0	300		0	300	0
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	9.0	11.0		9.0	11.0	11.0	9.0	15.0		9.0	15.0	15.0
Minimum Split (s)	15.7	24.8		15.7	24.8	24.8	15.7	24.4		15.7	24.4	24.4
Total Split (s)	25.0	24.8		25.0	25.0	25.0	20.0	40.0		25.0	45.0	45.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	21.7%	21.6%		21.7%	21.7%	21.7%	17.4%	34.8%		21.7%	39.1%	39.1%
Maximum Green (s)	18.3	18.0		18.3	18.2	18.2	13.3	33.6		18.3	38.6	38.6
Yellow Time (s)	3.2	3.6		3.2	3.6	3.6	3.2	4.2		3.2	4.2	4.2
All-Red Time (s)	3.5	3.2		3.5	3.2	3.2	3.5	2.2		3.5	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.8		6.7	6.8	6.8	6.7	6.4		6.7	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	18.3	22.5		10.9	11.9	11.9	12.4	46.1		12.0	45.8	45.8
Actuated g/C Ratio	0.16	0.20		0.09	0.10	0.10	0.11	0.40		0.10	0.40	0.40
v/c Ratio	1.26	0.54		0.46	0.31	0.67	0.57	0.73		0.53	0.38	0.70
Control Delay	173.0	12.6		57.5	51.7	14.2	54.8	37.2		58.8	26.3	7.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	173.0	12.6		57.5	51.7	14.2	54.8	37.2		58.8	26.3	7.7
LOS	F	B		E	D	B	D	D		E	C	A
Approach Delay		126.9			27.8			42.1			18.6	
Approach LOS		F			C			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 88.1 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 54.8		Intersection LOS: D	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 10: Moon Rd & Whittlesey Blvd/Stone Mill Dr



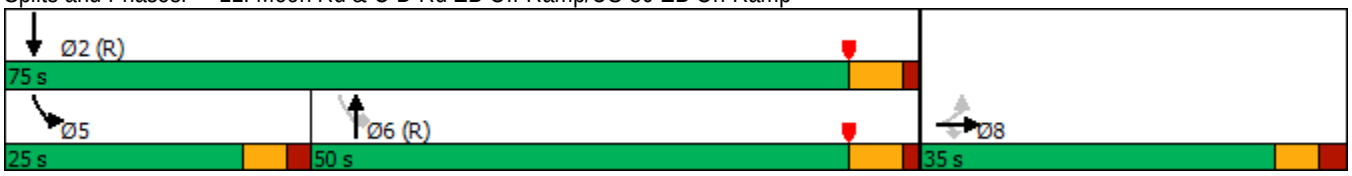


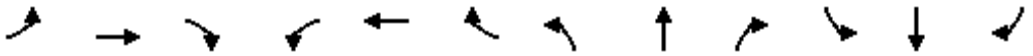
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	5	425	0	0	0	0	955	435	255	880	0
Future Volume (vph)	265	5	425	0	0	0	0	955	435	255	880	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	0		0	0		150	225		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.953								0.950		
Satd. Flow (prot)	0	1775	1583	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted		0.953								0.164		
Satd. Flow (perm)	0	1775	1583	0	0	0	0	3539	1583	305	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146						331			
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1653			1685			614			717	
Travel Time (s)		32.2			32.8			10.5			12.2	
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
Adj. Flow (vph)	288	5	462	0	0	0	0	1038	473	277	957	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	462	0	0	0	0	1038	473	277	957	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0					1	0	1	1	
Detector Template	Left											
Leading Detector (ft)	20	40	0					306	0	40	306	
Trailing Detector (ft)	0	0	0					300	0	0	300	
Detector 1 Position(ft)	0	0	0					300	0	0	300	
Detector 1 Size(ft)	20	40	20					6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Turn Type	Perm	NA	Perm					NA	Perm	D.P+P	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8		8						6	6		
Detector Phase	8	8	8					6	6	5	2	
Switch Phase												
Minimum Initial (s)	16.0	16.0	16.0					20.0	20.0	12.0	20.0	
Minimum Split (s)	24.0	24.0	24.0					26.0	26.0	17.5	26.0	
Total Split (s)	35.0	35.0	35.0					50.0	50.0	25.0	75.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	31.8%	31.8%	31.8%					45.5%	45.5%	22.7%	68.2%	
Maximum Green (s)	29.0	29.0	29.0					44.0	44.0	19.5	69.0	
Yellow Time (s)	3.5	3.5	3.5					4.5	4.5	3.5	4.5	
All-Red Time (s)	2.5	2.5	2.5					1.5	1.5	2.0	1.5	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0					6.0	6.0	5.5	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)		26.7	26.7					49.8	49.8	66.3	71.3	
Actuated g/C Ratio		0.24	0.24					0.45	0.45	0.60	0.65	
v/c Ratio		0.68	0.93					0.65	0.53	0.70	0.42	
Control Delay		46.0	55.0					26.9	9.3	36.6	9.8	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay		46.0	55.0					26.9	9.3	36.6	9.8	
LOS		D	E					C	A	D	A	
Approach Delay		51.5						21.4			15.8	
Approach LOS		D						C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 44 (40%), Referenced to phase 2:SBT and 6:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 25.9		Intersection LOS: C	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: Moon Rd & C-D Rd EB Off-Ramp/US-80 EB On-Ramp



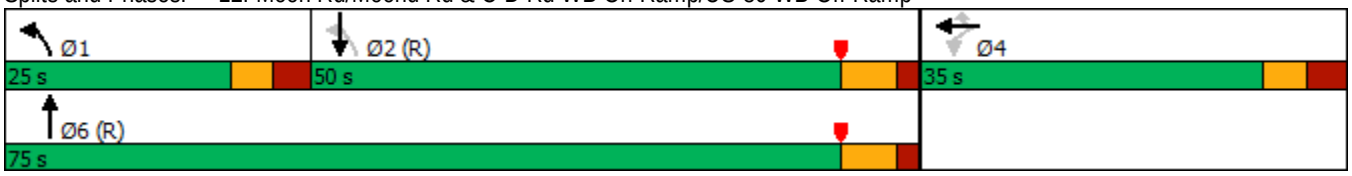


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	355	5	280	355	835	0	0	685	220
Future Volume (vph)	0	0	0	355	5	280	355	835	0	0	685	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		350	225		0	0		100
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			75			125			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.964	
Flt Protected				0.950	0.954		0.950					
Satd. Flow (prot)	0	0	0	1681	1688	1583	1770	3539	0	0	3412	0
Flt Permitted				0.950	0.954		0.186					
Satd. Flow (perm)	0	0	0	1681	1688	1583	346	3539	0	0	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						160					46	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1664			1537			717			696	
Travel Time (s)		32.4			29.9			12.2			11.9	
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
Adj. Flow (vph)	0	0	0	386	5	304	386	908	0	0	745	239
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	0	0	0	197	194	304	386	908	0	0	984	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	
Trailing Detector (ft)				0	0	0	0	300			300	
Detector 1 Position(ft)				0	0	0	0	300			300	
Detector 1 Size(ft)				40	40	20	40	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				11.0	11.0	11.0	11.0	20.0			20.0	
Minimum Split (s)				25.0	25.0	25.0	17.5	26.5			26.5	
Total Split (s)				35.0	35.0	35.0	25.0	75.0			50.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				31.8%	31.8%	31.8%	22.7%	68.2%			45.5%	
Maximum Green (s)				28.0	28.0	28.0	18.5	68.5			43.5	
Yellow Time (s)				3.5	3.5	3.5	3.5	4.5			4.5	
All-Red Time (s)				3.5	3.5	3.5	3.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.5	6.5			6.5	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Recall Mode				None	None	None	None	C-Max			C-Max	
Act Effct Green (s)				19.1	19.1	19.1	70.9	77.4			49.5	
Actuated g/C Ratio				0.17	0.17	0.17	0.64	0.70			0.45	
v/c Ratio				0.68	0.66	0.75	0.77	0.36			0.63	
Control Delay				53.5	52.7	31.1	35.6	14.4			25.5	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				53.5	52.7	31.1	35.6	14.4			25.5	
LOS				D	D	C	D	B			C	
Approach Delay					43.5			20.7			25.5	
Approach LOS					D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 21.5 (20%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 27.6		Intersection LOS: C	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: Moon Rd/Moond Rd & C-D Rd WB On-Ramp/US-80 WB Off-Ramp



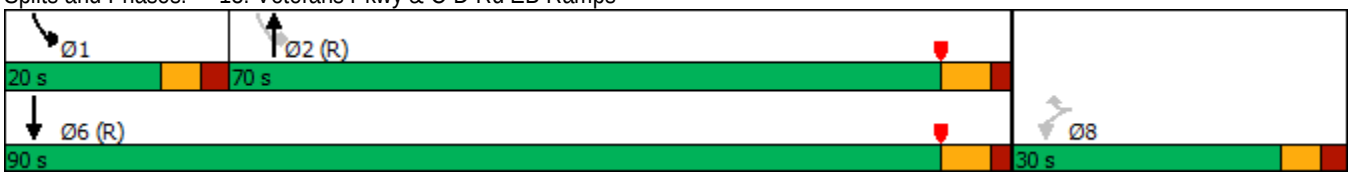


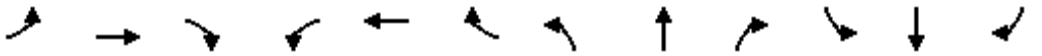
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	695	635	1635	265	220	1085
Future Volume (vph)	695	635	1635	265	220	1085
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	450		300	245	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				50	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.063	
Satd. Flow (perm)	3433	1583	3539	1583	117	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		206		255		
Link Speed (mph)	35		40			40
Link Distance (ft)	973		935			1750
Travel Time (s)	19.0		15.9			29.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	755	690	1777	288	239	1179
Shared Lane Traffic (%)						
Lane Group Flow (vph)	755	690	1777	288	239	1179
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	0	1	0	1	1
Detector Template						
Leading Detector (ft)	40	0	306	0	40	306
Trailing Detector (ft)	0	0	300	0	0	300
Detector 1 Position(ft)	0	0	300	0	0	300
Detector 1 Size(ft)	40	20	6	20	40	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	Perm	NA	Perm	D.P+P	NA
Protected Phases			2		1	6
Permitted Phases	8	8		2	2	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	11.0	11.0	20.0	20.0	11.0	20.0
Minimum Split (s)	24.0	24.0	26.5	26.5	17.0	26.5
Total Split (s)	30.0	30.0	70.0	70.0	20.0	90.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Split (%)	25.0%	25.0%	58.3%	58.3%	16.7%	75.0%
Maximum Green (s)	24.0	24.0	63.5	63.5	14.0	83.5
Yellow Time (s)	3.5	3.5	4.5	4.5	3.5	4.5
All-Red Time (s)	2.5	2.5	2.0	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.5	6.5	6.0	6.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	24.0	24.0	63.9	63.9	78.0	83.5
Actuated g/C Ratio	0.20	0.20	0.53	0.53	0.65	0.70
v/c Ratio	1.10	1.43	0.94	0.30	0.91	0.48
Control Delay	109.9	233.2	38.1	3.5	58.5	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.9	233.2	38.1	3.5	58.5	7.0
LOS	F	F	D	A	E	A
Approach Delay	168.7		33.3			15.7
Approach LOS	F		C			B

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 63.5 (53%), Referenced to phase 2:NBSB and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay: 67.9	Intersection LOS: E
Intersection Capacity Utilization 94.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 13: Veterans Pkwy & C-D Rd EB Ramps



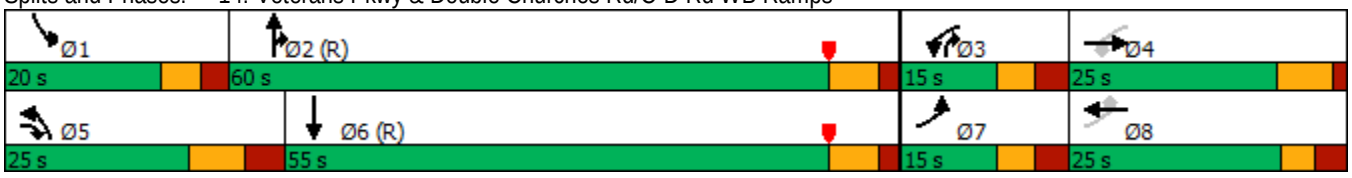


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	285	435	180	225	115	545	1345	530	415	635	190
Future Volume (vph)	205	285	435	180	225	115	545	1345	530	415	635	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		360	500		400	535		0
Storage Lanes	1		2	1		1	2		2	2		0
Taper Length (ft)	25			25			280			30		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95	0.88	0.97	0.95	0.95
Frt			0.850			0.850			0.850		0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	2787	1770	1863	1583	3433	3539	2787	3433	3415	0
Flt Permitted	0.290			0.216			0.950			0.950		
Satd. Flow (perm)	540	1863	2787	402	1863	1583	3433	3539	2787	3433	3415	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)						145					39	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		474			717			1750			817	
Travel Time (s)		9.2			14.0			29.8			13.9	
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
Adj. Flow (vph)	223	310	473	196	245	125	592	1462	576	451	690	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	310	473	196	245	125	592	1462	576	451	897	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	0	40	306	0	40	306	
Trailing Detector (ft)	0	0	0	0	0	0	0	300	0	0	300	
Detector 1 Position(ft)	0	0	0	0	0	0	0	300	0	0	300	
Detector 1 Size(ft)	40	40	40	40	40	20	40	6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	Perm	Prot	NA	pt+ov	Prot	NA	
Protected Phases	7	4	5	3	8		5	2	2 3	1	6	
Permitted Phases	8		4	4		8						
Detector Phase	7	4	5	3	8	8	5	2	2 3	1	6	
Switch Phase												
Minimum Initial (s)	8.0	11.0	11.0	8.0	11.0	11.0	11.0	25.0		11.0	25.0	
Minimum Split (s)	14.5	25.0	25.0	14.5	24.0	24.0	25.0	31.5		17.0	31.5	
Total Split (s)	15.0	25.0	25.0	15.0	25.0	25.0	25.0	60.0		20.0	55.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.5%	20.8%	20.8%	12.5%	20.8%	20.8%	20.8%	50.0%		16.7%	45.8%	
Maximum Green (s)	8.5	18.5	16.5	8.5	19.0	19.0	16.5	53.5		14.0	48.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	3.0	3.0	5.0	4.5		3.5	4.5	
All-Red Time (s)	3.0	1.5	3.5	3.0	3.0	3.0	3.5	2.0		2.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	8.5	6.5	6.0	6.0	8.5	6.5		6.0	6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	27.0	18.5	41.5	27.0	19.0	19.0	16.5	53.5	68.5	14.0	48.5	
Actuated g/C Ratio	0.22	0.15	0.35	0.22	0.16	0.16	0.14	0.45	0.57	0.12	0.40	
v/c Ratio	1.07	1.08	0.49	1.05	0.83	0.34	1.25	0.93	0.36	1.13	0.64	
Control Delay	121.5	123.9	33.1	117.5	73.0	7.4	163.5	27.3	8.2	132.2	29.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	121.5	123.9	33.1	117.5	73.0	7.4	163.5	27.3	8.2	132.2	29.9	
LOS	F	F	C	F	E	A	F	C	A	F	C	
Approach Delay		80.7			73.9			53.8			64.1	
Approach LOS		F			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 103 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay: 63.2		Intersection LOS: E	
Intersection Capacity Utilization 95.2%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 14: Veterans Pkwy & Double Churches Rd/C-D Rd WB Ramps



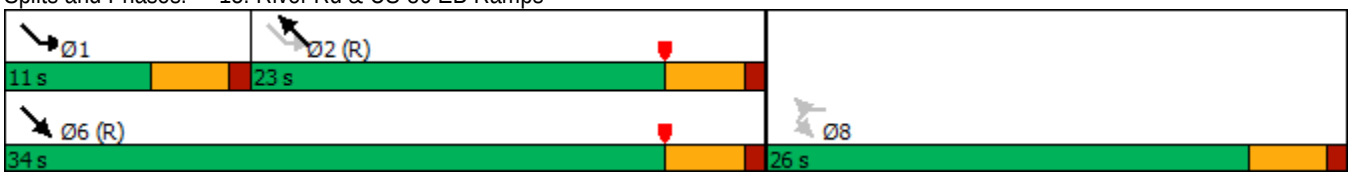


Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	95	260	160	425	705	240
Future Volume (vph)	95	260	160	425	705	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	290			135
Storage Lanes	1	1	1			0
Taper Length (ft)	25		60			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.962	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3405	0
Flt Permitted	0.647		0.195			
Satd. Flow (perm)	1205	1583	363	3539	3405	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		283			81	
Link Speed (mph)	35			40	40	
Link Distance (ft)	749			805	239	
Travel Time (s)	14.6			13.7	4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	283	174	462	766	261
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	283	174	462	1027	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	0	1	1	1	
Detector Template						
Leading Detector (ft)	40	0	40	306	306	
Trailing Detector (ft)	0	0	0	300	300	
Detector 1 Position(ft)	0	0	0	300	300	
Detector 1 Size(ft)	40	20	40	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	Perm	D.P+P	NA	NA	
Protected Phases			1	6	2	
Permitted Phases	8	8	2			
Detector Phase	8	8	1	6	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	26.0	26.0	11.0	34.0	23.0	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Total Split (%)	43.3%	43.3%	18.3%	56.7%	38.3%	
Maximum Green (s)	21.5	21.5	6.5	29.5	18.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	10.6	10.6	36.8	40.4	30.1	
Actuated g/C Ratio	0.18	0.18	0.61	0.67	0.50	
v/c Ratio	0.49	0.55	0.43	0.19	0.59	
Control Delay	28.8	7.4	12.3	3.6	14.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.8	7.4	12.3	3.6	14.8	
LOS	C	A	B	A	B	
Approach Delay	13.1			6.0	14.8	
Approach LOS	B			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 18 (30%), Referenced to phase 2:NWSE and 6:SET, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: River Rd & US-80 EB Ramps



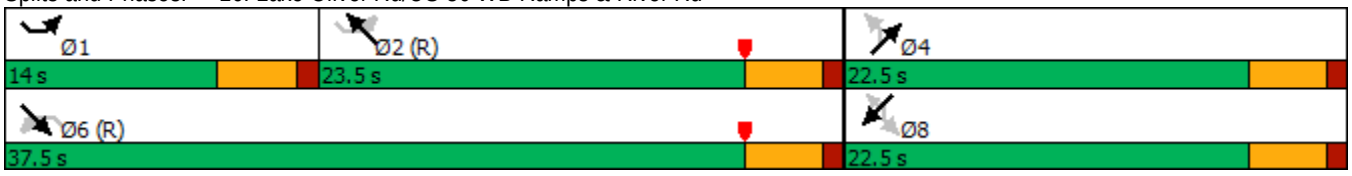
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	160	535	5	15	805	195	5	0	20	70	0	40
Future Volume (vph)	160	535	5	15	805	195	5	0	20	70	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	350		150	0		0	0		250
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	55			60			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.890				0.850
Flt Protected	0.950			0.950				0.991			0.950	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1643	0	0	1770	1583
Flt Permitted	0.273			0.433				0.937			0.740	
Satd. Flow (perm)	509	3539	1583	807	3539	1583	0	1553	0	0	1378	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			27			212		109				109
Link Speed (mph)		40			30			30			35	
Link Distance (ft)		1532			805			743			1143	
Travel Time (s)		26.1			18.3			16.9			22.3	
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
Adj. Flow (vph)	174	582	5	16	875	212	5	0	22	76	0	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	582	5	16	875	212	0	27	0	0	76	43
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	0	1	1	0	1	1		1	1	0
Detector Template							Left			Left		
Leading Detector (ft)	40	306	0	40	306	0	20	40		20	40	0
Trailing Detector (ft)	0	300	0	0	300	0	0	0		0	0	0
Detector 1 Position(ft)	0	300	0	0	300	0	0	0		0	0	0
Detector 1 Size(ft)	40	6	20	40	6	20	20	40		20	40	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	D.P+P	NA	Perm	D.Pm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6			2			4			8	
Permitted Phases	2		6	6		2	4			8		8
Detector Phase	1	6	6	6	2	2	4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	14.0	37.5	37.5	37.5	23.5	23.5	22.5	22.5		22.5	22.5	22.5

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	23.3%	62.5%	62.5%	62.5%	39.2%	39.2%	37.5%	37.5%		37.5%	37.5%	37.5%
Maximum Green (s)	9.5	33.0	33.0	33.0	19.0	19.0	18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5			4.5	4.5
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0		0	0	0
Act Effct Green (s)	40.7	45.2	45.2	45.2	34.8	34.8		8.7			8.7	8.7
Actuated g/C Ratio	0.68	0.75	0.75	0.75	0.58	0.58		0.14			0.14	0.14
v/c Ratio	0.34	0.22	0.00	0.03	0.43	0.21		0.08			0.38	0.13
Control Delay	5.5	3.5	0.0	7.7	15.2	7.7		0.5			27.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	5.5	3.5	0.0	7.7	15.2	7.7		0.5			27.8	0.8
LOS	A	A	A	A	B	A		A			C	A
Approach Delay		3.9			13.7			0.5			18.1	
Approach LOS		A			B			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 18 (30%), Referenced to phase 2:NWSE and 6:NWSE, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 52.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 16: Lake Oliver Rd/US-80 WB Ramps & River Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	15	0	165	0	685	0	995	170	390	490	0
Future Volume (vph)	5	15	0	165	0	685	0	995	170	390	490	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		175	150		150	425		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			75			60			290		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt						0.850			0.850			
Flt Protected		0.988		0.950						0.950		
Satd. Flow (prot)	0	1840	0	1770	1863	2787	1863	3539	1583	3433	3539	0
Flt Permitted		0.918		0.744						0.950		
Satd. Flow (perm)	0	1710	0	1386	1863	2787	1863	3539	1583	3433	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						54			171			
Link Speed (mph)		25			40			35			40	
Link Distance (ft)		386			565			852			1000	
Travel Time (s)		10.5			9.6			16.6			17.0	
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
Adj. Flow (vph)	5	16	0	179	0	745	0	1082	185	424	533	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	179	0	745	0	1082	185	424	533	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	0	1	1	
Detector Template	Left											
Leading Detector (ft)	20	40		40	40	0	40	266	0	40	306	
Trailing Detector (ft)	0	0		0	0	0	0	260	0	0	300	
Detector 1 Position(ft)	0	0		0	0	0	0	260	0	0	300	
Detector 1 Size(ft)	20	40		40	40	20	40	6	20	40	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm	NA		D.P+P		pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4		3	8	5	1	6		5	2	
Permitted Phases	4			4		8			6			
Detector Phase	4	4		3	8	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	11.0	11.0		8.5	11.0	8.5	8.5	25.0	25.0	8.5	25.0	
Minimum Split (s)	24.5	24.5		15.0	24.0	15.0	14.0	31.5	31.5	15.0	31.5	
Total Split (s)	25.0	25.0		20.0	45.0	31.0	14.0	64.0	64.0	31.0	81.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	17.9%	17.9%		14.3%	32.1%	22.1%	10.0%	45.7%	45.7%	22.1%	57.9%	
Maximum Green (s)	18.5	18.5		13.5	39.0	24.5	8.5	57.5	57.5	24.5	74.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.5	4.5	3.5	4.5	
All-Red Time (s)	3.0	3.0		3.0	2.5	3.0	2.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.5		6.5	6.0	6.5	5.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0			0	0		0	
Act Effct Green (s)		11.0		19.9		56.2		70.8	70.8	25.8	103.2	
Actuated g/C Ratio		0.08		0.14		0.40		0.51	0.51	0.18	0.74	
v/c Ratio		0.16		0.77		0.65		0.60	0.21	0.67	0.20	
Control Delay		63.2		74.1		33.1		28.6	4.9	58.3	6.7	
Queue Delay		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		63.2		74.1		33.1		28.6	4.9	58.3	6.7	
LOS		E		E		C		C	A	E	A	
Approach Delay		63.2			41.0			25.2			29.6	
Approach LOS		E			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 31.4		Intersection LOS: C	
Intersection Capacity Utilization 76.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 17: 2nd Ave & Manchester Expy



Intersection	
Int Delay, s/veh	37.8

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	55	345	170	350	600	240
Future Vol, veh/h	55	345	170	350	600	240
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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	375	185	380	652	261

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1343	457	913	0	-	0
Stage 1	783	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	143	551	742	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	107	551	742	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	309	-	-	-	-	-
Stage 2	535	-	-	-	-	-

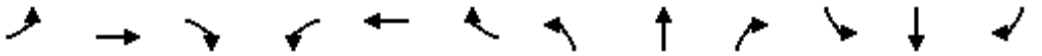
Approach	WB	SE	NW
HCM Control Delay, s	161.7	3.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	351	742	-
HCM Lane V/C Ratio	-	-	1.239	0.249	-
HCM Control Delay (s)	-	-	161.7	11.5	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	19	1	-

APPENDIX M

SYNCHRO INTERSECTION TIMING ANALYSIS REPORTS – BUILD (CASE 2)

Intersection	Alternative Project #'s
Moon Road at U.S. 80 WB Ramp Terminal Intersection	10
Schomburg Road at U.S. 80 WB Ramp Terminal Intersection	15
Beaver Run Road at Flat Rock Road (N)	19, 20
Beaver Run Road at SR 85 SB Ramp Terminal Intersection	23
Beaver Run Road at SR 85 NB Ramp Terminal Intersection	25
Beaver Run Road at Flat Rock Road (S)/Kitten Lake Drive	27

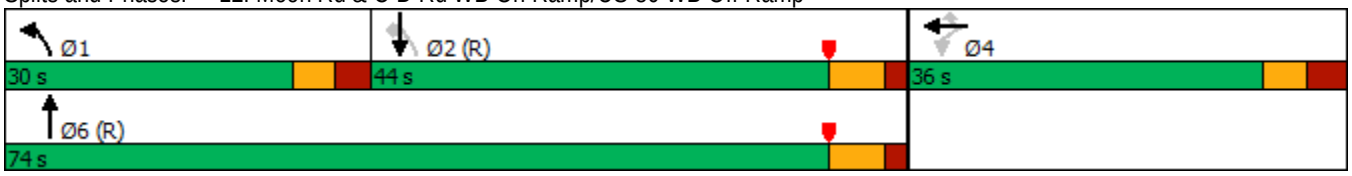


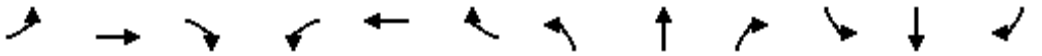
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	180	5	385	290	720	0	0	525	370
Future Volume (vph)	0	0	0	180	5	385	290	720	0	0	525	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		200	225		0	0		100
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			75			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.954		0.950					
Satd. Flow (prot)	0	0	0	0	1777	1583	1770	3539	0	0	3539	1583
Flt Permitted					0.954		0.400					
Satd. Flow (perm)	0	0	0	0	1777	1583	745	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						206						332
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1664			1537			717			696	
Travel Time (s)		32.4			29.9			12.2			11.9	
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
Adj. Flow (vph)	0	0	0	196	5	418	315	783	0	0	571	402
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	201	418	315	783	0	0	571	402
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	0
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	0
Trailing Detector (ft)				0	0	0	0	300			300	0
Detector 1 Position(ft)				0	0	0	0	300			300	0
Detector 1 Size(ft)				40	40	20	40	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					2
Detector Phase				4	4	4	1	6			2	2
Switch Phase												
Minimum Initial (s)				11.0	11.0	11.0	11.0	20.0			20.0	20.0
Minimum Split (s)				25.0	25.0	25.0	17.5	26.5			26.5	26.5
Total Split (s)				36.0	36.0	36.0	30.0	74.0			44.0	44.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				32.7%	32.7%	32.7%	27.3%	67.3%			40.0%	40.0%
Maximum Green (s)				29.0	29.0	29.0	23.5	67.5			37.5	37.5
Yellow Time (s)				3.5	3.5	3.5	3.5	4.5			4.5	4.5
All-Red Time (s)				3.5	3.5	3.5	3.0	2.0			2.0	2.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					7.0	7.0	6.5	6.5			6.5	6.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Act Effct Green (s)					21.5	21.5	68.5	75.0			54.3	54.3
Actuated g/C Ratio					0.20	0.20	0.62	0.68			0.49	0.49
v/c Ratio					0.58	0.88	0.53	0.32			0.33	0.42
Control Delay					45.6	41.1	9.2	7.0			19.4	6.1
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					45.6	41.1	9.2	7.0			19.4	6.1
LOS					D	D	A	A			B	A
Approach Delay					42.6			7.6			13.9	
Approach LOS					D			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 24 (22%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 17.9		Intersection LOS: B	
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: Moon Rd & C-D Rd WB On-Ramp/US-80 WB Off-Ramp



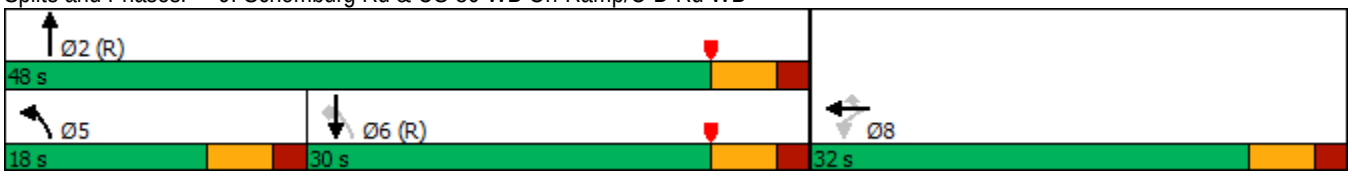


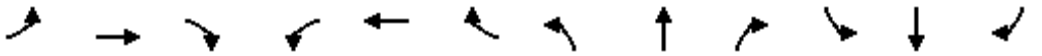
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	65	575	285	285	625	0	0	475	525
Future Volume (vph)	0	0	0	65	575	285	285	625	0	0	475	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	285		0	205		0	0		200
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	1863	1583	1770	3539	0	0	3539	1583
Flt Permitted				0.950			0.385					
Satd. Flow (perm)	0	0	0	1770	1863	1583	717	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						201						135
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1075			2347			686			355	
Travel Time (s)		20.9			45.7			11.7			6.1	
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
Adj. Flow (vph)	0	0	0	71	625	310	310	679	0	0	516	571
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	71	625	310	310	679	0	0	516	571
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	0
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	0
Trailing Detector (ft)				0	0	0	0	300			300	0
Detector 1 Position(ft)				0	0	0	0	300			300	0
Detector 1 Size(ft)				40	40	20	40	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	6					6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	12.0	29.0			24.0	24.0
Minimum Split (s)				24.0	24.0	24.0	18.0	35.0			30.0	30.0
Total Split (s)				32.0	32.0	32.0	18.0	48.0			30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				40.0%	40.0%	40.0%	22.5%	60.0%			37.5%	37.5%
Maximum Green (s)				26.0	26.0	26.0	12.0	42.0			24.0	24.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	2.0
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Act Effct Green (s)				26.0	26.0	26.0	36.0	42.0			24.0	24.0
Actuated g/C Ratio				0.32	0.32	0.32	0.45	0.52			0.30	0.30
v/c Ratio				0.12	1.03	0.48	0.65	0.37			0.49	1.00
Control Delay				19.8	74.5	10.5	14.4	8.5			24.8	62.5
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				19.8	74.5	10.5	14.4	8.5			24.8	62.5
LOS				B	E	B	B	A			C	E
Approach Delay					50.9			10.4			44.6	
Approach LOS					D			B			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 24 (30%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 35.7		Intersection LOS: D	
Intersection Capacity Utilization 93.6%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 9: Schomburg Rd & US-80 WB On-Ramp/C-D Rd WB



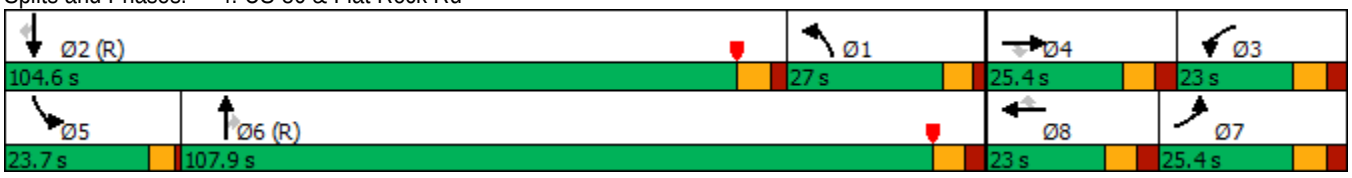


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	20	115	280	15	190	385	1630	90	165	1835	165
Future Volume (vph)	275	20	115	280	15	190	385	1630	90	165	1835	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	125		125	230		200	150		160
Storage Lanes	2		1	1		1	2		1	1		1
Taper Length (ft)	75			65			115			155		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	3433	1863	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1863	1583	3433	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139			175			99			116
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		414			431			1325			1316	
Travel Time (s)		9.4			6.5			20.1			19.9	
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
Adj. Flow (vph)	299	22	125	304	16	207	418	1772	98	179	1995	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	22	125	304	16	207	418	1772	98	179	1995	179
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	0
Detector Template	Left		Right									
Leading Detector (ft)	40	40	20	40	40	0	40	336	0	40	336	0
Trailing Detector (ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40	20	40	40	20	40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.6	7.6	7.6	7.6	7.6	7.6	5.0	11.0	11.0	5.0	11.0	11.0
Minimum Split (s)	25.4	25.4	25.4	15.0	15.0	15.0	11.0	22.0	22.0	9.5	24.6	24.6
Total Split (s)	25.4	25.4	25.4	23.0	23.0	23.0	27.0	107.9	107.9	23.7	104.6	104.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.1%	14.1%	14.1%	12.8%	12.8%	12.8%	15.0%	59.9%	59.9%	13.2%	58.1%	58.1%
Maximum Green (s)	18.0	18.0	18.0	15.6	15.6	15.6	21.0	100.5	100.5	19.2	98.0	98.0
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.0	4.4	4.4	3.5	4.6	4.6
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	6.0	7.4	7.4	4.5	6.6	6.6
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0								7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0								11.0	11.0
Pedestrian Calls (#/hr)	0	0	0								0	0
Act Effct Green (s)	21.1	8.6	8.6	23.3	10.8	10.8	21.0	101.0	101.0	20.3	99.7	99.7
Actuated g/C Ratio	0.12	0.05	0.05	0.13	0.06	0.06	0.12	0.56	0.56	0.11	0.55	0.55
v/c Ratio	0.74	0.25	0.60	0.68	0.14	0.80	1.04	0.89	0.11	0.90	1.02	0.19
Control Delay	88.2	88.8	20.5	83.5	81.1	38.8	101.2	23.9	2.5	118.3	64.2	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.2	88.8	20.5	83.5	81.1	38.8	101.2	23.9	2.5	118.3	64.2	7.7
LOS	F	F	C	F	F	D	F	C	A	F	E	A
Approach Delay		69.3			65.9			37.1			64.0	
Approach LOS		E			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 172 (96%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 53.6		Intersection LOS: D	
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: US-80 & Flat Rock Rd

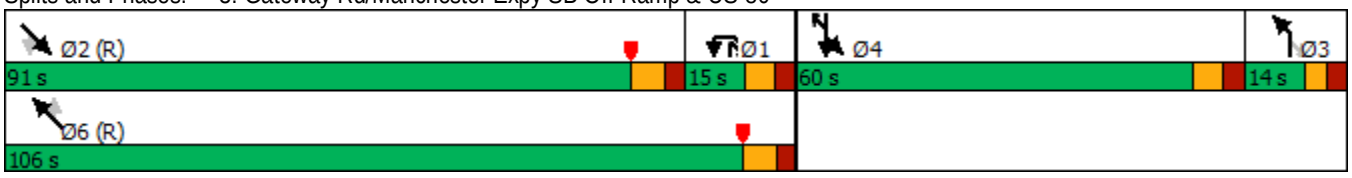


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	115	0	75	185	60	520	0	2125	220	100	1490	420
Future Volume (vph)	115	0	75	185	60	520	0	2125	220	100	1490	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		320	150		150	0		340	205		250
Storage Lanes	2		2	1		1	0		1	2		0
Taper Length (ft)	25			150			25			110		
Lane Util. Factor	0.97	1.00	0.88	0.97	0.95	0.95	1.00	0.91	1.00	0.97	0.95	1.00
Frt			0.850		0.881	0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	0	2787	3433	1559	1504	0	5085	1583	3433	3539	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	0	2787	3433	1559	1504	0	5085	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82		20	105			154			261
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		1064			1064			1325			727	
Travel Time (s)		16.1			20.7			20.1			11.0	
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
Adj. Flow (vph)	125	0	82	201	65	565	0	2310	239	109	1620	457
Shared Lane Traffic (%)						45%						
Lane Group Flow (vph)	125	0	82	201	319	311	0	2310	239	109	1620	457
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		0	1	1	0		1	0	1	1	0
Detector Template												
Leading Detector (ft)	40		0	40	40	0		336	0	40	336	0
Trailing Detector (ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Position(ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Size(ft)	40		20	40	40	20		6	40	40	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		pm+ov	Split	NA	Prot		NA	Perm	Prot	NA	Perm
Protected Phases	3		1	4	4	4		2		1	6	
Permitted Phases			3						2			6
Detector Phase	3		1	4	4	4		2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0		8.0	9.0	9.0	9.0		17.0	17.0	8.0	17.0	17.0
Minimum Split (s)	14.0		15.0	25.0	25.0	25.0		25.2	25.2	15.0	25.2	25.2
Total Split (s)	14.0		15.0	60.0	60.0	60.0		91.0	91.0	15.0	106.0	106.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	7.8%		8.3%	33.3%	33.3%	33.3%		50.6%	50.6%	8.3%	58.9%	58.9%
Maximum Green (s)	8.0		8.0	53.0	53.0	53.0		83.8	83.8	8.0	98.8	98.8
Yellow Time (s)	3.0		4.0	4.0	4.0	4.0		4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		2.7	2.7	3.0	2.7	2.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	7.0	7.0	7.0		7.2	7.2	7.0	7.2	7.2
Lead/Lag	Lag		Lag	Lead	Lead	Lead		Lead	Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None		C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0	0		0	0
Act Effct Green (s)	10.9		17.9	41.3	41.3	41.3		92.6	92.6	8.0	107.6	107.6
Actuated g/C Ratio	0.06		0.10	0.23	0.23	0.23		0.51	0.51	0.04	0.60	0.60
v/c Ratio	0.60		0.23	0.26	0.86	0.73		0.88	0.27	0.72	0.77	0.43
Control Delay	93.2		8.5	56.0	82.9	51.3		17.0	2.4	75.5	4.5	1.4
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.3
Total Delay	93.2		8.5	56.0	82.9	51.3		17.0	2.4	75.5	4.5	1.7
LOS	F		A	E	F	D		B	A	E	A	A
Approach Delay		59.7			64.6			15.6			7.5	
Approach LOS		E			E			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 12 (7%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Gateway Rd/Manchester Expy SB Off-Ramp & US-80



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	190	0	200	0	0	0	140	2160	0	0	1810	45
Future Volume (vph)	190	0	200	0	0	0	140	2160	0	0	1810	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	270		0	0		200
Storage Lanes	1		1	0		0	2		0	0		1
Taper Length (ft)	25			25			95			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850									0.850
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1681	1681	1583	0	0	0	3433	5085	0	0	5085	1583
Flt Permitted	0.950	0.950					0.950					
Satd. Flow (perm)	1681	1681	1583	0	0	0	3433	5085	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61									94
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		833			787			727			692	
Travel Time (s)		16.2			15.3			11.0			10.5	
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
Adj. Flow (vph)	207	0	217	0	0	0	152	2348	0	0	1967	49
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	103	104	217	0	0	0	152	2348	0	0	1967	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			44	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1				1	1			1	0
Detector Template			Right									
Leading Detector (ft)	40	40	20				40	336			336	0
Trailing Detector (ft)	0	0	0				0	330			330	0
Detector 1 Position(ft)	0	0	0				0	330			330	0
Detector 1 Size(ft)	40	40	20				40	6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Turn Type	Prot	NA	custom				Prot	NA			NA	Perm
Protected Phases	7		9 7				5 9	2			6	
Permitted Phases												6
Detector Phase	7		9 7				5 9	2			6	6
Switch Phase												
Minimum Initial (s)	11.0							25.0			25.0	25.0
Minimum Split (s)	18.0							31.0			31.0	31.0
Total Split (s)	27.0							125.0			107.0	107.0

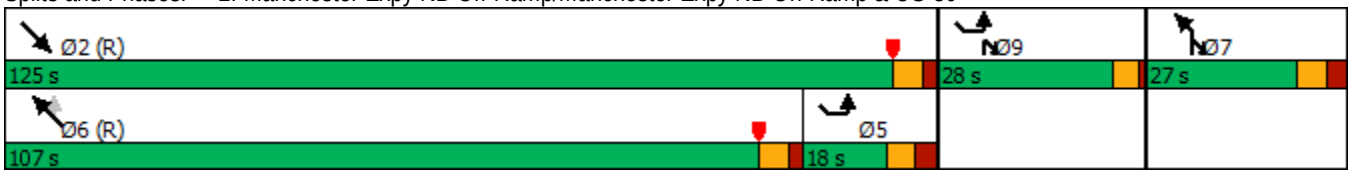
Lane Group	Ø5	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	11.0	5.0
Minimum Split (s)	18.0	9.5
Total Split (s)	18.0	28.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	15.0%							69.4%			59.4%	59.4%
Maximum Green (s)	20.0							119.0			101.0	101.0
Yellow Time (s)	4.0							4.0			4.0	4.0
All-Red Time (s)	3.0							2.0			2.0	2.0
Lost Time Adjust (s)	0.0							0.0			0.0	0.0
Total Lost Time (s)	7.0							6.0			6.0	6.0
Lead/Lag											Lead	Lead
Lead-Lag Optimize?											Yes	Yes
Vehicle Extension (s)	3.0							3.0			3.0	3.0
Recall Mode	None							C-Max			C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								11.0			11.0	11.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	16.0	19.0	42.7				35.3	126.8			108.8	108.8
Actuated g/C Ratio	0.09	0.11	0.24				0.20	0.70			0.60	0.60
v/c Ratio	0.69	0.59	0.51				0.23	0.66			0.64	0.05
Control Delay	102.5	89.9	45.4				61.1	3.5			14.1	0.6
Queue Delay	0.0	0.0	0.0				0.0	0.6			1.7	0.0
Total Delay	102.5	89.9	45.4				61.1	4.2			15.8	0.6
LOS	F	F	D				E	A			B	A
Approach Delay		70.2						7.6			15.4	
Approach LOS		E						A			B	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 30 (17%), Referenced to phase 2:SET and 6:NWT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 63.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: Manchester Expy NB Off-Ramp/Manchester Expy NB On-Ramp & US-80



Lane Group	Ø5	Ø9
Total Split (%)	10%	16%
Maximum Green (s)	11.0	23.5
Yellow Time (s)	4.0	3.5
All-Red Time (s)	3.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

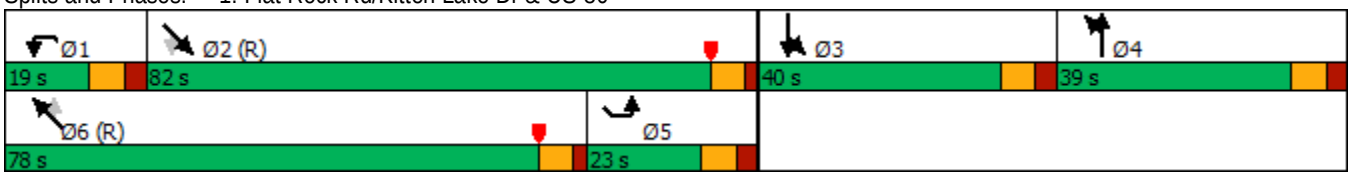
Intersection Summary

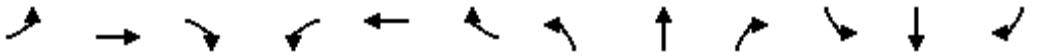
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	520	45	60	85	100	205	215	1170	900	115	1175	50
Future Volume (vph)	520	45	60	85	100	205	215	1170	900	115	1175	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	0		0	415		415	135		225
Storage Lanes	2		0	1		0	2		0	2		1
Taper Length (ft)	25			75			105			240		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.914			0.899				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1703	0	1770	1675	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1703	0	1770	1675	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			50				554			122
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		804			352			692			1069	
Travel Time (s)		15.7			8.0			10.5			16.2	
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
Adj. Flow (vph)	565	49	65	92	109	223	234	1272	978	125	1277	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	565	114	0	92	332	0	234	1272	978	125	1277	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	0	1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	0
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		3	3		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		11.0	25.0	25.0	11.0	25.0	25.0
Minimum Split (s)	25.7	25.7		25.7	25.7		18.8	31.5	31.5	18.8	75.0	75.0
Total Split (s)	39.0	39.0		40.0	40.0		23.0	82.0	82.0	19.0	78.0	78.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	21.7%	21.7%		22.2%	22.2%		12.8%	45.6%	45.6%	10.6%	43.3%	43.3%
Maximum Green (s)	31.3	31.3		32.3	32.3		15.2	75.5	75.5	11.2	71.5	71.5
Yellow Time (s)	4.7	4.7		4.7	4.7		4.8	4.7	4.7	4.8	4.7	4.7
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	1.8	1.8	3.0	1.8	1.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7		7.7	7.7		7.8	6.5	6.5	7.8	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	31.1	31.1		32.3	32.3		15.2	75.8	75.8	11.1	71.7	71.7
Actuated g/C Ratio	0.17	0.17		0.18	0.18		0.08	0.42	0.42	0.06	0.40	0.40
v/c Ratio	0.95	0.36		0.29	0.97		0.81	0.85	0.99	0.59	0.91	0.08
Control Delay	100.0	50.2		66.8	103.0		73.4	27.8	38.2	94.1	61.1	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	3.4	11.5	0.0	2.4	0.0
Total Delay	100.0	50.2		66.8	103.0		73.4	31.2	49.7	94.1	63.5	0.2
LOS	F	D		E	F		E	C	D	F	E	A
Approach Delay		91.6			95.2			42.4			63.8	
Approach LOS		F			F			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 59.7		Intersection LOS: E	
Intersection Capacity Utilization 101.1%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: Flat Rock Rd/Kitten Lake Dr & US-80



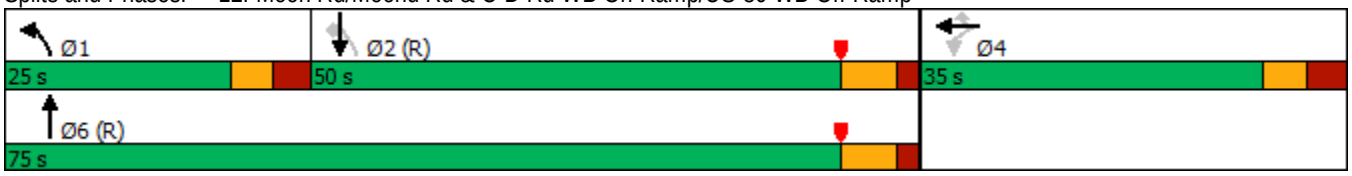


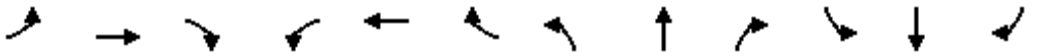
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	355	5	280	355	835	0	0	685	220
Future Volume (vph)	0	0	0	355	5	280	355	835	0	0	685	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		200	225		0	0		100
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			75			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1775	1583	1770	3539	0	0	3539	1583
Flt Permitted					0.953		0.282					
Satd. Flow (perm)	0	0	0	0	1775	1583	525	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						160						165
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1664			1537			717			696	
Travel Time (s)		32.4			29.9			12.2			11.9	
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
Adj. Flow (vph)	0	0	0	386	5	304	386	908	0	0	745	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	391	304	386	908	0	0	745	239
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	0
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	0
Trailing Detector (ft)				0	0	0	0	300			300	0
Detector 1 Position(ft)				0	0	0	0	300			300	0
Detector 1 Size(ft)				40	40	20	40	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					2
Detector Phase				4	4	4	1	6			2	2
Switch Phase												
Minimum Initial (s)				11.0	11.0	11.0	11.0	20.0			20.0	20.0
Minimum Split (s)				25.0	25.0	25.0	17.5	26.5			26.5	26.5
Total Split (s)				35.0	35.0	35.0	25.0	75.0			50.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				31.8%	31.8%	31.8%	22.7%	68.2%			45.5%	45.5%
Maximum Green (s)				28.0	28.0	28.0	18.5	68.5			43.5	43.5
Yellow Time (s)				3.5	3.5	3.5	3.5	4.5			4.5	4.5
All-Red Time (s)				3.5	3.5	3.5	3.0	2.0			2.0	2.0
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					7.0	7.0	6.5	6.5			6.5	6.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Act Effct Green (s)					26.7	26.7	63.3	69.8			46.9	46.9
Actuated g/C Ratio					0.24	0.24	0.58	0.63			0.43	0.43
v/c Ratio					0.91	0.60	0.79	0.40			0.49	0.31
Control Delay					66.6	22.2	38.4	18.0			25.1	8.6
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					66.6	22.2	38.4	18.0			25.1	8.6
LOS					E	C	D	B			C	A
Approach Delay					47.2			24.1			21.1	
Approach LOS					D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 21.5 (20%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 28.5		Intersection LOS: C	
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 12: Moon Rd/Moond Rd & C-D Rd WB On-Ramp/US-80 WB Off-Ramp



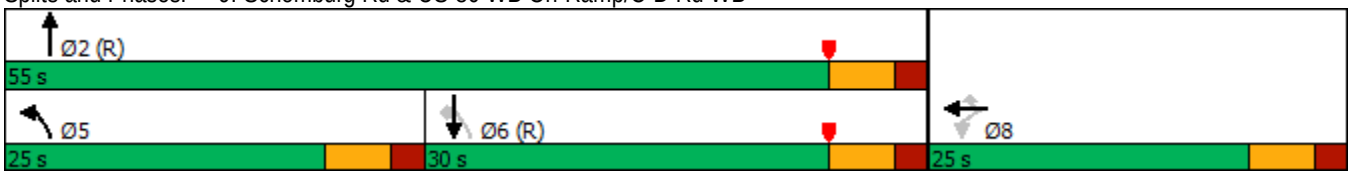


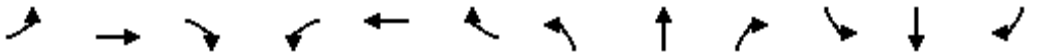
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	135	350	220	180	635	0	0	505	260
Future Volume (vph)	0	0	0	135	350	220	180	635	0	0	505	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	285		0	205		0	0		200
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	1863	1583	1770	3539	0	0	3539	1583
Flt Permitted				0.950			0.401					
Satd. Flow (perm)	0	0	0	1770	1863	1583	747	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						239						283
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1075			2347			686			355	
Travel Time (s)		20.9			45.7			11.7			6.1	
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
Adj. Flow (vph)	0	0	0	147	380	239	196	690	0	0	549	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	147	380	239	196	690	0	0	549	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	1
Detector Template												Right
Leading Detector (ft)				40	40	0	40	306			306	20
Trailing Detector (ft)				0	0	0	0	300			300	0
Detector 1 Position(ft)				0	0	0	0	300			300	0
Detector 1 Size(ft)				40	40	20	40	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	6					6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	12.0	29.0			24.0	24.0
Minimum Split (s)				24.0	24.0	24.0	18.0	35.0			30.0	30.0
Total Split (s)				25.0	25.0	25.0	25.0	55.0			30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				31.3%	31.3%	31.3%	31.3%	68.8%			37.5%	37.5%
Maximum Green (s)				19.0	19.0	19.0	19.0	49.0			24.0	24.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	2.0
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Act Effct Green (s)				18.4	18.4	18.4	43.6	49.6			31.6	31.6
Actuated g/C Ratio				0.23	0.23	0.23	0.54	0.62			0.40	0.40
v/c Ratio				0.36	0.89	0.44	0.35	0.31			0.39	0.36
Control Delay				28.6	54.4	6.5	8.2	7.6			18.6	3.6
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				28.6	54.4	6.5	8.2	7.6			18.6	3.6
LOS				C	D	A	A	A			B	A
Approach Delay					34.5			7.8			13.5	
Approach LOS					C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 24 (30%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 17.9		Intersection LOS: B	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Schomburg Rd & US-80 WB On-Ramp/C-D Rd WB



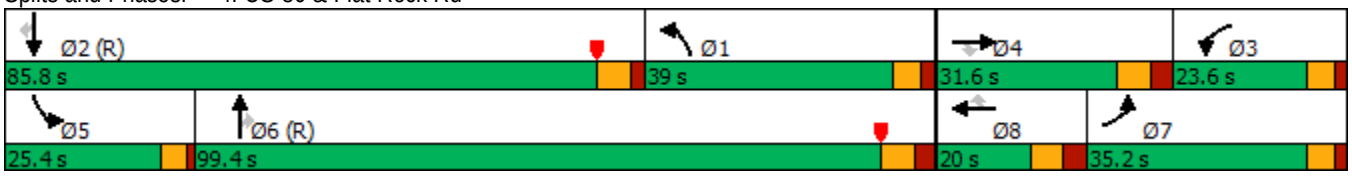


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	560	40	230	260	20	165	630	1760	150	200	1510	250
Future Volume (vph)	560	40	230	260	20	165	630	1760	150	200	1510	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	125		125	230		200	150		160
Storage Lanes	2		1	1		1	2		1	1		1
Taper Length (ft)	75			65			115			155		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	3433	1863	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1863	1583	3433	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			250			179			132			150
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		414			431			1322			1324	
Travel Time (s)		9.4			6.5			20.0			20.1	
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
Adj. Flow (vph)	609	43	250	283	22	179	685	1913	163	217	1641	272
Shared Lane Traffic (%)												
Lane Group Flow (vph)	609	43	250	283	22	179	685	1913	163	217	1641	272
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	0
Detector Template			Right									
Leading Detector (ft)	40	40	20	40	40	0	40	336	0	40	336	0
Trailing Detector (ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40	20	40	40	20	40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	11.0	11.0	5.0	11.0	11.0	9.0	25.0	25.0	5.0	25.0	25.0
Minimum Split (s)	10.5	25.4	25.4	10.5	20.0	20.0	15.0	80.0	80.0	9.5	31.6	31.6
Total Split (s)	35.2	31.6	31.6	23.6	20.0	20.0	39.0	99.4	99.4	25.4	85.8	85.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.6%	17.6%	17.6%	13.1%	11.1%	11.1%	21.7%	55.2%	55.2%	14.1%	47.7%	47.7%
Maximum Green (s)	29.7	24.2	24.2	18.1	12.6	12.6	33.0	92.0	92.0	20.9	79.2	79.2
Yellow Time (s)	3.5	4.4	4.4	3.5	4.4	4.4	4.0	4.4	4.4	3.5	4.6	4.6
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	7.4	7.4	5.5	7.4	7.4	6.0	7.4	7.4	4.5	6.6	6.6
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	31.0	12.3	12.3	30.0	11.3	11.3	33.0	92.0	92.0	20.9	79.2	79.2
Actuated g/C Ratio	0.17	0.07	0.07	0.17	0.06	0.06	0.18	0.51	0.51	0.12	0.44	0.44
v/c Ratio	1.03	0.34	0.73	0.50	0.19	0.67	1.09	1.06	0.19	1.06	1.05	0.35
Control Delay	115.8	86.6	21.2	72.0	83.8	22.6	104.2	60.8	2.1	151.1	86.3	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.8	86.6	21.2	72.0	83.8	22.6	104.2	60.8	2.1	151.1	86.3	15.5
LOS	F	F	C	E	F	C	F	E	A	F	F	B
Approach Delay		88.2			54.3			68.1			83.9	
Approach LOS		F			D			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 75.3		Intersection LOS: E	
Intersection Capacity Utilization 99.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: US-80 & Flat Rock Rd

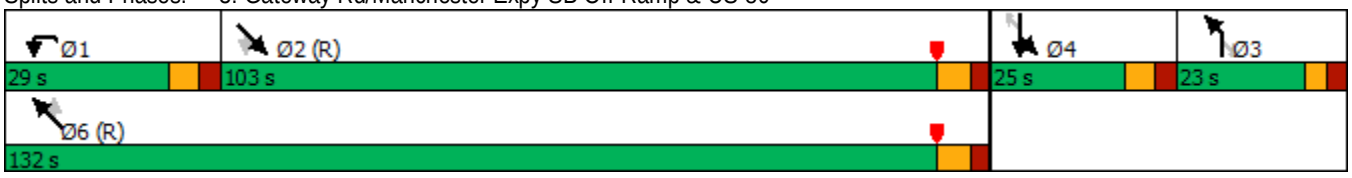


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	275	0	305	55	45	215	0	1815	310	260	2125	140
Future Volume (vph)	275	0	305	55	45	215	0	1815	310	260	2125	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		320	150		150	0		340	205		250
Storage Lanes	2		2	1		1	0		1	2		0
Taper Length (ft)	25			80			25			110		
Lane Util. Factor	0.97	1.00	0.88	0.97	0.95	0.95	1.00	0.91	1.00	0.97	0.95	1.00
Frt			0.850		0.901	0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	0	2787	3433	1594	1504	0	5085	1583	3433	3539	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	0	2787	3433	1594	1504	0	5085	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			332		12	104			291			90
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		1064			1064			1322			727	
Travel Time (s)		16.1			20.7			20.0			11.0	
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
Adj. Flow (vph)	299	0	332	60	49	234	0	1973	337	283	2310	152
Shared Lane Traffic (%)						41%						
Lane Group Flow (vph)	299	0	332	60	145	138	0	1973	337	283	2310	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		0	1	1	0		1	0	1	1	0
Detector Template												
Leading Detector (ft)	40		0	40	40	0		336	0	40	336	0
Trailing Detector (ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Position(ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Size(ft)	40		20	40	40	20		6	40	40	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		Perm	Split	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	3			4	4			2		1	6	
Permitted Phases			3			4			2			6
Detector Phase	3		3	4	4	4		2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0		8.0	9.0	9.0	9.0		17.0	17.0	8.0	17.0	17.0
Minimum Split (s)	14.0		14.0	25.0	25.0	25.0		25.2	25.2	15.0	25.2	25.2
Total Split (s)	23.0		23.0	25.0	25.0	25.0		103.0	103.0	29.0	132.0	132.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	12.8%		12.8%	13.9%	13.9%	13.9%		57.2%	57.2%	16.1%	73.3%	73.3%
Maximum Green (s)	17.0		17.0	18.0	18.0	18.0		95.8	95.8	22.0	124.8	124.8
Yellow Time (s)	3.0		3.0	4.0	4.0	4.0		4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		2.7	2.7	3.0	2.7	2.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	7.0	7.0	7.0		7.2	7.2	7.0	7.2	7.2
Lead/Lag	Lag		Lag	Lead	Lead	Lead		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None		C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0	0		0	0
Act Effct Green (s)	17.1		17.1	17.3	17.3	17.3		99.0	99.0	19.5	125.4	125.4
Actuated g/C Ratio	0.10		0.10	0.10	0.10	0.10		0.55	0.55	0.11	0.70	0.70
v/c Ratio	0.92		0.59	0.18	0.88	0.58		0.71	0.34	0.76	0.94	0.13
Control Delay	112.0		11.2	75.9	117.5	32.5		7.8	1.2	109.7	14.6	0.8
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	15.3	0.0
Total Delay	112.0		11.2	75.9	117.5	32.5		7.8	1.2	109.7	30.0	0.8
LOS	F		B	E	F	C		A	A	F	C	A
Approach Delay		59.0			76.0			6.8			36.6	
Approach LOS		E			E			A			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 27 (15%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 29.8		Intersection LOS: C	
Intersection Capacity Utilization 90.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: Gateway Rd/Manchester Expy SB Off-Ramp & US-80



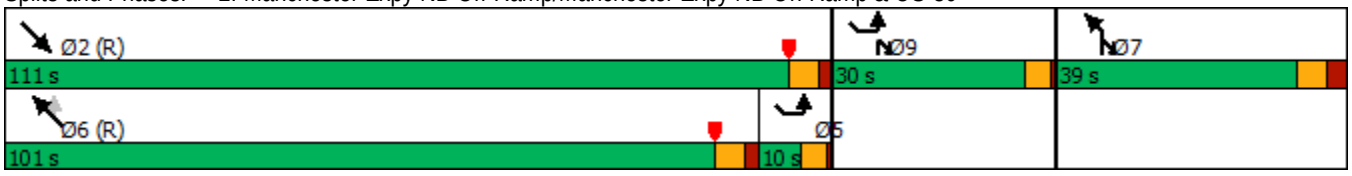
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	465	0	355	0	0	0	565	1505	0	0	2150	145
Future Volume (vph)	465	0	355	0	0	0	565	1505	0	0	2150	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	270		0	0		200
Storage Lanes	1		1	0		0	2		0	0		1
Taper Length (ft)	25			25			95			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850									0.850
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1681	1681	1583	0	0	0	3433	5085	0	0	5085	1583
Flt Permitted	0.950	0.950					0.950					
Satd. Flow (perm)	1681	1681	1583	0	0	0	3433	5085	0	0	5085	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)												88
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		833			787			727			692	
Travel Time (s)		16.2			15.3			11.0			10.5	
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
Adj. Flow (vph)	505	0	386	0	0	0	614	1636	0	0	2337	158
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	252	253	386	0	0	0	614	1636	0	0	2337	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			44	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1				1	1			1	0
Detector Template			Right									
Leading Detector (ft)	40	40	20				40	336			336	0
Trailing Detector (ft)	0	0	0				0	330			330	0
Detector 1 Position(ft)	0	0	0				0	330			330	0
Detector 1 Size(ft)	40	40	20				40	6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Turn Type	Prot	NA	custom				Prot	NA			NA	Perm
Protected Phases	7		9 7				5 9	2			6	
Permitted Phases												6
Detector Phase	7		9 7				5 9	2			6	6
Switch Phase												
Minimum Initial (s)	11.0							25.0			25.0	25.0
Minimum Split (s)	18.0							31.0			31.0	31.0
Total Split (s)	39.0							111.0			101.0	101.0

Lane Group	Ø5	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	9.5	9.5
Total Split (s)	10.0	30.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	21.7%							61.7%			56.1%	56.1%
Maximum Green (s)	32.0							105.0			95.0	95.0
Yellow Time (s)	4.0							4.0			4.0	4.0
All-Red Time (s)	3.0							2.0			2.0	2.0
Lost Time Adjust (s)	0.0							0.0			0.0	0.0
Total Lost Time (s)	7.0							6.0			6.0	6.0
Lead/Lag											Lead	Lead
Lead-Lag Optimize?											Yes	Yes
Vehicle Extension (s)	3.0							3.0			3.0	3.0
Recall Mode	None							C-Max			C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								11.0			11.0	11.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	29.8	32.8	62.3				35.5	107.2			97.2	97.2
Actuated g/C Ratio	0.17	0.18	0.35				0.20	0.60			0.54	0.54
v/c Ratio	0.91	0.83	0.70				0.91	0.54			0.85	0.18
Control Delay	107.2	92.4	58.6				64.3	13.4			16.7	2.2
Queue Delay	0.0	0.0	0.0				0.0	0.1			15.0	0.0
Total Delay	107.2	92.4	58.6				64.3	13.5			31.8	2.2
LOS	F	F	E				E	B			C	A
Approach Delay		81.9						27.4			29.9	
Approach LOS		F						C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 5 (3%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 37.1		Intersection LOS: D	
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Manchester Expy NB Off-Ramp/Manchester Expy NB On-Ramp & US-80



Lane Group	Ø5	Ø9
Total Split (%)	6%	17%
Maximum Green (s)	5.5	25.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

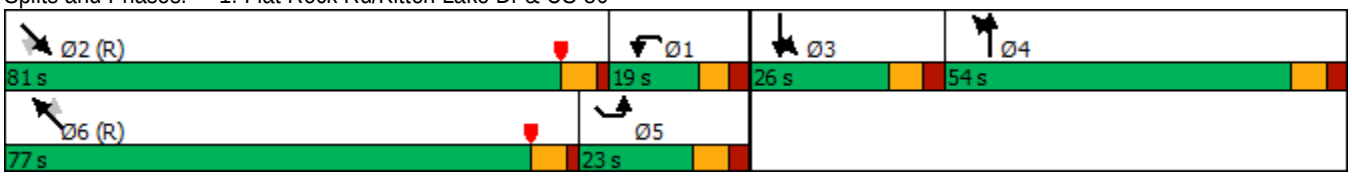
Intersection Summary

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	990	70	25	65	65	160	315	990	585	120	1210	20
Future Volume (vph)	990	70	25	65	65	160	315	990	585	120	1210	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	0		0	415		415	135		225
Storage Lanes	2		0	1		0	2		0	2		1
Taper Length (ft)	25			75			105			240		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.961			0.893				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1790	0	1770	1663	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1790	0	1770	1663	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			55				422			122
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		804			352			692			1069	
Travel Time (s)		15.7			8.0			10.5			16.2	
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
Adj. Flow (vph)	1076	76	27	71	71	174	342	1076	636	130	1315	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1076	103	0	71	245	0	342	1076	636	130	1315	22
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	0	1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	0
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		3	3		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0		11.0	25.0	25.0	11.0	25.0	25.0
Minimum Split (s)	25.8	25.8		25.7	25.7		18.8	31.5	31.5	18.0	75.0	75.0
Total Split (s)	54.0	54.0		26.0	26.0		23.0	81.0	81.0	19.0	77.0	77.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	30.0%	30.0%		14.4%	14.4%		12.8%	45.0%	45.0%	10.6%	42.8%	42.8%
Maximum Green (s)	46.3	46.3		18.3	18.3		15.2	74.5	74.5	12.0	70.5	70.5
Yellow Time (s)	4.7	4.7		4.7	4.7		4.8	4.7	4.7	4.0	4.7	4.7
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	1.8	1.8	3.0	1.8	1.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7		7.7	7.7		7.8	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	46.3	46.3		18.3	18.3		15.2	74.5	74.5	12.0	70.5	70.5
Actuated g/C Ratio	0.26	0.26		0.10	0.10		0.08	0.41	0.41	0.07	0.39	0.39
v/c Ratio	1.22	0.22		0.40	1.12		1.18	0.73	0.71	0.57	0.95	0.03
Control Delay	162.5	48.9		82.8	150.6		163.2	38.1	10.9	91.8	67.4	0.1
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.6	0.2	0.0	42.0	0.0
Total Delay	162.5	48.9		82.8	150.7		163.2	38.7	11.1	91.8	109.4	0.1
LOS	F	D		F	F		F	D	B	F	F	A
Approach Delay		152.5			135.4			50.9			106.2	
Approach LOS		F			F			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 96.3		Intersection LOS: F	
Intersection Capacity Utilization 108.9%		ICU Level of Service G	
Analysis Period (min) 15			

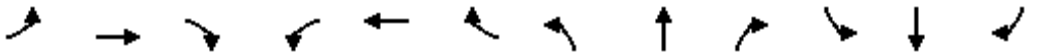
Splits and Phases: 1: Flat Rock Rd/Kitten Lake Dr & US-80



APPENDIX M

SYNCHRO INTERSECTION TIMING ANALYSIS REPORTS – BUILD (CASE 3)

Intersection	Alternative Project #'s
Moon Road at U.S. 80 WB Ramp Terminal Intersection	9, 10
Schomburg Road at U.S. 80 WB Ramp Terminal Intersection	14,15
Beaver Run Road at Flat Rock Road (N)	16 & 29
Beaver Run Road at SR 85 SB Ramp Terminal Intersection	16 & 29
Beaver Run Road at SR 85 NB Ramp Terminal Intersection	16 & 29
Beaver Run Road at Flat Rock Road (S)/Kitten Lake Drive	16, 28, & 29

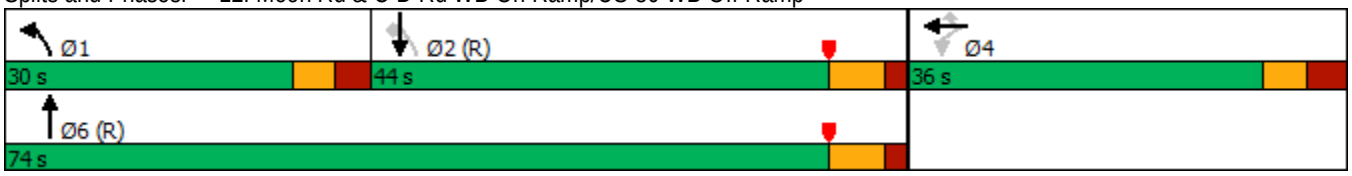


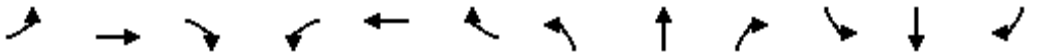
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	180	5	385	290	720	0	0	525	370
Future Volume (vph)	0	0	0	180	5	385	290	720	0	0	525	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		350	225		0	0		100
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			75			125			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950	0.955		0.950					
Satd. Flow (prot)	0	0	0	1681	1690	1583	1770	3539	0	0	3539	1583
Flt Permitted				0.950	0.955		0.400					
Satd. Flow (perm)	0	0	0	1681	1690	1583	745	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						206						332
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1664			1537			717			696	
Travel Time (s)		32.4			29.9			12.2			11.9	
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
Adj. Flow (vph)	0	0	0	196	5	418	315	783	0	0	571	402
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	0	0	0	100	101	418	315	783	0	0	571	402
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	0
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	0
Trailing Detector (ft)				0	0	0	0	300			300	0
Detector 1 Position(ft)				0	0	0	0	300			300	0
Detector 1 Size(ft)				40	40	20	40	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					2
Detector Phase				4	4	4	1	6			2	2
Switch Phase												
Minimum Initial (s)				11.0	11.0	11.0	11.0	20.0			20.0	20.0
Minimum Split (s)				25.0	25.0	25.0	17.5	26.5			26.5	26.5
Total Split (s)				36.0	36.0	36.0	30.0	74.0			44.0	44.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				32.7%	32.7%	32.7%	27.3%	67.3%			40.0%	40.0%
Maximum Green (s)				29.0	29.0	29.0	23.5	67.5			37.5	37.5
Yellow Time (s)				3.5	3.5	3.5	3.5	4.5			4.5	4.5
All-Red Time (s)				3.5	3.5	3.5	3.0	2.0			2.0	2.0
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0	6.5	6.5			6.5	6.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Act Effct Green (s)				21.4	21.4	21.4	68.6	75.1			54.3	54.3
Actuated g/C Ratio				0.19	0.19	0.19	0.62	0.68			0.49	0.49
v/c Ratio				0.31	0.31	0.88	0.53	0.32			0.33	0.42
Control Delay				38.2	38.2	41.3	9.2	7.0			19.4	6.1
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				38.2	38.2	41.3	9.2	7.0			19.4	6.1
LOS				D	D	D	A	A			B	A
Approach Delay					40.3			7.6			13.9	
Approach LOS					D			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 24 (22%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 17.4		Intersection LOS: B	
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: Moon Rd & C-D Rd WB On-Ramp/US-80 WB Off-Ramp



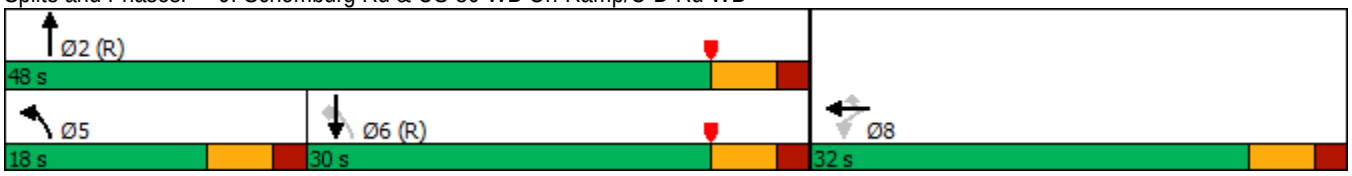


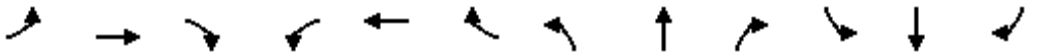
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	65	575	285	285	625	0	0	475	525
Future Volume (vph)	0	0	0	65	575	285	285	625	0	0	475	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	285		0	205		0	0		200
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	3539	1583
Flt Permitted				0.950			0.412					
Satd. Flow (perm)	0	0	0	1770	3539	1583	767	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						201						139
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1075			2347			686			355	
Travel Time (s)		20.9			45.7			11.7			6.1	
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
Adj. Flow (vph)	0	0	0	71	625	310	310	679	0	0	516	571
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	71	625	310	310	679	0	0	516	571
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	0
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	0
Trailing Detector (ft)				0	0	0	0	300			300	0
Detector 1 Position(ft)				0	0	0	0	300			300	0
Detector 1 Size(ft)				40	40	20	40	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	6					6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	12.0	29.0			24.0	24.0
Minimum Split (s)				24.0	24.0	24.0	18.0	35.0			30.0	30.0
Total Split (s)				32.0	32.0	32.0	18.0	48.0			30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				40.0%	40.0%	40.0%	22.5%	60.0%			37.5%	37.5%
Maximum Green (s)				26.0	26.0	26.0	12.0	42.0			24.0	24.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	2.0
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Act Effct Green (s)				20.6	20.6	20.6	41.4	47.4			28.8	28.8
Actuated g/C Ratio				0.26	0.26	0.26	0.52	0.59			0.36	0.36
v/c Ratio				0.16	0.68	0.56	0.56	0.32			0.41	0.87
Control Delay				22.0	30.4	12.7	9.8	5.9			21.5	36.0
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				22.0	30.4	12.7	9.8	5.9			21.5	36.0
LOS				C	C	B	A	A			C	D
Approach Delay					24.3			7.1			29.1	
Approach LOS					C			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 24 (30%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 79.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: Schomburg Rd & US-80 WB On-Ramp/C-D Rd WB



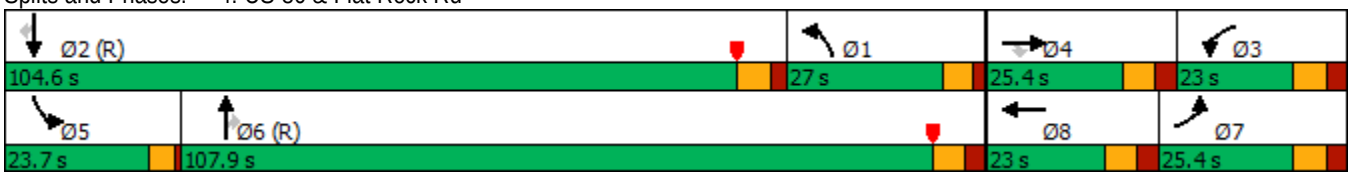


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	20	115	280	15	190	385	1630	90	165	1835	165
Future Volume (vph)	275	20	115	280	15	190	385	1630	90	165	1835	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	125		0	230		200	150		160
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	75			100			115			155		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.861				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	3433	1604	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1604	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139		175				99			116
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		414			431			1325			1316	
Travel Time (s)		9.4			6.5			20.1			19.9	
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
Adj. Flow (vph)	299	22	125	304	16	207	418	1772	98	179	1995	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	22	125	304	223	0	418	1772	98	179	1995	179
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1	0	1	1	0
Detector Template	Left		Right									
Leading Detector (ft)	40	40	20	40	40		40	336	0	40	336	0
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4						6			2
Detector Phase	7	4	4	3	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.6	7.6	7.6	7.6	7.6		5.0	11.0	11.0	5.0	11.0	11.0
Minimum Split (s)	25.4	25.4	25.4	15.0	15.0		11.0	22.0	22.0	9.5	24.6	24.6
Total Split (s)	25.4	25.4	25.4	23.0	23.0		27.0	107.9	107.9	23.7	104.6	104.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.1%	14.1%	14.1%	12.8%	12.8%		15.0%	59.9%	59.9%	13.2%	58.1%	58.1%
Maximum Green (s)	18.0	18.0	18.0	15.6	15.6		21.0	100.5	100.5	19.2	98.0	98.0
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.0	4.4	4.4	3.5	4.6	4.6
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0	3.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4		6.0	7.4	7.4	4.5	6.6	6.6
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0								7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0								11.0	11.0
Pedestrian Calls (#/hr)	0	0	0								0	0
Act Effct Green (s)	20.7	8.6	8.6	23.8	11.6		21.0	101.0	101.0	19.9	99.2	99.2
Actuated g/C Ratio	0.12	0.05	0.05	0.13	0.06		0.12	0.56	0.56	0.11	0.55	0.55
v/c Ratio	0.76	0.25	0.60	0.67	0.84		1.04	0.62	0.11	0.92	0.71	0.19
Control Delay	89.6	88.8	20.5	82.5	45.7		108.9	16.9	2.0	122.9	31.8	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.6	88.8	20.5	82.5	45.7		108.9	16.9	2.0	122.9	31.8	7.8
LOS	F	F	C	F	D		F	B	A	F	C	A
Approach Delay		70.2			66.9			33.0			36.9	
Approach LOS		E			E			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 172 (96%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 40.8		Intersection LOS: D	
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: US-80 & Flat Rock Rd

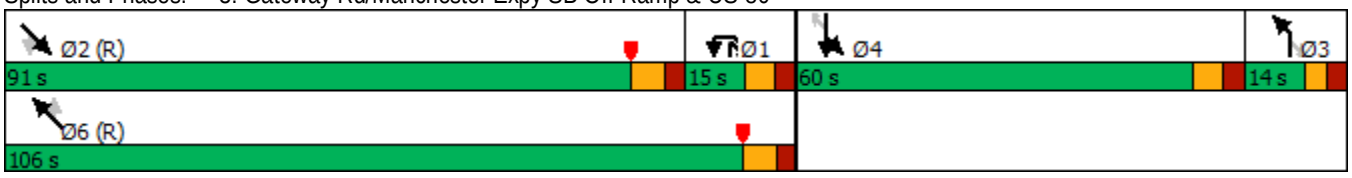


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	115	0	75	185	60	520	0	2125	220	100	1490	420
Future Volume (vph)	115	0	75	185	60	520	0	2125	220	100	1490	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		320	150		150	0		340	205		250
Storage Lanes	2		2	1		1	0		1	2		1
Taper Length (ft)	25			150			25			110		
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	0	2787	1770	1863	1583	0	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	0	2787	1770	1863	1583	0	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			105			154			376
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		1064			1064			1325			727	
Travel Time (s)		16.1			20.7			20.1			11.0	
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
Adj. Flow (vph)	125	0	82	201	65	565	0	2310	239	109	1620	457
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	0	82	201	65	565	0	2310	239	109	1620	457
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		0	1	1	0		1	0	1	1	0
Detector Template												
Leading Detector (ft)	40		0	40	40	0		336	0	40	336	0
Trailing Detector (ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Position(ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Size(ft)	40		20	40	40	20		6	40	40	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		pm+ov	Split	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	3		1	4	4			2		1	6	
Permitted Phases			3			4			2			6
Detector Phase	3		1	4	4	4		2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0		8.0	9.0	9.0	9.0		17.0	17.0	8.0	17.0	17.0
Minimum Split (s)	14.0		15.0	25.0	25.0	25.0		25.2	25.2	15.0	25.2	25.2
Total Split (s)	14.0		15.0	60.0	60.0	60.0		91.0	91.0	15.0	106.0	106.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	7.8%		8.3%	33.3%	33.3%	33.3%		50.6%	50.6%	8.3%	58.9%	58.9%
Maximum Green (s)	8.0		8.0	53.0	53.0	53.0		83.8	83.8	8.0	98.8	98.8
Yellow Time (s)	3.0		4.0	4.0	4.0	4.0		4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		2.7	2.7	3.0	2.7	2.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	7.0	7.0	7.0		7.2	7.2	7.0	7.2	7.2
Lead/Lag	Lag		Lag	Lead	Lead	Lead		Lead	Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None		C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0	0		0	0
Act Effct Green (s)	8.0		15.0	53.0	53.0	53.0		83.8	83.8	8.0	98.8	98.8
Actuated g/C Ratio	0.04		0.08	0.29	0.29	0.29		0.47	0.47	0.04	0.55	0.55
v/c Ratio	0.82		0.27	0.39	0.12	1.05		0.98	0.29	0.72	0.58	0.44
Control Delay	121.2		9.2	53.2	47.2	99.5		38.9	3.7	74.6	3.0	1.5
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.2	0.4
Total Delay	121.2		9.2	53.2	47.2	99.5		38.9	3.7	74.6	3.2	1.9
LOS	F		A	D	D	F		D	A	E	A	A
Approach Delay		76.8			84.2			35.6			6.5	
Approach LOS		E			F			D			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 12 (7%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 33.1		Intersection LOS: C	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Gateway Rd/Manchester Expy SB Off-Ramp & US-80



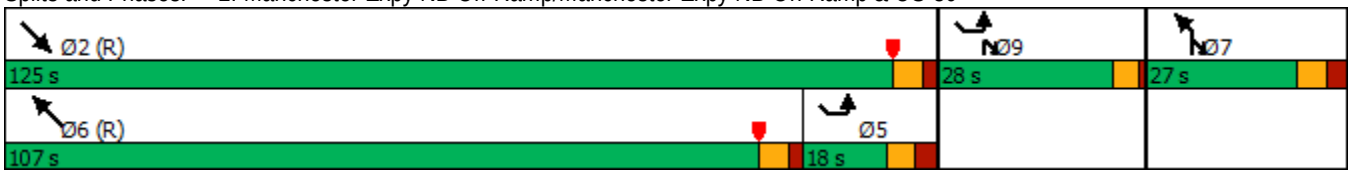
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	190	0	200	0	0	0	140	2160	0	0	1810	45
Future Volume (vph)	190	0	200	0	0	0	140	2160	0	0	1810	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	270		0	0		200
Storage Lanes	1		1	0		0	2		0	0		0
Taper Length (ft)	25			25			95			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Frt			0.850								0.996	
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1681	1681	1583	0	0	0	3433	5085	0	0	5065	0
Flt Permitted	0.950	0.950					0.950					
Satd. Flow (perm)	1681	1681	1583	0	0	0	3433	5085	0	0	5065	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61								3	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		833			787			727			692	
Travel Time (s)		16.2			15.3			11.0			10.5	
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
Adj. Flow (vph)	207	0	217	0	0	0	152	2348	0	0	1967	49
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	103	104	217	0	0	0	152	2348	0	0	2016	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			44	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1				1	1			1	
Detector Template			Right									
Leading Detector (ft)	40	40	20				40	336			336	
Trailing Detector (ft)	0	0	0				0	330			330	
Detector 1 Position(ft)	0	0	0				0	330			330	
Detector 1 Size(ft)	40	40	20				40	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0				0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0				0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0				0.0	0.0			0.0	
Turn Type	Prot	NA	custom				Prot	NA			NA	
Protected Phases	7		9 7				5 9	2			6	
Permitted Phases												
Detector Phase	7		9 7				5 9	2			6	
Switch Phase												
Minimum Initial (s)	11.0							25.0			25.0	
Minimum Split (s)	18.0							31.0			31.0	
Total Split (s)	27.0							125.0			107.0	

Lane Group	Ø5	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	11.0	5.0
Minimum Split (s)	18.0	9.5
Total Split (s)	18.0	28.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	15.0%							69.4%			59.4%	
Maximum Green (s)	20.0							119.0			101.0	
Yellow Time (s)	4.0							4.0			4.0	
All-Red Time (s)	3.0							2.0			2.0	
Lost Time Adjust (s)	0.0							0.0			0.0	
Total Lost Time (s)	7.0							6.0			6.0	
Lead/Lag											Lead	
Lead-Lag Optimize?											Yes	
Vehicle Extension (s)	3.0							3.0			3.0	
Recall Mode	None							C-Max			C-Max	
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	16.0	19.0	42.7				35.3	126.8			108.8	
Actuated g/C Ratio	0.09	0.11	0.24				0.20	0.70			0.60	
v/c Ratio	0.69	0.59	0.51				0.23	0.66			0.66	
Control Delay	102.5	89.9	45.4				57.5	3.6			14.6	
Queue Delay	0.0	0.0	0.0				0.0	0.6			2.1	
Total Delay	102.5	89.9	45.4				57.5	4.2			16.7	
LOS	F	F	D				E	A			B	
Approach Delay		70.2						7.4			16.7	
Approach LOS		E						A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 30 (17%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Manchester Expy NB Off-Ramp/Manchester Expy NB On-Ramp & US-80



Lane Group	Ø5	Ø9
Total Split (%)	10%	16%
Maximum Green (s)	11.0	23.5
Yellow Time (s)	4.0	3.5
All-Red Time (s)	3.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

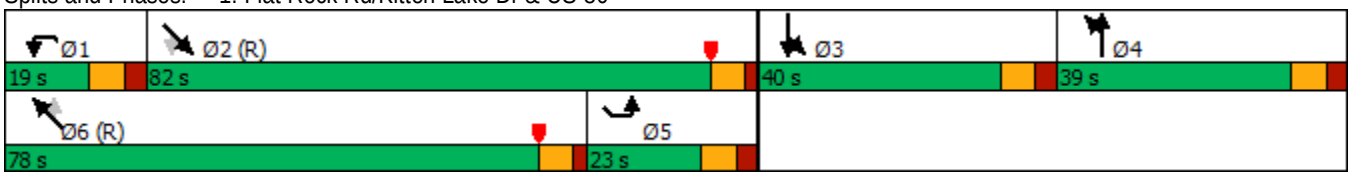
Intersection Summary

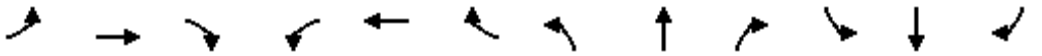
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	520	45	60	85	100	205	215	1170	900	115	1175	50
Future Volume (vph)	520	45	60	85	100	205	215	1170	900	115	1175	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	0		0	415		415	135		225
Storage Lanes	2		0	1		0	2		0	2		1
Taper Length (ft)	25			75			105			240		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.914			0.899				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1703	0	1770	1675	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1703	0	1770	1675	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			50				554			122
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		804			352			692			1069	
Travel Time (s)		15.7			8.0			10.5			16.2	
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
Adj. Flow (vph)	565	49	65	92	109	223	234	1272	978	125	1277	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	565	114	0	92	332	0	234	1272	978	125	1277	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	0	1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	0
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		3	3		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		11.0	25.0	25.0	11.0	25.0	25.0
Minimum Split (s)	25.7	25.7		25.7	25.7		18.8	31.5	31.5	18.8	75.0	75.0
Total Split (s)	39.0	39.0		40.0	40.0		23.0	82.0	82.0	19.0	78.0	78.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	21.7%	21.7%		22.2%	22.2%		12.8%	45.6%	45.6%	10.6%	43.3%	43.3%
Maximum Green (s)	31.3	31.3		32.3	32.3		15.2	75.5	75.5	11.2	71.5	71.5
Yellow Time (s)	4.7	4.7		4.7	4.7		4.8	4.7	4.7	4.8	4.7	4.7
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	1.8	1.8	3.0	1.8	1.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7		7.7	7.7		7.8	6.5	6.5	7.8	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	31.1	31.1		32.3	32.3		15.2	75.8	75.8	11.1	71.7	71.7
Actuated g/C Ratio	0.17	0.17		0.18	0.18		0.08	0.42	0.42	0.06	0.40	0.40
v/c Ratio	0.95	0.36		0.29	0.97		0.81	0.85	0.99	0.59	0.91	0.08
Control Delay	100.0	50.2		66.8	103.0		69.6	24.1	35.7	94.1	61.1	0.2
Queue Delay	0.0	0.0		0.0	0.6		0.0	3.4	11.5	0.0	3.3	0.0
Total Delay	100.0	50.2		66.8	103.6		69.6	27.5	47.2	94.1	64.4	0.2
LOS	F	D		E	F		E	C	D	F	E	A
Approach Delay		91.6			95.6			39.3			64.6	
Approach LOS		F			F			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 58.4		Intersection LOS: E	
Intersection Capacity Utilization 101.1%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: Flat Rock Rd/Kitten Lake Dr & US-80



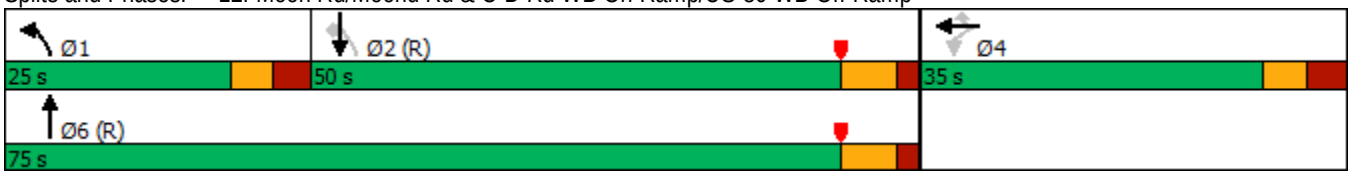


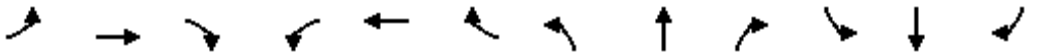
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	355	5	280	355	835	0	0	685	220
Future Volume (vph)	0	0	0	355	5	280	355	835	0	0	685	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		350	225		0	0		100
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			75			125			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950	0.954		0.950					
Satd. Flow (prot)	0	0	0	1681	1688	1583	1770	3539	0	0	3539	1583
Flt Permitted				0.950	0.954		0.308					
Satd. Flow (perm)	0	0	0	1681	1688	1583	574	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						160						165
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1664			1537			717			696	
Travel Time (s)		32.4			29.9			12.2			11.9	
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
Adj. Flow (vph)	0	0	0	386	5	304	386	908	0	0	745	239
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	0	0	0	197	194	304	386	908	0	0	745	239
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	0
Detector Template												
Leading Detector (ft)				40	40	0	40	306			306	0
Trailing Detector (ft)				0	0	0	0	300			300	0
Detector 1 Position(ft)				0	0	0	0	300			300	0
Detector 1 Size(ft)				40	40	20	40	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases					4		1	6			2	
Permitted Phases				4		4	2					2
Detector Phase				4	4	4	1	6			2	2
Switch Phase												
Minimum Initial (s)				11.0	11.0	11.0	11.0	20.0			20.0	20.0
Minimum Split (s)				25.0	25.0	25.0	17.5	26.5			26.5	26.5
Total Split (s)				35.0	35.0	35.0	25.0	75.0			50.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				31.8%	31.8%	31.8%	22.7%	68.2%			45.5%	45.5%
Maximum Green (s)				28.0	28.0	28.0	18.5	68.5			43.5	43.5
Yellow Time (s)				3.5	3.5	3.5	3.5	4.5			4.5	4.5
All-Red Time (s)				3.5	3.5	3.5	3.0	2.0			2.0	2.0
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0	6.5	6.5			6.5	6.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Act Effct Green (s)				19.1	19.1	19.1	70.9	77.4			54.7	54.7
Actuated g/C Ratio				0.17	0.17	0.17	0.64	0.70			0.50	0.50
v/c Ratio				0.68	0.66	0.75	0.71	0.36			0.42	0.28
Control Delay				53.5	52.7	31.1	28.9	14.4			20.2	7.5
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				53.5	52.7	31.1	28.9	14.4			20.2	7.5
LOS				D	D	C	C	B			C	A
Approach Delay					43.5			18.7			17.2	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 21.5 (20%), Referenced to phase 2:NBSB and 6:NBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 24.0		Intersection LOS: C	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: Moon Rd/Moond Rd & C-D Rd WB On-Ramp/US-80 WB Off-Ramp



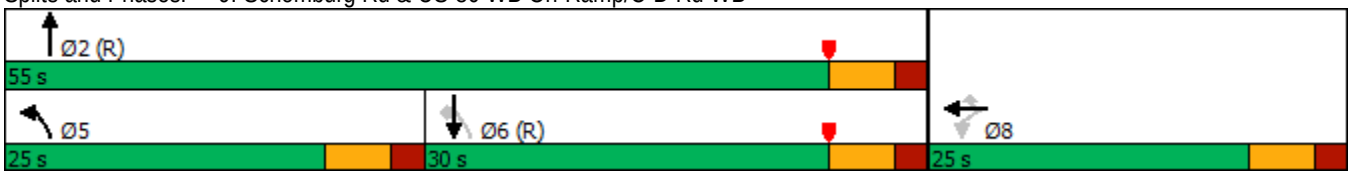


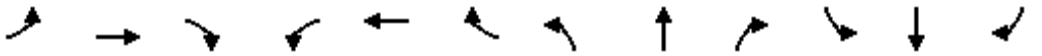
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	135	350	220	180	635	0	0	505	260
Future Volume (vph)	0	0	0	135	350	220	180	635	0	0	505	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	285		0	205		0	0		200
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	3539	1583
Flt Permitted				0.950			0.414					
Satd. Flow (perm)	0	0	0	1770	3539	1583	771	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						239						283
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1075			2347			686			355	
Travel Time (s)		20.9			45.7			11.7			6.1	
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
Adj. Flow (vph)	0	0	0	147	380	239	196	690	0	0	549	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	147	380	239	196	690	0	0	549	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1	0	1	1			1	1
Detector Template												Right
Leading Detector (ft)				40	40	0	40	306			306	20
Trailing Detector (ft)				0	0	0	0	300			300	0
Detector 1 Position(ft)				0	0	0	0	300			300	0
Detector 1 Size(ft)				40	40	20	40	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Turn Type				Perm	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	6					6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				12.0	12.0	12.0	12.0	29.0			24.0	24.0
Minimum Split (s)				24.0	24.0	24.0	18.0	35.0			30.0	30.0
Total Split (s)				25.0	25.0	25.0	25.0	55.0			30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)				31.3%	31.3%	31.3%	31.3%	68.8%			37.5%	37.5%
Maximum Green (s)				19.0	19.0	19.0	19.0	49.0			24.0	24.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	2.0
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Act Effct Green (s)				15.0	15.0	15.0	47.0	53.0			35.0	35.0
Actuated g/C Ratio				0.19	0.19	0.19	0.59	0.66			0.44	0.44
v/c Ratio				0.44	0.57	0.49	0.33	0.29			0.35	0.33
Control Delay				32.5	32.8	7.5	7.5	6.4			16.4	3.4
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				32.5	32.8	7.5	7.5	6.4			16.4	3.4
LOS				C	C	A	A	A			B	A
Approach Delay					24.8			6.6			12.0	
Approach LOS					C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 24 (30%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Schomburg Rd & US-80 WB On-Ramp/C-D Rd WB



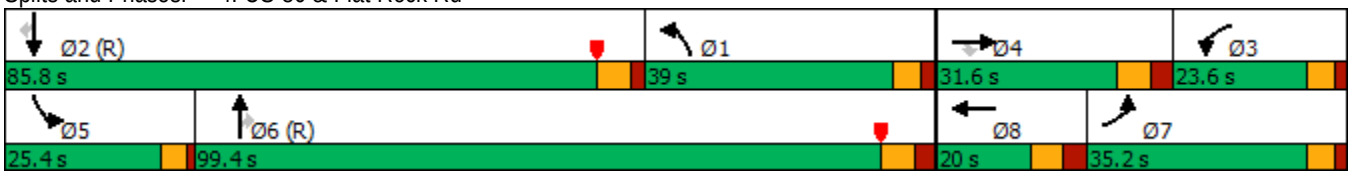


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	560	40	230	260	20	165	630	1760	150	200	1510	250
Future Volume (vph)	560	40	230	260	20	165	630	1760	150	200	1510	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	125		0	230		200	150		160
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	75			100			115			155		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.866				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	3433	1613	0	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1613	0	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			250		175				132			150
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		414			431			1322			1324	
Travel Time (s)		9.4			6.5			20.0			20.1	
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
Adj. Flow (vph)	609	43	250	283	22	179	685	1913	163	217	1641	272
Shared Lane Traffic (%)												
Lane Group Flow (vph)	609	43	250	283	201	0	685	1913	163	217	1641	272
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1	0	1	1	0
Detector Template			Right									
Leading Detector (ft)	40	40	20	40	40		40	336	0	40	336	0
Trailing Detector (ft)	0	0	0	0	0		0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40	20	40	40		40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4						6			2
Detector Phase	7	4	4	3	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	11.0	11.0	5.0	11.0		9.0	25.0	25.0	5.0	25.0	25.0
Minimum Split (s)	10.5	25.4	25.4	10.5	20.0		15.0	80.0	80.0	9.5	31.6	31.6
Total Split (s)	35.2	31.6	31.6	23.6	20.0		39.0	99.4	99.4	25.4	85.8	85.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.6%	17.6%	17.6%	13.1%	11.1%		21.7%	55.2%	55.2%	14.1%	47.7%	47.7%
Maximum Green (s)	29.7	24.2	24.2	18.1	12.6		33.0	92.0	92.0	20.9	79.2	79.2
Yellow Time (s)	3.5	4.4	4.4	3.5	4.4		4.0	4.4	4.4	3.5	4.6	4.6
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0	3.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	7.4	7.4	5.5	7.4		6.0	7.4	7.4	4.5	6.6	6.6
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	30.7	12.3	12.3	30.0	11.6		33.0	92.0	92.0	20.9	79.2	79.2
Actuated g/C Ratio	0.17	0.07	0.07	0.17	0.06		0.18	0.51	0.51	0.12	0.44	0.44
v/c Ratio	1.04	0.34	0.73	0.50	0.75		1.09	0.74	0.19	1.06	0.73	0.35
Control Delay	118.4	86.6	21.2	72.0	33.3		112.6	21.5	2.8	151.1	44.1	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.4	86.6	21.2	72.0	33.3		112.6	21.5	2.8	151.1	44.1	15.5
LOS	F	F	C	E	C		F	C	A	F	D	B
Approach Delay		89.9			55.9			43.0			51.3	
Approach LOS		F			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 53.6		Intersection LOS: D	
Intersection Capacity Utilization 95.6%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 4: US-80 & Flat Rock Rd

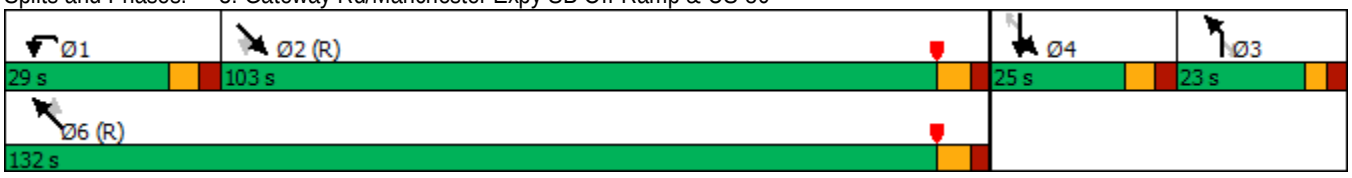


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	275	0	305	55	45	215	0	1815	310	260	2125	140
Future Volume (vph)	275	0	305	55	45	215	0	1815	310	260	2125	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		320	150		150	0		340	205		250
Storage Lanes	2		2	1		1	0		1	2		1
Taper Length (ft)	25			80			25			110		
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	0	2787	1770	1863	1583	0	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	0	2787	1770	1863	1583	0	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			332			104			291			129
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		1064			1064			1322			727	
Travel Time (s)		16.1			20.7			20.0			11.0	
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
Adj. Flow (vph)	299	0	332	60	49	234	0	1973	337	283	2310	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	0	332	60	49	234	0	1973	337	283	2310	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		0	1	1	0		1	0	1	1	0
Detector Template												
Leading Detector (ft)	40		0	40	40	0		336	0	40	336	0
Trailing Detector (ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Position(ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Size(ft)	40		20	40	40	20		6	40	40	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		Perm	Split	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	3			4	4			2		1	6	
Permitted Phases			3			4			2			6
Detector Phase	3		3	4	4	4		2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0		8.0	9.0	9.0	9.0		17.0	17.0	8.0	17.0	17.0
Minimum Split (s)	14.0		14.0	25.0	25.0	25.0		25.2	25.2	15.0	25.2	25.2
Total Split (s)	23.0		23.0	25.0	25.0	25.0		103.0	103.0	29.0	132.0	132.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	12.8%		12.8%	13.9%	13.9%	13.9%		57.2%	57.2%	16.1%	73.3%	73.3%
Maximum Green (s)	17.0		17.0	18.0	18.0	18.0		95.8	95.8	22.0	124.8	124.8
Yellow Time (s)	3.0		3.0	4.0	4.0	4.0		4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		2.7	2.7	3.0	2.7	2.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	7.0	7.0	7.0		7.2	7.2	7.0	7.2	7.2
Lead/Lag	Lag		Lag	Lead	Lead	Lead		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None		C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0	0		0	0
Act Effct Green (s)	17.1		17.1	17.4	17.4	17.4		98.9	98.9	19.5	125.3	125.3
Actuated g/C Ratio	0.10		0.10	0.10	0.10	0.10		0.55	0.55	0.11	0.70	0.70
v/c Ratio	0.92		0.59	0.35	0.27	0.95		0.71	0.34	0.76	0.65	0.13
Control Delay	112.0		11.2	81.9	79.3	88.9		9.3	1.5	107.2	2.8	0.5
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.6	0.0
Total Delay	112.0		11.2	81.9	79.3	88.9		9.3	1.5	107.2	3.4	0.5
LOS	F		B	F	E	F		A	A	F	A	A
Approach Delay		59.0			86.3			8.2			14.0	
Approach LOS		E			F			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 27 (15%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 77.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Gateway Rd/Manchester Expy SB Off-Ramp & US-80



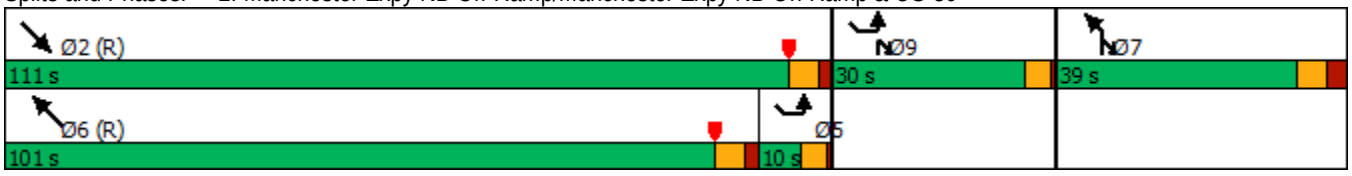
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	465	0	355	0	0	0	565	1505	0	0	2150	145
Future Volume (vph)	465	0	355	0	0	0	565	1505	0	0	2150	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	270		0	0		200
Storage Lanes	1		1	0		0	2		0	0		0
Taper Length (ft)	25			25			95			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Frt			0.850								0.991	
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1681	1681	1583	0	0	0	3433	5085	0	0	5040	0
Flt Permitted	0.950	0.950					0.950					
Satd. Flow (perm)	1681	1681	1583	0	0	0	3433	5085	0	0	5040	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)											9	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		833			787			727			692	
Travel Time (s)		16.2			15.3			11.0			10.5	
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
Adj. Flow (vph)	505	0	386	0	0	0	614	1636	0	0	2337	158
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	252	253	386	0	0	0	614	1636	0	0	2495	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			44	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1				1	1			1	
Detector Template			Right									
Leading Detector (ft)	40	40	20				40	336			336	
Trailing Detector (ft)	0	0	0				0	330			330	
Detector 1 Position(ft)	0	0	0				0	330			330	
Detector 1 Size(ft)	40	40	20				40	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0				0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0				0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0				0.0	0.0			0.0	
Turn Type	Prot	NA	custom				Prot	NA			NA	
Protected Phases	7		9 7				5 9	2			6	
Permitted Phases												
Detector Phase	7		9 7				5 9	2			6	
Switch Phase												
Minimum Initial (s)	11.0							25.0			25.0	
Minimum Split (s)	18.0							31.0			31.0	
Total Split (s)	39.0							111.0			101.0	

Lane Group	Ø5	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	9.5	9.5
Total Split (s)	10.0	30.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	21.7%							61.7%			56.1%	
Maximum Green (s)	32.0							105.0			95.0	
Yellow Time (s)	4.0							4.0			4.0	
All-Red Time (s)	3.0							2.0			2.0	
Lost Time Adjust (s)	0.0							0.0			0.0	
Total Lost Time (s)	7.0							6.0			6.0	
Lead/Lag											Lead	
Lead-Lag Optimize?											Yes	
Vehicle Extension (s)	3.0							3.0			3.0	
Recall Mode	None							C-Max			C-Max	
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	29.8	32.8	62.3				35.5	107.2			97.2	
Actuated g/C Ratio	0.17	0.18	0.35				0.20	0.60			0.54	
v/c Ratio	0.91	0.83	0.70				0.91	0.54			0.92	
Control Delay	107.2	92.4	58.6				68.6	8.9			18.8	
Queue Delay	0.0	0.0	0.0				0.0	0.1			32.0	
Total Delay	107.2	92.4	58.6				68.6	9.0			50.9	
LOS	F	F	E				E	A			D	
Approach Delay		81.9						25.2			50.9	
Approach LOS		F						C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 5 (3%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 45.6		Intersection LOS: D	
Intersection Capacity Utilization 85.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Manchester Expy NB Off-Ramp/Manchester Expy NB On-Ramp & US-80



Lane Group	Ø5	Ø9
Total Split (%)	6%	17%
Maximum Green (s)	5.5	25.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

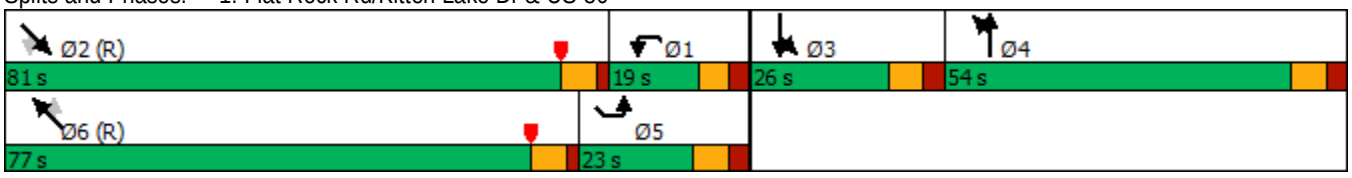
Intersection Summary

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	990	70	25	65	65	160	315	990	585	120	1210	20
Future Volume (vph)	990	70	25	65	65	160	315	990	585	120	1210	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	0		0	415		415	135		225
Storage Lanes	2		0	1		0	2		0	2		1
Taper Length (ft)	25			75			105			240		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.961			0.893				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1790	0	1770	1663	0	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1790	0	1770	1663	0	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			55				422			122
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		804			352			692			1069	
Travel Time (s)		15.7			8.0			10.5			16.2	
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
Adj. Flow (vph)	1076	76	27	71	71	174	342	1076	636	130	1315	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1076	103	0	71	245	0	342	1076	636	130	1315	22
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	0	1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	0
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		3	3		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0		11.0	25.0	25.0	11.0	25.0	25.0
Minimum Split (s)	25.8	25.8		25.7	25.7		18.8	31.5	31.5	18.0	75.0	75.0
Total Split (s)	54.0	54.0		26.0	26.0		23.0	81.0	81.0	19.0	77.0	77.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	30.0%	30.0%		14.4%	14.4%		12.8%	45.0%	45.0%	10.6%	42.8%	42.8%
Maximum Green (s)	46.3	46.3		18.3	18.3		15.2	74.5	74.5	12.0	70.5	70.5
Yellow Time (s)	4.7	4.7		4.7	4.7		4.8	4.7	4.7	4.0	4.7	4.7
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	1.8	1.8	3.0	1.8	1.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7		7.7	7.7		7.8	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	46.3	46.3		18.3	18.3		15.2	74.5	74.5	12.0	70.5	70.5
Actuated g/C Ratio	0.26	0.26		0.10	0.10		0.08	0.41	0.41	0.07	0.39	0.39
v/c Ratio	1.22	0.22		0.40	1.12		1.18	0.73	0.71	0.57	0.95	0.03
Control Delay	162.5	48.9		82.8	150.6		160.9	33.9	10.2	91.8	67.4	0.1
Queue Delay	0.0	0.0		0.0	0.3		0.0	0.6	0.2	0.0	44.1	0.0
Total Delay	162.5	48.9		82.8	150.8		160.9	34.5	10.4	91.8	111.5	0.1
LOS	F	D		F	F		F	C	B	F	F	A
Approach Delay		152.6			135.5			48.1			108.1	
Approach LOS		F			F			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 95.7		Intersection LOS: F	
Intersection Capacity Utilization 108.9%		ICU Level of Service G	
Analysis Period (min) 15			

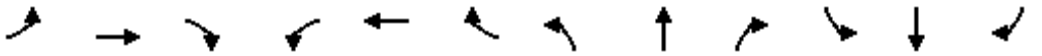
Splits and Phases: 1: Flat Rock Rd/Kitten Lake Dr & US-80



APPENDIX M

SYNCHRO INTERSECTION TIMING ANALYSIS REPORTS – BUILD (CASE 4)

Intersection	Alternative Project #'s
Beaver Run Road at Flat Rock Road (N)	16, 19, 20, & 29
Beaver Run Road at SR 85 SB Ramp Terminal Intersection	16, 22, 23, & 29
Beaver Run Road at SR 85 NB Ramp Terminal Intersection	16, 21, 24, 25, & 29
Beaver Run Road at Flat Rock Road (S)/Kitten Lake Drive	16, 26, 27, 28, & 29

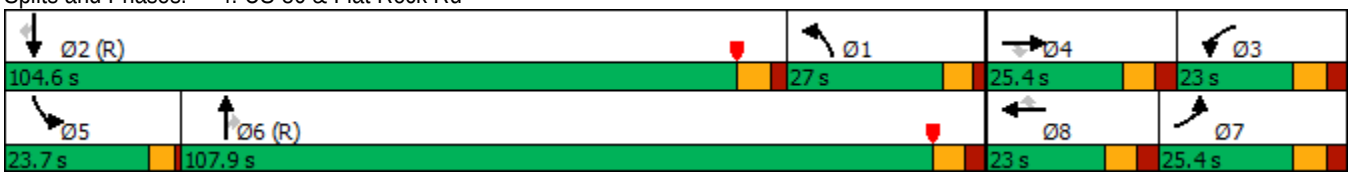


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	20	115	280	15	190	385	1630	90	165	1835	165
Future Volume (vph)	275	20	115	280	15	190	385	1630	90	165	1835	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	125		125	230		200	150		160
Storage Lanes	2		1	1		1	2		1	1		1
Taper Length (ft)	75			65			115			155		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	3433	1863	1583	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1863	1583	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139			175			99			116
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		414			431			1325			1316	
Travel Time (s)		9.4			6.5			20.1			19.9	
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
Adj. Flow (vph)	299	22	125	304	16	207	418	1772	98	179	1995	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	22	125	304	16	207	418	1772	98	179	1995	179
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	0
Detector Template	Left		Right									
Leading Detector (ft)	40	40	20	40	40	0	40	336	0	40	336	0
Trailing Detector (ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40	20	40	40	20	40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.6	7.6	7.6	7.6	7.6	7.6	5.0	11.0	11.0	5.0	11.0	11.0
Minimum Split (s)	25.4	25.4	25.4	15.0	15.0	15.0	11.0	22.0	22.0	9.5	24.6	24.6
Total Split (s)	25.4	25.4	25.4	23.0	23.0	23.0	27.0	107.9	107.9	23.7	104.6	104.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.1%	14.1%	14.1%	12.8%	12.8%	12.8%	15.0%	59.9%	59.9%	13.2%	58.1%	58.1%
Maximum Green (s)	18.0	18.0	18.0	15.6	15.6	15.6	21.0	100.5	100.5	19.2	98.0	98.0
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.0	4.4	4.4	3.5	4.6	4.6
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	6.0	7.4	7.4	4.5	6.6	6.6
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0								7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0								11.0	11.0
Pedestrian Calls (#/hr)	0	0	0								0	0
Act Effct Green (s)	21.1	8.6	8.6	23.3	10.8	10.8	21.0	101.0	101.0	20.3	99.7	99.7
Actuated g/C Ratio	0.12	0.05	0.05	0.13	0.06	0.06	0.12	0.56	0.56	0.11	0.55	0.55
v/c Ratio	0.74	0.25	0.60	0.68	0.14	0.80	1.04	0.62	0.11	0.90	0.71	0.19
Control Delay	88.2	88.8	20.5	83.5	81.1	38.8	113.2	17.3	2.4	118.3	31.4	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.2	88.8	20.5	83.5	81.1	38.8	113.2	17.3	2.4	118.3	31.4	7.7
LOS	F	F	C	F	F	D	F	B	A	F	C	A
Approach Delay		69.3			65.9			34.2			36.2	
Approach LOS		E			E			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 172 (96%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 40.8		Intersection LOS: D	
Intersection Capacity Utilization 77.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: US-80 & Flat Rock Rd

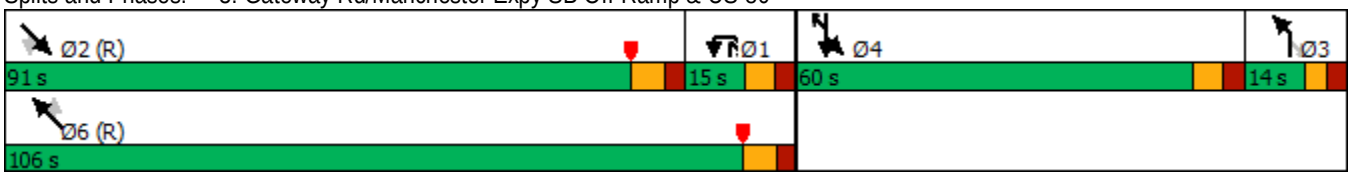


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	115	0	75	185	60	520	0	2125	220	100	1490	420
Future Volume (vph)	115	0	75	185	60	520	0	2125	220	100	1490	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		320	150		150	0		340	205		250
Storage Lanes	2		2	1		1	0		1	2		1
Taper Length (ft)	25			150			25			110		
Lane Util. Factor	0.97	1.00	0.88	0.97	0.95	0.95	1.00	0.91	1.00	0.97	0.91	1.00
Frt			0.850		0.881	0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	0	2787	3433	1559	1504	0	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	0	2787	3433	1559	1504	0	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82		20	105			154			376
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		1064			1064			1325			727	
Travel Time (s)		16.1			20.7			20.1			11.0	
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
Adj. Flow (vph)	125	0	82	201	65	565	0	2310	239	109	1620	457
Shared Lane Traffic (%)						45%						
Lane Group Flow (vph)	125	0	82	201	319	311	0	2310	239	109	1620	457
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		0	1	1	0		1	0	1	1	0
Detector Template												
Leading Detector (ft)	40		0	40	40	0		336	0	40	336	0
Trailing Detector (ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Position(ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Size(ft)	40		20	40	40	20		6	40	40	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		pm+ov	Split	NA	Prot		NA	Perm	Prot	NA	Perm
Protected Phases	3		1	4	4	4		2		1	6	
Permitted Phases			3						2			6
Detector Phase	3		1	4	4	4		2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0		8.0	9.0	9.0	9.0		17.0	17.0	8.0	17.0	17.0
Minimum Split (s)	14.0		15.0	25.0	25.0	25.0		25.2	25.2	15.0	25.2	25.2
Total Split (s)	14.0		15.0	60.0	60.0	60.0		91.0	91.0	15.0	106.0	106.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	7.8%		8.3%	33.3%	33.3%	33.3%		50.6%	50.6%	8.3%	58.9%	58.9%
Maximum Green (s)	8.0		8.0	53.0	53.0	53.0		83.8	83.8	8.0	98.8	98.8
Yellow Time (s)	3.0		4.0	4.0	4.0	4.0		4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		2.7	2.7	3.0	2.7	2.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	7.0	7.0	7.0		7.2	7.2	7.0	7.2	7.2
Lead/Lag	Lag		Lag	Lead	Lead	Lead		Lead	Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None		C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0	0		0	0
Act Effct Green (s)	10.9		17.9	41.3	41.3	41.3		92.6	92.6	8.0	107.6	107.6
Actuated g/C Ratio	0.06		0.10	0.23	0.23	0.23		0.51	0.51	0.04	0.60	0.60
v/c Ratio	0.60		0.23	0.26	0.86	0.73		0.88	0.27	0.72	0.53	0.42
Control Delay	93.2		8.5	56.0	82.9	51.3		24.4	3.0	76.6	1.4	1.2
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.1	0.3
Total Delay	93.2		8.5	56.0	82.9	51.3		24.4	3.0	76.6	1.5	1.5
LOS	F		A	E	F	D		C	A	E	A	A
Approach Delay		59.7			64.6			22.4			5.3	
Approach LOS		E			E			C			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 12 (7%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 23.3		Intersection LOS: C	
Intersection Capacity Utilization 75.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Gateway Rd/Manchester Expy SB Off-Ramp & US-80



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	190	0	200	0	0	0	140	2160	0	0	1810	45
Future Volume (vph)	190	0	200	0	0	0	140	2160	0	0	1810	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	270		0	0		200
Storage Lanes	1		1	0		0	2		0	0		1
Taper Length (ft)	25			25			95			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850									0.850
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1681	1681	1583	0	0	0	3433	5085	0	0	5085	1583
Flt Permitted	0.950	0.950					0.950					
Satd. Flow (perm)	1681	1681	1583	0	0	0	3433	5085	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61									94
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		833			787			727			692	
Travel Time (s)		16.2			15.3			11.0			10.5	
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
Adj. Flow (vph)	207	0	217	0	0	0	152	2348	0	0	1967	49
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	103	104	217	0	0	0	152	2348	0	0	1967	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			44	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1				1	1			1	0
Detector Template			Right									
Leading Detector (ft)	40	40	20				40	336			336	0
Trailing Detector (ft)	0	0	0				0	330			330	0
Detector 1 Position(ft)	0	0	0				0	330			330	0
Detector 1 Size(ft)	40	40	20				40	6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Turn Type	Prot	NA	custom				Prot	NA			NA	Perm
Protected Phases	7		9 7				5 9	2			6	
Permitted Phases												6
Detector Phase	7		9 7				5 9	2			6	6
Switch Phase												
Minimum Initial (s)	11.0							25.0			25.0	25.0
Minimum Split (s)	18.0							31.0			31.0	31.0
Total Split (s)	27.0							125.0			107.0	107.0

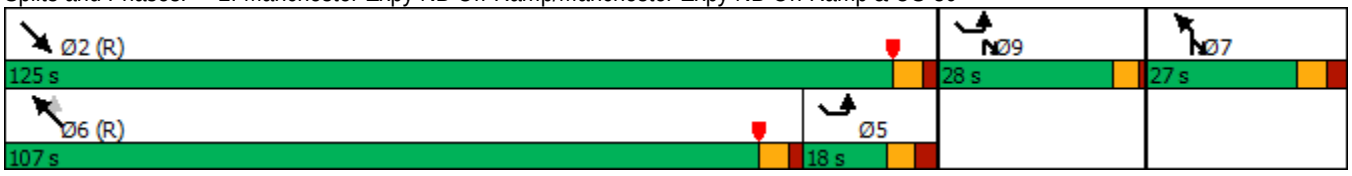
Lane Group	Ø5	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	11.0	5.0
Minimum Split (s)	18.0	9.5
Total Split (s)	18.0	28.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	15.0%							69.4%			59.4%	59.4%
Maximum Green (s)	20.0							119.0			101.0	101.0
Yellow Time (s)	4.0							4.0			4.0	4.0
All-Red Time (s)	3.0							2.0			2.0	2.0
Lost Time Adjust (s)	0.0							0.0			0.0	0.0
Total Lost Time (s)	7.0							6.0			6.0	6.0
Lead/Lag											Lead	Lead
Lead-Lag Optimize?											Yes	Yes
Vehicle Extension (s)	3.0							3.0			3.0	3.0
Recall Mode	None							C-Max			C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								11.0			11.0	11.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	16.0	19.0	42.7				35.3	126.8			108.8	108.8
Actuated g/C Ratio	0.09	0.11	0.24				0.20	0.70			0.60	0.60
v/c Ratio	0.69	0.59	0.51				0.23	0.66			0.64	0.05
Control Delay	102.5	89.9	45.4				61.9	3.5			17.3	0.6
Queue Delay	0.0	0.0	0.0				0.0	0.6			0.5	0.0
Total Delay	102.5	89.9	45.4				61.9	4.2			17.9	0.6
LOS	F	F	D				E	A			B	A
Approach Delay		70.2						7.7			17.4	
Approach LOS		E						A			B	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 30 (17%), Referenced to phase 2:SET and 6:NWT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 17.0 Intersection LOS: B
Intersection Capacity Utilization 63.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: Manchester Expy NB Off-Ramp/Manchester Expy NB On-Ramp & US-80



Lane Group	Ø5	Ø9
Total Split (%)	10%	16%
Maximum Green (s)	11.0	23.5
Yellow Time (s)	4.0	3.5
All-Red Time (s)	3.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

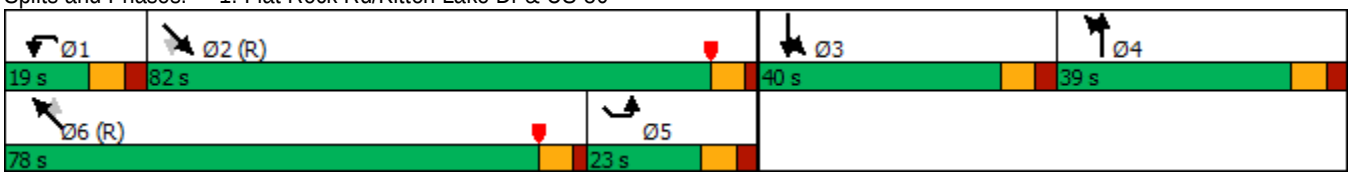
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	520	45	60	85	100	205	215	1170	900	115	1175	50
Future Volume (vph)	520	45	60	85	100	205	215	1170	900	115	1175	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	0		0	415		415	135		225
Storage Lanes	2		0	1		0	2		1	2		1
Taper Length (ft)	25			75			105			240		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt		0.914			0.899				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1703	0	1770	1675	0	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1703	0	1770	1675	0	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			50				683			122
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		804			352			692			1069	
Travel Time (s)		15.7			8.0			10.5			16.2	
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
Adj. Flow (vph)	565	49	65	92	109	223	234	1272	978	125	1277	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	565	114	0	92	332	0	234	1272	978	125	1277	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	0	1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	0
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		3	3		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		11.0	25.0	25.0	11.0	25.0	25.0
Minimum Split (s)	25.7	25.7		25.7	25.7		18.8	31.5	31.5	18.8	75.0	75.0
Total Split (s)	39.0	39.0		40.0	40.0		23.0	82.0	82.0	19.0	78.0	78.0

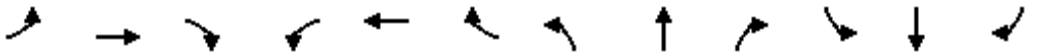
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	21.7%	21.7%		22.2%	22.2%		12.8%	45.6%	45.6%	10.6%	43.3%	43.3%
Maximum Green (s)	31.3	31.3		32.3	32.3		15.2	75.5	75.5	11.2	71.5	71.5
Yellow Time (s)	4.7	4.7		4.7	4.7		4.8	4.7	4.7	4.8	4.7	4.7
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	1.8	1.8	3.0	1.8	1.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7		7.7	7.7		7.8	6.5	6.5	7.8	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	31.1	31.1		32.3	32.3		15.2	75.8	75.8	11.1	71.7	71.7
Actuated g/C Ratio	0.17	0.17		0.18	0.18		0.08	0.42	0.42	0.06	0.40	0.40
v/c Ratio	0.95	0.36		0.29	0.97		0.81	0.59	0.92	0.59	0.63	0.08
Control Delay	100.0	50.2		66.8	103.0		72.7	18.4	26.1	94.1	45.2	0.2
Queue Delay	0.0	0.0		0.0	1.2		0.0	0.4	8.1	0.0	0.5	0.0
Total Delay	100.0	50.2		66.8	104.2		72.7	18.8	34.2	94.1	45.8	0.2
LOS	F	D		E	F		E	B	C	F	D	A
Approach Delay		91.6			96.1			29.9			48.2	
Approach LOS		F			F			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 49.1 Intersection LOS: D
Intersection Capacity Utilization 101.1% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 1: Flat Rock Rd/Kitten Lake Dr & US-80



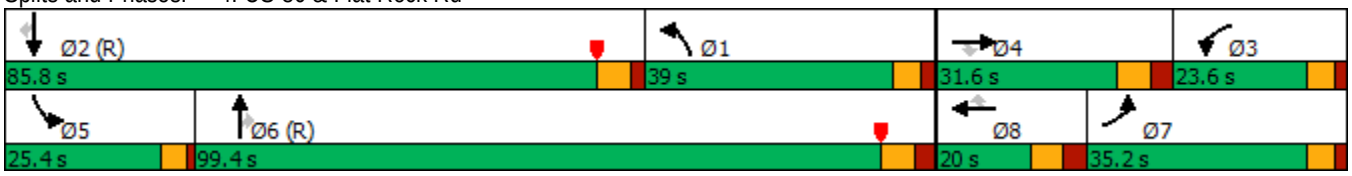


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	560	40	230	260	20	165	630	1760	150	200	1510	250
Future Volume (vph)	560	40	230	260	20	165	630	1760	150	200	1510	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	125		125	230		200	150		160
Storage Lanes	2		1	1		1	2		1	1		1
Taper Length (ft)	75			65			115			155		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	3433	1863	1583	3433	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1863	1583	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			250			179			132			150
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		414			431			1322			1324	
Travel Time (s)		9.4			6.5			20.0			20.1	
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
Adj. Flow (vph)	609	43	250	283	22	179	685	1913	163	217	1641	272
Shared Lane Traffic (%)												
Lane Group Flow (vph)	609	43	250	283	22	179	685	1913	163	217	1641	272
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	0	1	1	0	1	1	0
Detector Template			Right									
Leading Detector (ft)	40	40	20	40	40	0	40	336	0	40	336	0
Trailing Detector (ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	330	0	0	330	0
Detector 1 Size(ft)	40	40	20	40	40	20	40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	11.0	11.0	5.0	11.0	11.0	9.0	25.0	25.0	5.0	25.0	25.0
Minimum Split (s)	10.5	25.4	25.4	10.5	20.0	20.0	15.0	80.0	80.0	9.5	31.6	31.6
Total Split (s)	35.2	31.6	31.6	23.6	20.0	20.0	39.0	99.4	99.4	25.4	85.8	85.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.6%	17.6%	17.6%	13.1%	11.1%	11.1%	21.7%	55.2%	55.2%	14.1%	47.7%	47.7%
Maximum Green (s)	29.7	24.2	24.2	18.1	12.6	12.6	33.0	92.0	92.0	20.9	79.2	79.2
Yellow Time (s)	3.5	4.4	4.4	3.5	4.4	4.4	4.0	4.4	4.4	3.5	4.6	4.6
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	7.4	7.4	5.5	7.4	7.4	6.0	7.4	7.4	4.5	6.6	6.6
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	31.0	12.3	12.3	30.0	11.3	11.3	33.0	92.0	92.0	20.9	79.2	79.2
Actuated g/C Ratio	0.17	0.07	0.07	0.17	0.06	0.06	0.18	0.51	0.51	0.12	0.44	0.44
v/c Ratio	1.03	0.34	0.73	0.50	0.19	0.67	1.09	0.74	0.19	1.06	0.73	0.35
Control Delay	115.8	86.6	21.2	72.0	83.8	22.6	114.7	22.5	2.8	151.1	44.1	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.8	86.6	21.2	72.0	83.8	22.6	114.7	22.5	2.8	151.1	44.1	15.5
LOS	F	F	C	E	F	C	F	C	A	F	D	B
Approach Delay		88.2			54.3			44.2			51.3	
Approach LOS		F			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 53.7		Intersection LOS: D	
Intersection Capacity Utilization 86.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: US-80 & Flat Rock Rd

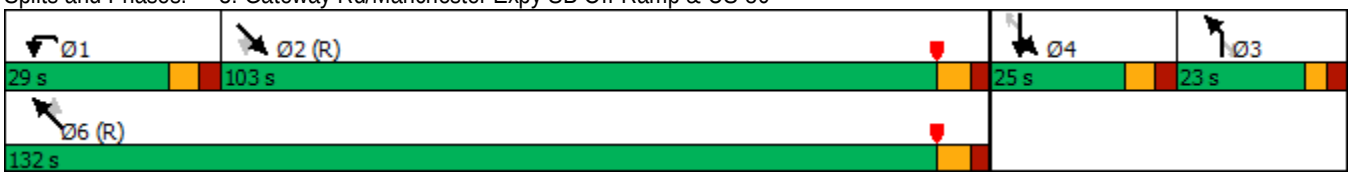


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	275	0	305	55	45	215	0	1815	310	260	2125	140
Future Volume (vph)	275	0	305	55	45	215	0	1815	310	260	2125	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		320	150		150	0		340	205		250
Storage Lanes	2		2	1		1	0		1	2		1
Taper Length (ft)	25			80			25			110		
Lane Util. Factor	0.97	1.00	0.88	0.97	0.95	0.95	1.00	0.91	1.00	0.97	0.91	1.00
Frt			0.850		0.901	0.850			0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	0	2787	3433	1594	1504	0	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	0	2787	3433	1594	1504	0	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			332		12	104			291			129
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		1064			1064			1322			727	
Travel Time (s)		16.1			20.7			20.0			11.0	
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
Adj. Flow (vph)	299	0	332	60	49	234	0	1973	337	283	2310	152
Shared Lane Traffic (%)						41%						
Lane Group Flow (vph)	299	0	332	60	145	138	0	1973	337	283	2310	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		0	1	1	0		1	0	1	1	0
Detector Template												
Leading Detector (ft)	40		0	40	40	0		336	0	40	336	0
Trailing Detector (ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Position(ft)	0		0	0	0	0		330	0	0	330	0
Detector 1 Size(ft)	40		20	40	40	20		6	40	40	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		Perm	Split	NA	Perm		NA	Perm	Prot	NA	Perm
Protected Phases	3			4	4			2		1	6	
Permitted Phases			3			4			2			6
Detector Phase	3		3	4	4	4		2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0		8.0	9.0	9.0	9.0		17.0	17.0	8.0	17.0	17.0
Minimum Split (s)	14.0		14.0	25.0	25.0	25.0		25.2	25.2	15.0	25.2	25.2
Total Split (s)	23.0		23.0	25.0	25.0	25.0		103.0	103.0	29.0	132.0	132.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	12.8%		12.8%	13.9%	13.9%	13.9%		57.2%	57.2%	16.1%	73.3%	73.3%
Maximum Green (s)	17.0		17.0	18.0	18.0	18.0		95.8	95.8	22.0	124.8	124.8
Yellow Time (s)	3.0		3.0	4.0	4.0	4.0		4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		2.7	2.7	3.0	2.7	2.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	7.0	7.0	7.0		7.2	7.2	7.0	7.2	7.2
Lead/Lag	Lag		Lag	Lead	Lead	Lead		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None		C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0	0		0	0
Act Effct Green (s)	17.1		17.1	17.3	17.3	17.3		99.0	99.0	19.5	125.4	125.4
Actuated g/C Ratio	0.10		0.10	0.10	0.10	0.10		0.55	0.55	0.11	0.70	0.70
v/c Ratio	0.92		0.59	0.18	0.88	0.58		0.71	0.34	0.76	0.65	0.13
Control Delay	112.0		11.2	75.9	117.5	32.5		9.3	1.5	110.6	2.9	0.5
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.4	0.0
Total Delay	112.0		11.2	75.9	117.5	32.5		9.3	1.5	110.6	3.3	0.5
LOS	F		B	E	F	C		A	A	F	A	A
Approach Delay		59.0			76.0			8.2			14.2	
Approach LOS		E			E			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 27 (15%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 20.1		Intersection LOS: C	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Gateway Rd/Manchester Expy SB Off-Ramp & US-80



Lane Group	Ø5	Ø9
Total Split (%)	6%	17%
Maximum Green (s)	5.5	25.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	465	0	355	0	0	0	565	1505	0	0	2150	145
Future Volume (vph)	465	0	355	0	0	0	565	1505	0	0	2150	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	270		0	0		200
Storage Lanes	1		1	0		0	2		0	0		1
Taper Length (ft)	25			25			95			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850									0.850
Flt Protected	0.950	0.950					0.950					
Satd. Flow (prot)	1681	1681	1583	0	0	0	3433	5085	0	0	5085	1583
Flt Permitted	0.950	0.950					0.950					
Satd. Flow (perm)	1681	1681	1583	0	0	0	3433	5085	0	0	5085	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)												88
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		833			787			727			692	
Travel Time (s)		16.2			15.3			11.0			10.5	
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
Adj. Flow (vph)	505	0	386	0	0	0	614	1636	0	0	2337	158
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	252	253	386	0	0	0	614	1636	0	0	2337	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			44	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1				1	1			1	0
Detector Template			Right									
Leading Detector (ft)	40	40	20				40	336			336	0
Trailing Detector (ft)	0	0	0				0	330			330	0
Detector 1 Position(ft)	0	0	0				0	330			330	0
Detector 1 Size(ft)	40	40	20				40	6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0				0.0	0.0			0.0	0.0
Turn Type	Prot	NA	custom				Prot	NA			NA	Perm
Protected Phases	7		9 7				5 9	2			6	
Permitted Phases												6
Detector Phase	7		9 7				5 9	2			6	6
Switch Phase												
Minimum Initial (s)	11.0							25.0			25.0	25.0
Minimum Split (s)	18.0							31.0			31.0	31.0
Total Split (s)	39.0							111.0			101.0	101.0

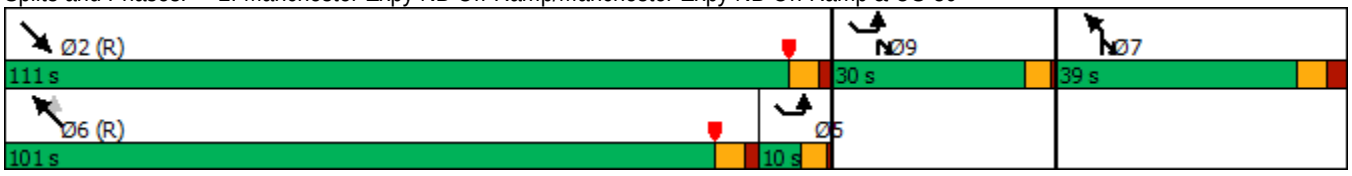
Lane Group	Ø5	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	9.5	9.5
Total Split (s)	10.0	30.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	21.7%							61.7%			56.1%	56.1%
Maximum Green (s)	32.0							105.0			95.0	95.0
Yellow Time (s)	4.0							4.0			4.0	4.0
All-Red Time (s)	3.0							2.0			2.0	2.0
Lost Time Adjust (s)	0.0							0.0			0.0	0.0
Total Lost Time (s)	7.0							6.0			6.0	6.0
Lead/Lag											Lead	Lead
Lead-Lag Optimize?											Yes	Yes
Vehicle Extension (s)	3.0							3.0			3.0	3.0
Recall Mode	None							C-Max			C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								11.0			11.0	11.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	29.8	32.8	62.3				35.5	107.2			97.2	97.2
Actuated g/C Ratio	0.17	0.18	0.35				0.20	0.60			0.54	0.54
v/c Ratio	0.91	0.83	0.70				0.91	0.54			0.85	0.18
Control Delay	107.2	92.4	58.6				67.9	8.9			18.4	2.2
Queue Delay	0.0	0.0	0.0				0.0	0.1			0.5	0.0
Total Delay	107.2	92.4	58.6				67.9	9.0			18.9	2.2
LOS	F	F	E				E	A			B	A
Approach Delay		81.9						25.1			17.9	
Approach LOS		F						C			B	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 5 (3%), Referenced to phase 2:SET and 6:NWT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 30.9 Intersection LOS: C
Intersection Capacity Utilization 82.6% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: Manchester Expy NB Off-Ramp/Manchester Expy NB On-Ramp & US-80

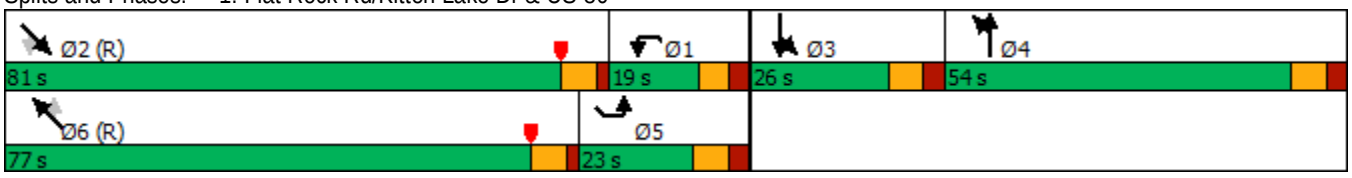


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	990	70	25	65	65	160	315	990	585	120	1210	20
Future Volume (vph)	990	70	25	65	65	160	315	990	585	120	1210	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		225	0		0	415		415	135		225
Storage Lanes	2		0	1		0	2		1	2		1
Taper Length (ft)	25			75			105			240		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt		0.961			0.893				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1790	0	1770	1663	0	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1790	0	1770	1663	0	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			55				636			122
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		804			352			692			1069	
Travel Time (s)		15.7			8.0			10.5			16.2	
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
Adj. Flow (vph)	1076	76	27	71	71	174	342	1076	636	130	1315	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1076	103	0	71	245	0	342	1076	636	130	1315	22
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	0	1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336	0	40	336	0
Trailing Detector (ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330	0	0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6	20	40	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		3	3		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0		11.0	25.0	25.0	11.0	25.0	25.0
Minimum Split (s)	25.8	25.8		25.7	25.7		18.8	31.5	31.5	18.0	75.0	75.0
Total Split (s)	54.0	54.0		26.0	26.0		23.0	81.0	81.0	19.0	77.0	77.0

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	30.0%	30.0%		14.4%	14.4%		12.8%	45.0%	45.0%	10.6%	42.8%	42.8%
Maximum Green (s)	46.3	46.3		18.3	18.3		15.2	74.5	74.5	12.0	70.5	70.5
Yellow Time (s)	4.7	4.7		4.7	4.7		4.8	4.7	4.7	4.0	4.7	4.7
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	1.8	1.8	3.0	1.8	1.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7		7.7	7.7		7.8	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	46.3	46.3		18.3	18.3		15.2	74.5	74.5	12.0	70.5	70.5
Actuated g/C Ratio	0.26	0.26		0.10	0.10		0.08	0.41	0.41	0.07	0.39	0.39
v/c Ratio	1.22	0.22		0.40	1.12		1.18	0.51	0.62	0.57	0.66	0.03
Control Delay	162.5	48.9		82.8	150.6		160.9	29.4	4.2	91.8	46.9	0.1
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0	0.3	0.0	0.7	0.0
Total Delay	162.5	48.9		82.8	150.8		160.9	29.4	4.5	91.8	47.6	0.1
LOS	F	D		F	F		F	C	A	F	D	A
Approach Delay		152.5			135.5			43.6			50.8	
Approach LOS		F			F			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:SET and 6:NWT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 77.1		Intersection LOS: E	
Intersection Capacity Utilization 98.8%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Flat Rock Rd/Kitten Lake Dr & US-80



APPENDIX M

ROUNDABOUT ANALYSIS - BUILD

Intersection	2045 Peak Hour Period
U.S. 80 Eastbound Ramps at Blackmon Road	AM
U.S. 80 Eastbound Ramps at Blackmon Road	PM
U.S. 80 Westbound Ramps at Blackmon Road	AM
U.S. 80 Westbound Ramps at Blackmon Road	PM

Roundabout Analysis Tool

v 4.2

12/24/19

Welcome to GDOT's Roundabout Analysis Tool. This tool is designed for the user to determine the functionality of a proposed roundabout. The analysis is based on the Highway Capacity Manual 2010 Edition and 6th Edition Methodologies, NCHRP Report 672, and FHWA's Roundabout Informational Guide. Please read the notes in the Instructions tab before using the spreadsheet.

Analyst:	Joshua Ekstedt
Agency/Company:	Stantec
Date:	9/24/2020
Project Name or PI#:	JR Allen Parkway Corridor Study
Year, Peak Period:	2045, 7:15 AM Peak Hour
County/District:	Muscogee County/Columbus GA
Intersection:	Blackmon Road at US 80 EB Ramp Terminal Intersection

Insert Project Information Here in the BLUE SPACE. This information is linked to the Mini, Single Lane and Multi Lane Worksheets.

Roundabout Considerations Worksheet

Roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high. Candidate intersections shall be analyzed to determine whether a roundabout will perform acceptably. Shown below are planning level thresholds. A capacity analysis should be performed to determine lane configuration based on traffic volumes.

# of circulatory lanes	ADTs (current/ build year)	Condition met?	% traffic on Major Road	Condition met?
Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	(ADT)	Split
Major Street	12,800	63%
Minor Street	7,650	37%
Total volumes	20,450	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi | 2250 '

3 Is the proposed intersection located within a coordinated signal network? No

Go up to next section...

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Georgia Department of Transportation

Proposed Design Configuration Chart

Directions for this Section only: *(see **Instructions Tab** for other sections)*

1. Select the type of roundabout you are analyzing.
2. Key in the number of approaches and the street names at the proposed intersections.
3. Complete the Approach Characteristics Chart:
   a. Select the Street Name from the pulldown menu for each approach leg
   b. Select the Lane Type for each entry apporach lane
      **The first box is the inner lane, the second box is the outer lane*
   c. Select Yes or No if a right turn bypass will be added to each approach leg

Roundabout Characteristics

Roundabout Type:	Multi-Lane
# of Approaches:	3
Name of Streets:	Blackmon Road
	From Schomburg Road
	US 80 EB On-ramp

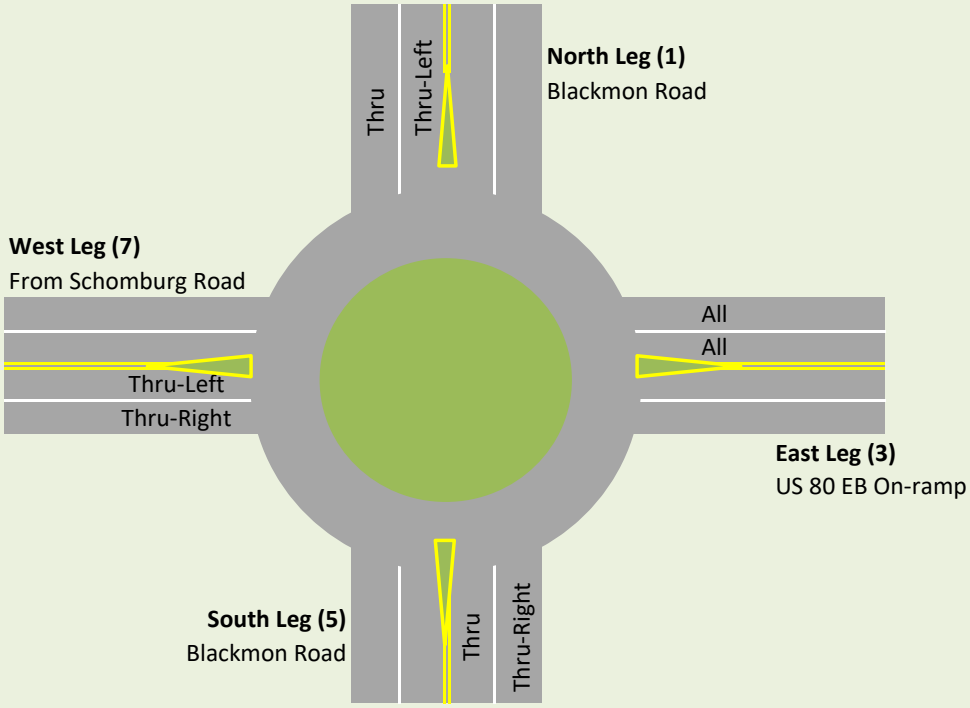
Chart Key:

Mini/Single Lane	Street Name	
	All	
	Bypass?	
Multi-lane	Street Name	
	Inner Ln	Outer Ln
	Bypass?	

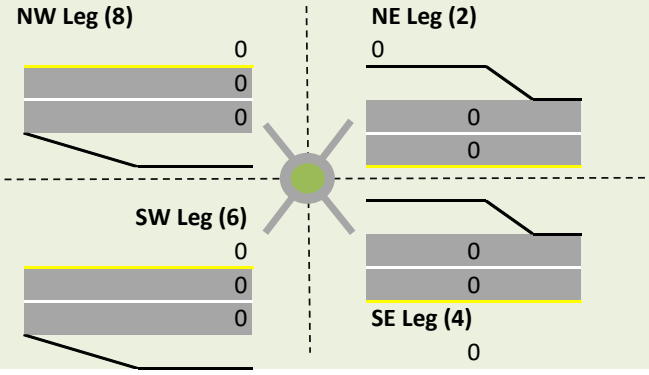
Approach Leg Characteristics:

	North Leg (1)		NE Leg (2)		East Leg (3)		SE Leg (4)	
Street Name:	Blackmon Road				US 80 EB On-ramp			
Entry Lane Config	Thru-Left	Thru			All	All		
Bypass to Adj Leg?	No				No			
	South Leg (5)		SW Leg (6)		West Leg (7)		NW Leg (8)	
Street Name:	Blackmon Road				From Schomburg Road			
Entry Lane Config	Thru	Thru-Right			Thru-Left	Thru-Right		
Bypass to Adj Leg?	No				No			

Preliminary Roundabout Rendering**



Additional Legs



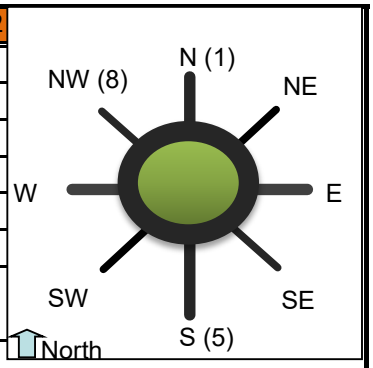
***Note**

This roundabout sketch does not include the secondary cardinal direction legs due to restrictions in the Excel software. For complex roundabouts, a separate sketch is recommended by the designer.

General & Site Information

v 4.2

Analyst:	Joshua Ekstedt
Agency/Co:	Stantec
Date:	9/24/2020
Project or PI#:	JR Allen Parkway Corridor Study
Year, Peak Hour:	2045, 7:15 AM Peak Hour
County/District:	Muscogee County/Columbus GA
Intersection:	Blackmon Road at US 80 EB Ramp Terminal Intersection



Volumes

Volumes	Entry Legs (FROM)							
	N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation	Left-Thru	Thru	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT
N (1), vph								
Exit NE (2), vph								
Legs E (3), vph	**169**							
(TO) SE (4), vph								
S (5), vph		**191**						
SW (6), vph								
W (7), vph								
NW (8), vph								
Entry Volume, vph	169	191	0	0	0	0	0	0

	S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation	Thru	Right-Thru	SELECT	SELECT	Left-Thru	Right-Thru	SELECT	SELECT
N (1), vph	**327**	**253**			**30**			
NE (2), vph								
E (3), vph		**115**			**217**	**13**		
SE (4), vph								
S (5), vph						**265**		
SW (6), vph								
W (7), vph								
NW (8), vph								
Entry Volume, vph	327	368	0	0	247	278	0	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	0	0	2	0	2	0
# of Conflict Flow Lanes	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	93.0%	100.0%	85.0%	100.0%	93.0%	100.0%	93.0%	100.0%
% Heavy Vehicles	7.0%	0.0%	15.0%	0.0%	7.0%	0.0%	7.0%	0.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians **(ped/hr)**	0	0	0	0	0	0	0	0
PHF	*0.93*	*0.95*	*0.84*	*0.95*	*0.77*	*0.95*	*0.71*	*0.95*
F_{hv}	0.935	1.000	1.000	1.000	0.935	1.000	0.935	1.000
F_{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	0	0	806	0	45	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	194	0	0	0	160	0	347	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	220	0	0	0	0	0	399	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	414	0	0	0	966	0	791	0
	Entry flow Lane 1, pcu/h	194	0	0	0	454	0	372	0
	Entry flow Lane 2, pcu/h	220	0	0	0	511	0	419	0
	Conflicting flow, pcu/h	0	0	0	0	586	0	414	0

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
Lane Designations	*Left-Thru*	*Thru*	*Lane 1*	*Lane 2*	*Thru*	*Right-Thru*	*Left-Thru*	*Right-Thru*
Entry Capacity, veh/h	1262	1327	NA	NA	736	806	862	933
Entry Flow Rates, veh/h	182	205	0	0	425	478	348	392
V/C ratio	**0.14**	**0.15**			**0.58**	**0.59**	**0.40**	**0.42**
Control Delay, s/veh	**4.1**	**4.0**			**14.2**	**13.7**	**9.0**	**8.7**
LOS	A	A			B	B	A	A
Average Queue (ft)	5	6			42	46	22	24
95th % Queue (ft)	**13**	**15**			**100**	**106**	**53**	**56**
Approach Delay, LOS	4 sec, LOS A				14 sec, LOS B		8.8 sec, LOS A	

	NE		SE		SW		NW	
Lane Designations	*Lane 1*	*Lane 2*	*Lane 1*	*Lane 2*	*Lane 1*	*Lane 2*	*Lane 1*	*Lane 2*
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	0	0	0	0
V/C ratio			0.00	0.00			0.00	0.00
Control Delay, sec/pcu			0.0	0.0			0.0	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)			0	0			0	0
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#DIV/0!				#DIV/0!	

Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	10.2	Int LOS	B	Max Approach V/C	0.59

Notes: v 4.2

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	**2**	**2**	**2**	**2**	**2**	**2**
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: ***(Select Input Method)***						
*Lane Flow in Exit Leg****						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
*Critical Lane Flow (Manual) in Exit Leg****						
Volume Characteristics						
PHF (Entry Leg)						
F_{HV} (Entry Leg)						
F_{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F_{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

Roundabout Analysis Tool

v 4.2
12/24/19

Welcome to GDOT's Roundabout Analysis Tool. This tool is designed for the user to determine the functionality of a proposed roundabout. The analysis is based on the Highway Capacity Manual 2010 Edition and 6th Edition Methodologies, NCHRP Report 672, and FHWA's Roundabout Informational Guide. Please read the notes in the Instructions tab before using the spreadsheet.

Analyst:	Joshua Ekstedt
Agency/Company:	Stantec
Date:	9/24/2020
Project Name or PI#:	JR Allen Parkway Corridor Study
Year, Peak Period:	2045, 4:45 PM Peak Hour
County/District:	Muscogee County/Columbus GA
Intersection:	Blackmon Road at US 80 EB Ramp Terminal Intersection

Insert Project Information Here in the BLUE SPACE. This information is linked to the Mini, Single Lane and Multi Lane Worksheets.

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# of circulatory lanes	ADTs (current/ build year)	Condition met?	% traffic on Major Road	Condition met?
Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	(ADT)	Split
Major Street	12,800	63%
Minor Street	7,650	37%
Total volumes	20,450	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi | 2250 '

3 Is the proposed intersection located within a coordinated signal network? No

Go up to next section...

GDOT
Georgia Department of Transportation

Proposed Design Configuration Chart

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1. Select the type of roundabout you are analyzing.
2. Key in the number of approaches and the street names at the proposed intersections.
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   a. Select the Street Name from the pulldown menu for each approach leg
   b. Select the Lane Type for each entry apporach lane
      **The first box is the inner lane, the second box is the outer lane*
   c. Select Yes or No if a right turn bypass will be added to each approach leg

Roundabout Characteristics

Roundabout Type:	Multi-Lane
# of Approaches:	3
Name of Streets:	Blackmon Road
	From Schomburg Road
	US 80 EB On-ramp

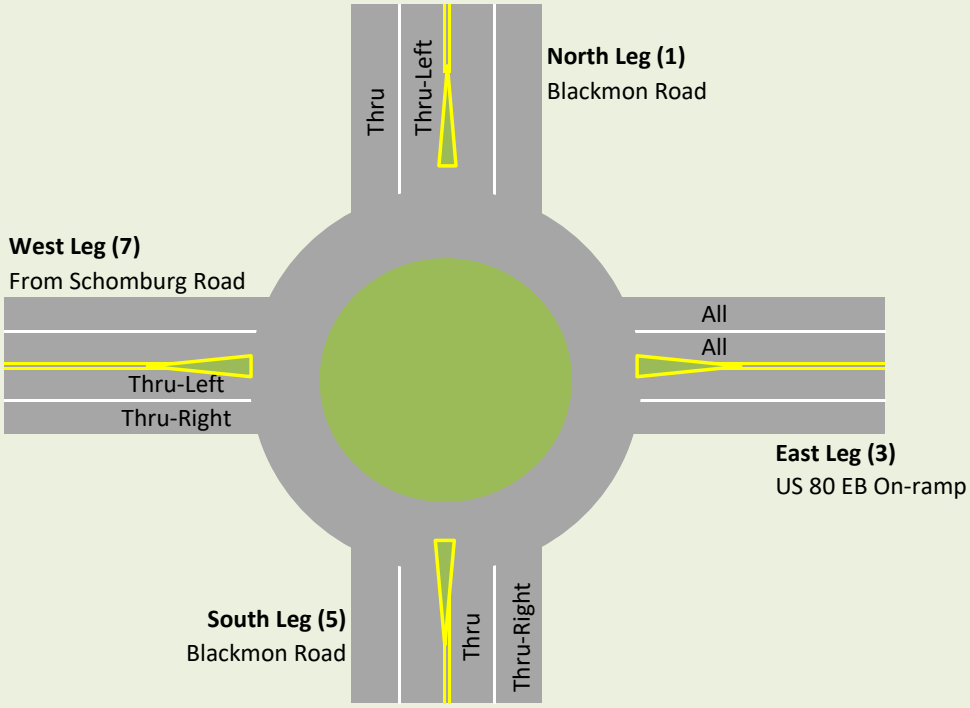
Chart Key:

Mini/Single Lane	Street Name	
	All	
	Bypass?	
Multi-lane	Street Name	
	Inner Ln	Outer Ln
	Bypass?	

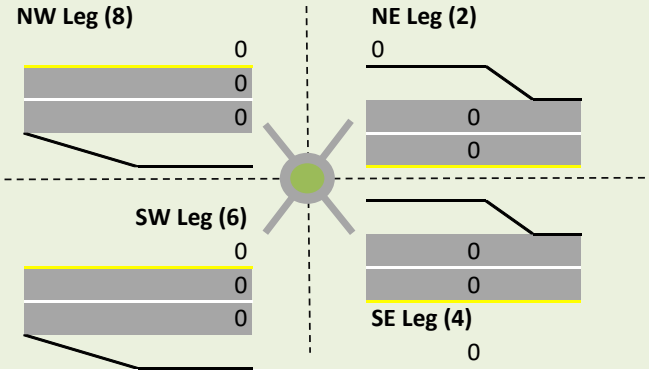
Approach Leg Characteristics:

	North Leg (1)		NE Leg (2)		East Leg (3)		SE Leg (4)	
Street Name:	Blackmon Road				US 80 EB On-ramp			
Entry Lane Config	Thru-Left	Thru			All	All		
Bypass to Adj Leg?	No				No			
	South Leg (5)		SW Leg (6)		West Leg (7)		NW Leg (8)	
Street Name:	Blackmon Road				From Schomburg Road			
Entry Lane Config	Thru	Thru-Right			Thru-Left	Thru-Right		
Bypass to Adj Leg?	No				No			

Preliminary Roundabout Rendering**



Additional Legs



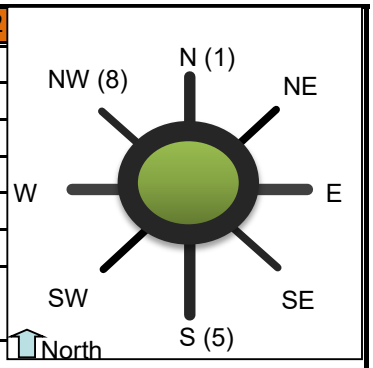
***Note**

This roundabout sketch does not include the secondary cardinal direction legs due to restrictions in the Excel software. For complex roundabouts, a separate sketch is recommended by the designer.

General & Site Information

v 4.2

Analyst:	Joshua Ekstedt
Agency/Co:	Stantec
Date:	9/24/2020
Project or PI#:	JR Allen Parkway Corridor Study
Year, Peak Hour:	2045, 4:45 PM Peak Hour
County/District:	Muscogee County/Columbus GA
Intersection:	Blackmon Road at US 80 EB Ramp Terminal Intersection



Volumes

	Entry Legs (FROM)							
	N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation	Left-Thru	Thru	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT
N (1), vph								
Exit NE (2), vph								
Legs E (3), vph	**110**							
(TO) SE (4), vph								
S (5), vph	**55**	**185**						
SW (6), vph								
W (7), vph								
NW (8), vph								
Entry Volume, vph	165	185	0	0	0	0	0	0

	S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation	Thru	Right-Thru	SELECT	SELECT	Left-Thru	Right-Thru	SELECT	SELECT
N (1), vph	**329**	**226**			**100**			
NE (2), vph								
E (3), vph		**145**			**220**			
SE (4), vph								
S (5), vph						**605**		
SW (6), vph								
W (7), vph								
NW (8), vph								
Entry Volume, vph	329	371	0	0	320	605	0	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	0	0	2	0	2	0
# of Conflict Flow Lanes	**2**	**2**	**2**	**2**	**2**	**2**	**2**	**2**

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	92.5%	100.0%	88.0%	100.0%	92.5%	100.0%	92.5%	100.0%
% Heavy Vehicles	7.5%	0.0%	12.0%	0.0%	7.5%	0.0%	7.5%	0.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians **(ped/hr)**	0	0	0	0	0	0	0	0
PHF	*0.87*	*0.95*	*0.85*	*0.95*	*0.83*	*0.95*	*0.88*	*0.95*
F_{hv}	0.930	1.000	1.000	1.000	0.930	1.000	0.930	1.000
F_{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	0	0	719	0	122	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	136	0	0	0	188	0	269	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	297	0	0	0	0	0	739	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	432	0	0	0	907	0	1130	0
	Entry flow Lane 1, pcu/h	204	0	0	0	426	0	391	0
	Entry flow Lane 2, pcu/h	229	0	0	0	481	0	739	0
	Conflicting flow, pcu/h	0	0	0	0	527	0	432	0

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
Lane Designations	*Left-Thru*	*Thru*	*Lane 1*	*Lane 2*	*Thru*	*Right-Thru*	*Left-Thru*	*Right-Thru*
Entry Capacity, veh/h	1256	1321	NA	NA	773	844	844	915
Entry Flow Rates, veh/h	190	213	0	0	396	447	364	688
V/C ratio	**0.15**	**0.16**			**0.51**	**0.53**	**0.43**	**0.75**
Control Delay, s/veh	**4.1**	**4.1**			**12.0**	**11.6**	**9.6**	**18.6**
LOS	A	A			B	B	A	C
Average Queue (ft)	5	6			33	36	24	89
95th % Queue (ft)	**14**	**15**			**80**	**85**	**59**	**194**
Approach Delay, LOS	4.1 sec, LOS A				11.8 sec, LOS B		15.5 sec, LOS C	

	NE		SE		SW		NW	
Lane Designations	*Lane 1*	*Lane 2*	*Lane 1*	*Lane 2*	*Lane 1*	*Lane 2*	*Lane 1*	*Lane 2*
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	0	0	0	0
V/C ratio			0.00	0.00			0.00	0.00
Control Delay, sec/pcu			0.0	0.0			0.0	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)			0	0			0	0
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#DIV/0!				#DIV/0!	

Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	12.1	Int LOS	B	Max Approach V/C	0.75

Notes: v 4.2

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	**2**	**2**	**2**	**2**	**2**	**2**
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: ***(Select Input Method)***						
*Lane Flow in Exit Leg****						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
*Critical Lane Flow (Manual) in Exit Leg****						
Volume Characteristics						
PHF (Entry Leg)						
F_{HV} (Entry Leg)						
F_{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F_{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

Roundabout Analysis Tool

v 4.2
12/24/19

Welcome to GDOT's Roundabout Analysis Tool. This tool is designed for the user to determine the functionality of a proposed roundabout. The analysis is based on the Highway Capacity Manual 2010 Edition and 6th Edition Methodologies, NCHRP Report 672, and FHWA's Roundabout Informational Guide. Please read the notes in the Instructions tab before using the spreadsheet.

Analyst:	Joshua Ekstedt
Agency/Company:	Stantec
Date:	9/24/2020
Project Name or PI#:	JR Allen Parkway Corridor Study
Year, Peak Period:	2045, 7:15 AM Peak Hour
County/District:	Muscogee County/Columbus GA
Intersection:	Blackmon Road at US 80 WB Ramp Terminal Intersection

Insert Project Information Here in the BLUE SPACE. This information is linked to the Mini, Single Lane and Multi Lane Worksheets.

Roundabout Considerations Worksheet

Roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high. Candidate intersections shall be analyzed to determine whether a roundabout will perform acceptably. Shown below are planning level thresholds. A capacity analysis should be performed to determine lane configuration based on traffic volumes.

# of circulatory lanes	ADTs (current/ build year)	Condition met?	% traffic on Major Road	Condition met?
Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	(ADT)	Split
Major Street	5,325	68%
Minor Street	2,450	32%
Total volumes	7,775	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi | 2530 '

3 Is the proposed intersection located within a coordinated signal network? No

Go up to next section...

GDOT
Georgia Department of Transportation

Proposed Design Configuration Chart

Directions for this Section only: *(see **Instructions Tab** for other sections)*

1. Select the type of roundabout you are analyzing.
2. Key in the number of approaches and the street names at the proposed intersections.
3. Complete the Approach Characteristics Chart:
   a. Select the Street Name from the pulldown menu for each approach leg
   b. Select the Lane Type for each entry apporach lane
      **The first box is the inner lane, the second box is the outer lane*
   c. Select Yes or No if a right turn bypass will be added to each approach leg

Roundabout Characteristics

Roundabout Type:	Multi-Lane
# of Approaches:	3
Name of Streets:	Blackmon Road
	US 80 WB Off-ramp
	To Schomburg Road

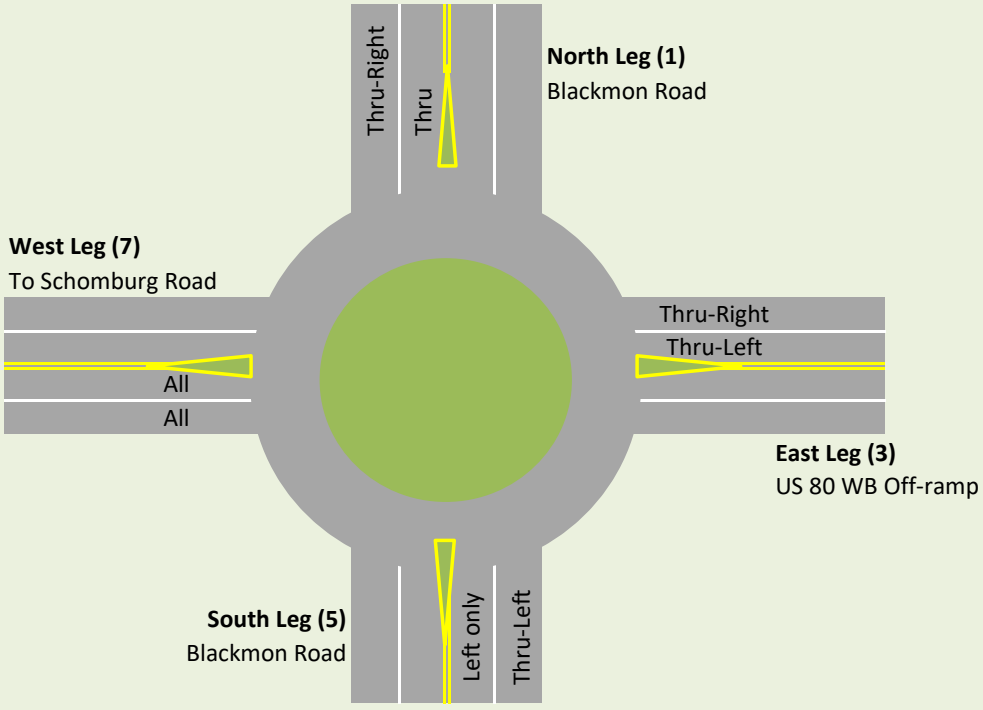
Chart Key:

Mini/Single Lane	Street Name	
	All	
	Bypass?	
Multi-lane	Street Name	
	Inner Ln	Outer Ln
	Bypass?	

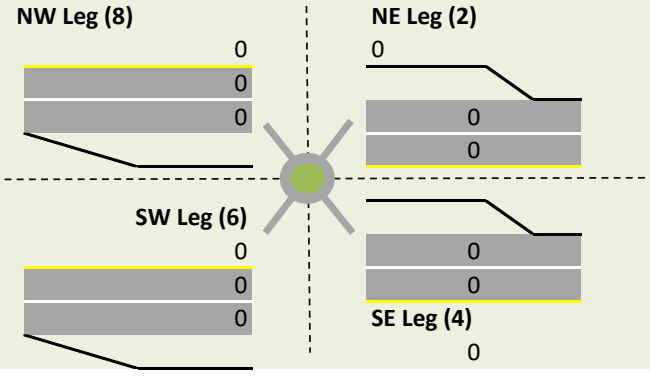
Approach Leg Characteristics:

	North Leg (1)		NE Leg (2)		East Leg (3)		SE Leg (4)	
Street Name:	Blackmon Road				US 80 WB Off-ramp			
Entry Lane Config	Thru	Thru-Right			Thru-Left	Thru-Right		
Bypass to Adj Leg?	No				No			
	South Leg (5)		SW Leg (6)		West Leg (7)		NW Leg (8)	
Street Name:	Blackmon Road				To Schomburg Road			
Entry Lane Config	Left only	Thru-Left			All	All		
Bypass to Adj Leg?	No				No			

Preliminary Roundabout Rendering**



Additional Legs



***Note**

This roundabout sketch does not include the secondary cardinal direction legs due to restrictions in the Excel software. For complex roundabouts, a separate sketch is recommended by the designer.

General & Site Information

v 4.2

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Agency/Co:	Stantec
Date:	9/24/2020
Project or PI#:	JR Allen Parkway Corridor Study
Year, Peak Hour:	2045, 7:15 AM Peak Hour
County/District:	Muscogee County/Columbus GA
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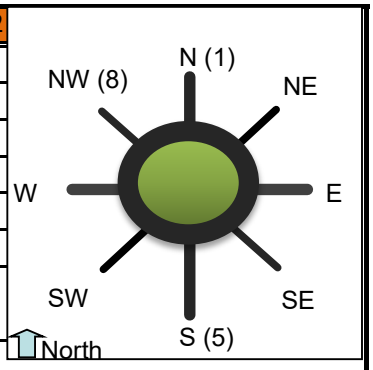

Volumes

Entry Legs (FROM)	N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation	Thru	Right-Thru	SELECT	SELECT	Left-Thru	Right-Thru	SELECT	SELECT
N (1), vph						115		
Exit NE (2), vph								
Legs E (3), vph								
(TO) SE (4), vph								
S (5), vph	237	73			65			
SW (6), vph								
W (7), vph		195			114	86		
NW (8), vph								
Entry Volume, vph	237	268	0	0	179	201	0	0

	S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation	Left Only	Left-Thru	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT
N (1), vph		125						
NE (2), vph								
E (3), vph								
SE (4), vph								
S (5), vph								
SW (6), vph								
W (7), vph	329	166						
NW (8), vph								
Entry Volume, vph	329	291	0	0	0	0	0	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	2	0	2	0	0	0
# of Conflict Flow Lanes	2	2	2	2	2	2	2	2

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	93.0%	100.0%	85.0%	100.0%	93.0%	100.0%	93.0%	100.0%
% Heavy Vehicles	7.0%	0.0%	15.0%	0.0%	7.0%	0.0%	7.0%	0.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians **(ped/hr)**	0	0	0	0	0	0	0	0
PHF	*0.84*	*0.95*	*0.89*	*0.95*	*0.83*	*0.95*	*0.93*	*0.95*
F_{hv}	0.935	1.000	0.870	1.000	0.935	1.000	1.000	1.000
F_{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	149	0	161	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	395	0	84	0	0	0	0	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	248	0	258	0	638	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	643	0	491	0	799	0	0	0
	Entry flow Lane 1, pcu/h	302	0	231	0	424	0	0	0
	Entry flow Lane 2, pcu/h	341	0	260	0	375	0	0	0
	Conflicting flow, pcu/h	981	0	799	0	0	0	0	0

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
Lane Designations	*Thru*	*Right-Thru*	*Left-Thru*	*Right-Thru*	*Left Only*	*Left-Thru*	*Lane 1*	*Lane 2*
Entry Capacity, veh/h	512	577	563	626	1262	1327	NA	NA
Entry Flow Rates, veh/h	282	319	201	226	396	351	0	0
V/C ratio	**0.55**	**0.55**	**0.36**	**0.36**	**0.31**	**0.26**		
Control Delay, s/veh	**18.1**	**16.5**	**11.7**	**10.8**	**5.7**	**5.0**		
LOS	C	C	B	B	A	A		
Average Queue (ft)	35	36	16	17	16	12		
95th % Queue (ft)	**88**	**90**	**46**	**47**	**36**	**29**		
Approach Delay, LOS	17.2 sec, LOS C		11.2 sec, LOS B		5.4 sec, LOS A			

	NE		SE		SW		NW	
Lane Designations	*Lane 1*	*Lane 2*	*Lane 1*	*Lane 2*	*Lane 1*	*Lane 2*	*Lane 1*	*Lane 2*
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	0	0	0	0
V/C ratio			0.00	0.00			0.00	0.00
Control Delay, sec/pcu			0.0	0.0			0.0	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)			0	0			0	0
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#DIV/0!				#DIV/0!	

Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	10.8	Int LOS	B	Max Approach V/C	0.55

Notes: v 4.2

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	**2**	**2**	**2**	**2**	**2**	**2**
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: ***(Select Input Method)***						
*Lane Flow in Exit Leg****						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
*Critical Lane Flow (Manual) in Exit Leg****						
Volume Characteristics						
PHF (Entry Leg)						
F_{HV} (Entry Leg)						
F_{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F_{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

Roundabout Analysis Tool

v 4.2

12/24/19

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Analyst:	Joshua Ekstedt
Agency/Company:	Stantec
Date:	9/24/2020
Project Name or PI#:	JR Allen Parkway Corridor Study
Year, Peak Period:	2045, 4:45 PM Peak Hour
County/District:	Muscogee County/Columbus GA
Intersection:	Blackmon Road at US 80 WB Ramp Terminal Intersection

Insert Project Information Here in the BLUE SPACE. This information is linked to the Mini, Single Lane and Multi Lane Worksheets.

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# of circulatory lanes	ADTs (current/ build year)	Condition met?	% traffic on Major Road	Condition met?
Mini	less than 15,000	Yes	less than 90%	Yes
Single Lane	less than 25,000	Yes	less than 90%	Yes
Multi-Lane	less than 45,000	Yes	less than 90%	Yes

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	(ADT)	Split
Major Street	5,325	68%
Minor Street	2,450	32%
Total volumes	7,775	

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)? 0 mi 2350 '

3 Is the proposed intersection located within a coordinated signal network? No

Go up to next section...

Georgia Department of Transportation

Proposed Design Configuration Chart

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1. Select the type of roundabout you are analyzing.
2. Key in the number of approaches and the street names at the proposed intersections.
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   a. Select the Street Name from the pulldown menu for each approach leg
   b. Select the Lane Type for each entry apporach lane
      **The first box is the inner lane, the second box is the outer lane*
   c. Select Yes or No if a right turn bypass will be added to each approach leg

Roundabout Characteristics

Roundabout Type:	Multi-Lane
# of Approaches:	3
Name of Streets:	Blackmon Road
	US 80 WB Off-ramp
	To Schomburg Road

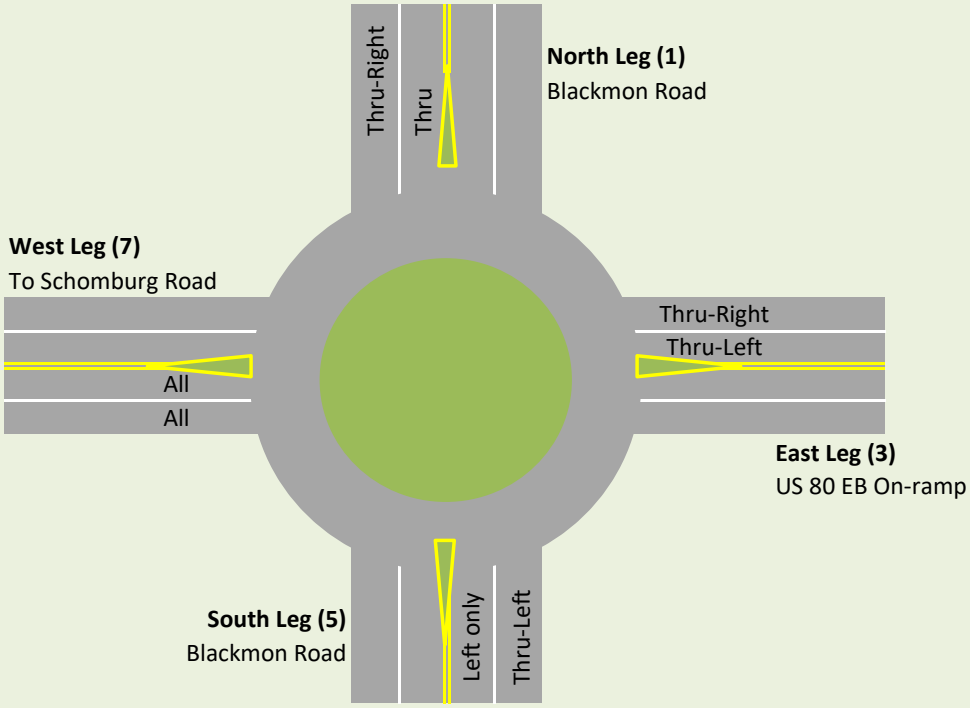
Chart Key:

Mini/Single Lane	Street Name	
	All	
	Bypass?	
Multi-lane	Street Name	
	Inner Ln	Outer Ln
	Bypass?	

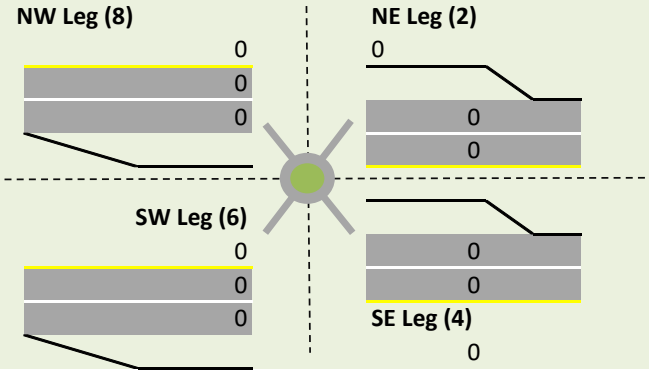
Approach Leg Characteristics:

	North Leg (1)		NE Leg (2)		East Leg (3)		SE Leg (4)	
Street Name:	Blackmon Road				US 80 EB On-ramp			
Entry Lane Config	Thru	Thru-Right			Thru-Left	Thru-Right		
Bypass to Adj Leg?	No				No			
	South Leg (5)		SW Leg (6)		West Leg (7)		NW Leg (8)	
Street Name:	Blackmon Road				To Schomburg Road			
Entry Lane Config	Left only	Thru-Left			All	All		
Bypass to Adj Leg?	No				No			

Preliminary Roundabout Rendering**



Additional Legs



Note
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v 4.2

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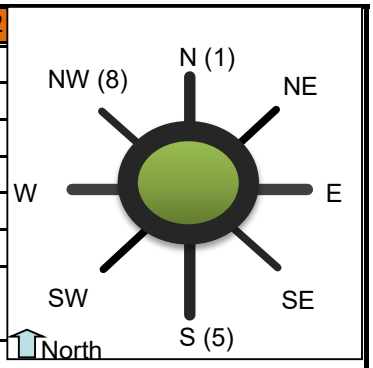
County/District:	Muscogee County/Columbus GA
Intersection:	Blackmon Road at US 80 WB Ramp Terminal Intersection



Volumes

Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Thru	Right-Thru	SELECT	SELECT	Left-Thru	Right-Thru	SELECT	SELECT
Exit Legs (TO)	N (1), vph						125		
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph	132	83			135			
	SW (6), vph								
	W (7), vph		65			107	148		
	NW (8), vph								
Entry Volume, vph		132	148	0	0	242	273	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Left Only	Left-Thru	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT
	N (1), vph		220						
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph								
	SW (6), vph								
	W (7), vph	339	81						
	NW (8), vph								
Entry Volume, vph		339	301	0	0	0	0	0	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	2	0	2	0	0	0
# of Conflict Flow Lanes	2	2	2	2	2	2	2	2

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	92.5%	100.0%	88.0%	100.0%	92.5%	100.0%	92.5%	100.0%
% Heavy Vehicles	7.5%	0.0%	12.0%	0.0%	7.5%	0.0%	7.5%	0.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians **(ped/hr)**	0	0	0	0	0	0	0	0
PHF	*0.82*	*0.95*	*0.86*	*0.95*	*0.82*	*0.95*	*0.87*	*0.95*
F_{hv}	0.930	1.000	0.893	1.000	0.930	1.000	1.000	1.000
F_{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	163	0	288	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	282	0	176	0	0	0	0	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	85	0	332	0	551	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	367	0	671	0	839	0	0	0
	Entry flow Lane 1, pcu/h	173	0	315	0	444	0	0	0
	Entry flow Lane 2, pcu/h	194	0	356	0	395	0	0	0
	Conflicting flow, pcu/h	1059	0	839	0	0	0	0	0

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
Lane Designations	*Thru*	*Right-Thru*	*Left-Thru*	*Right-Thru*	*Left Only*	*Left-Thru*	*Lane 1*	*Lane 2*
Entry Capacity, veh/h	474	537	557	621	1256	1321	NA	NA
Entry Flow Rates, veh/h	161	180	281	317	413	367	0	0
V/C ratio	**0.34**	**0.34**	**0.51**	**0.51**	**0.33**	**0.28**		
Control Delay, s/veh	**13.1**	**11.7**	**15.4**	**14.2**	**5.9**	**5.2**		
LOS	B	B	C	B	A	A		
Average Queue (ft)	15	15	30	31	17	13		
95th % Queue (ft)	**40**	**39**	**79**	**81**	**39**	**31**		
Approach Delay, LOS	12.4 sec, LOS B		14.8 sec, LOS B		5.6 sec, LOS A			

	NE		SE		SW		NW	
Lane Designations	*Lane 1*	*Lane 2*	*Lane 1*	*Lane 2*	*Lane 1*	*Lane 2*	*Lane 1*	*Lane 2*
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	0	0	0	0	0	0	0	0
V/C ratio			0.00	0.00			0.00	0.00
Control Delay, sec/pcu			0.0	0.0			0.0	0.0
LOS			#N/A	#N/A			#N/A	#N/A
Average Queue (ft)			0	0			0	0
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#DIV/0!				#DIV/0!	

Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	10.1	Int LOS	B	Max Approach V/C	0.51

Notes: v 4.2

Bypass Lane Merge Point Analysis (if applicable)

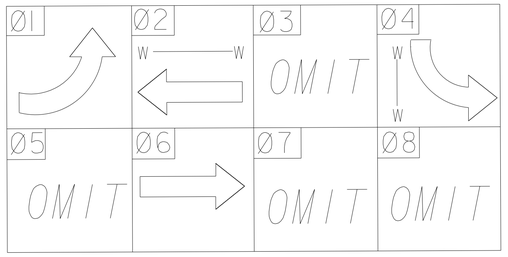
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	**2**	**2**	**2**	**2**	**2**	**2**
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: ***(Select Input Method)***						
*Lane Flow in Exit Leg****						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
*Critical Lane Flow (Manual) in Exit Leg****						
Volume Characteristics						
PHF (Entry Leg)						
F_{HV} (Entry Leg)						
F_{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F_{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

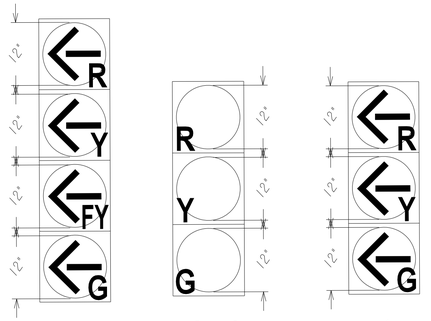
APPENDIX N

PLANNED/UNDER CONSTRUCTION INTERSECTION IMPROVEMENT PROJECTS

- U.S. 80 Eastbound Ramps at SR 219 (River Road) Intersection Improvements
- U.S. 80 Westbound Ramps at SR 219 (River Road) Intersection Improvements
- 2nd Avenue at Manchester Expressway Intersection Improvements
- Midland Commons Driveway/Flat Rock Road/Beaver Run Road Intersection Improvements

PHASING DIAGRAM





GDOT
Georgia Department of Transportation

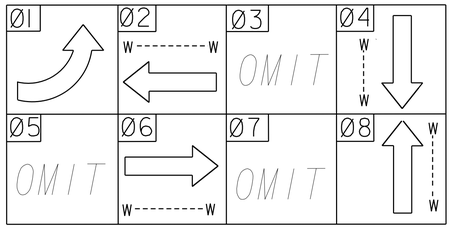
SCALE IN FEET
0 30 60 120

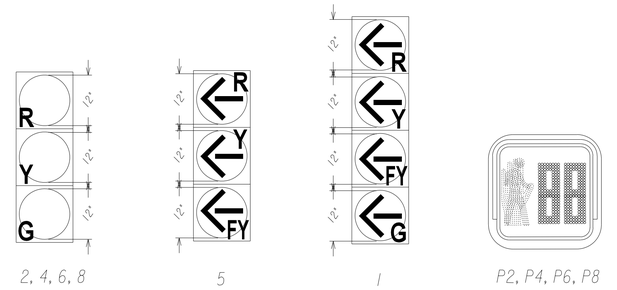
REVISION DATES		

SR 219 @ SR 22
EB RAMP
MUSCOGEE COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		

PHASING DIAGRAM





GDOT
Georgia Department of Transportation

SCALE IN FEET
0 30 60 120

REVISION DATES

SR 219 @ SR 22 WB Ramp
MUSSCOGEE COUNTY
SIGNAL PLAN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		

7/31/2015 G20E.DG

NORTH

DO NOT DISTURB EXISITING UTILITY POLE

MANCHESTER EXPY

END TAPER

CLASS B CONCRETE WIDENING FOR SB TRAVEL LANE

START TAPER: 2.5' SHIFT OVER 98'

DUAL LEFT TURN LANES TO BE CONSTRUCTED

END CURVE SB 1941' RADIUS

BEGIN CURVE SB 1941' RADIUS

22 CONN

2ND AVENUE / SR 22 CONN

80 10 US 80

2ND AVENUE / SR 85 85

START TAPER 6.5' SHIFT

IMPACTED UTILITY POLE

EXISTING INLETS

44TH STREET

3RD AVENUE

85

SR 85 / MANCHESTER EXPY

END TAPER

REPLACE EXISTING SPILLWAY

YIELD SIGN TO BE INSTALLED

EXISTING SIGNAL TO BE REPLACED

DUAL RIGHT TURN LANES TO BE CONSTRUCTED

CONCRETE WIDENING FOR NB TRAVEL LANE

BEGIN CURVE NB 1897' RADIUS

10' SHOULDER, 6.5' PAVED

END CURVE NB 1897' RADIUS

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

WA 12.7

2ND AVE AT SR 22 AND SR 85

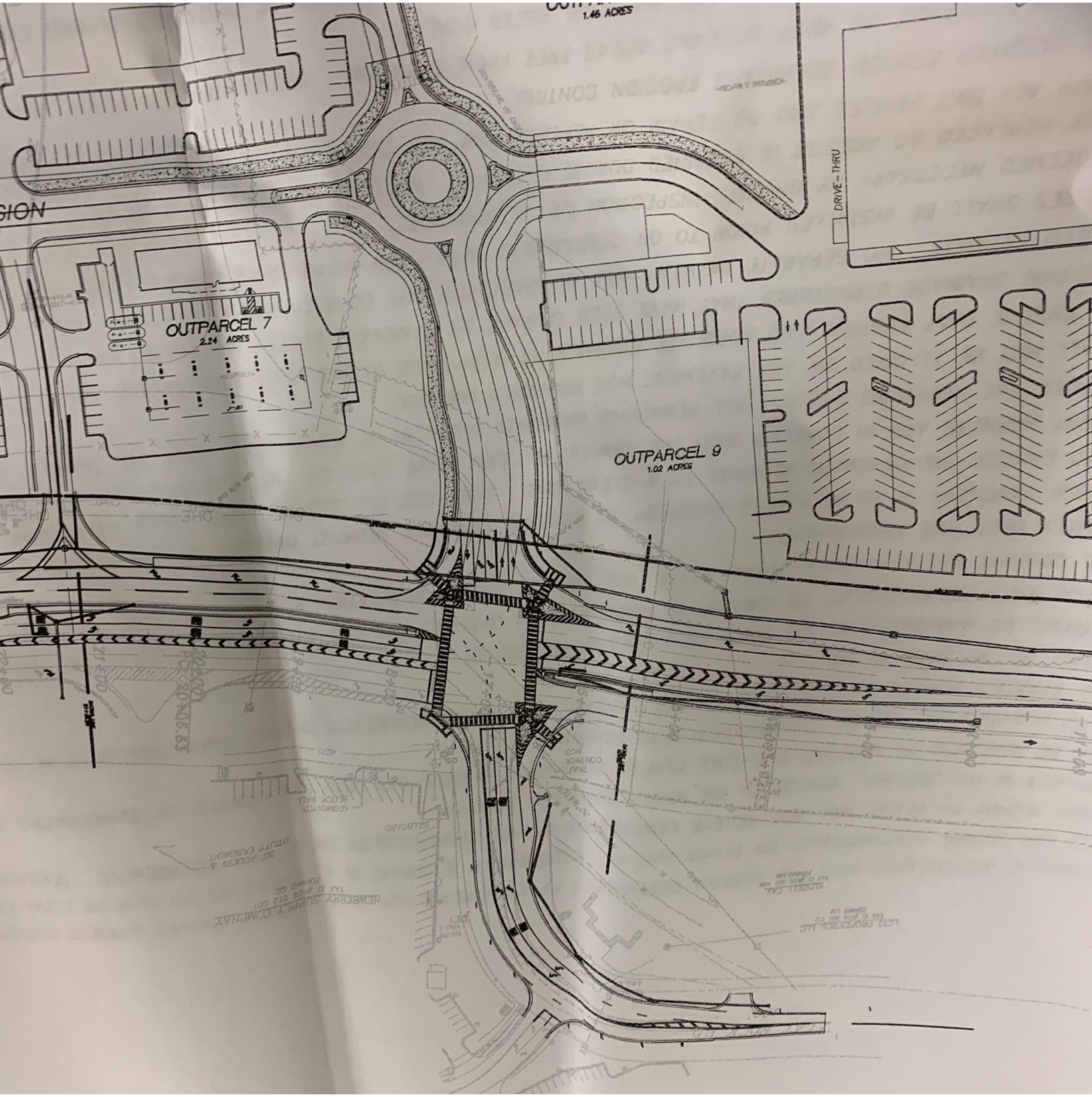
SCALE IN FEET

0 100 200

GDOT Georgia Department of Transportation

ARCADIS Design & Consultancy for natural and built assets

PROPOSED RAISED CONCRETE ISLAND MEDIAN
PAVEMENT WIDENING
PAVEMENT OVERLAY


1.46 ACRES
DRIVE-THRU
OUTPARCEL 7
2.24 ACRES
OUTPARCEL 9
1.02 ACRES

APPENDIX O

ALTERNATIVE IMPROVEMENT PROJECT DATA SHEETS

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Improvement Location Map

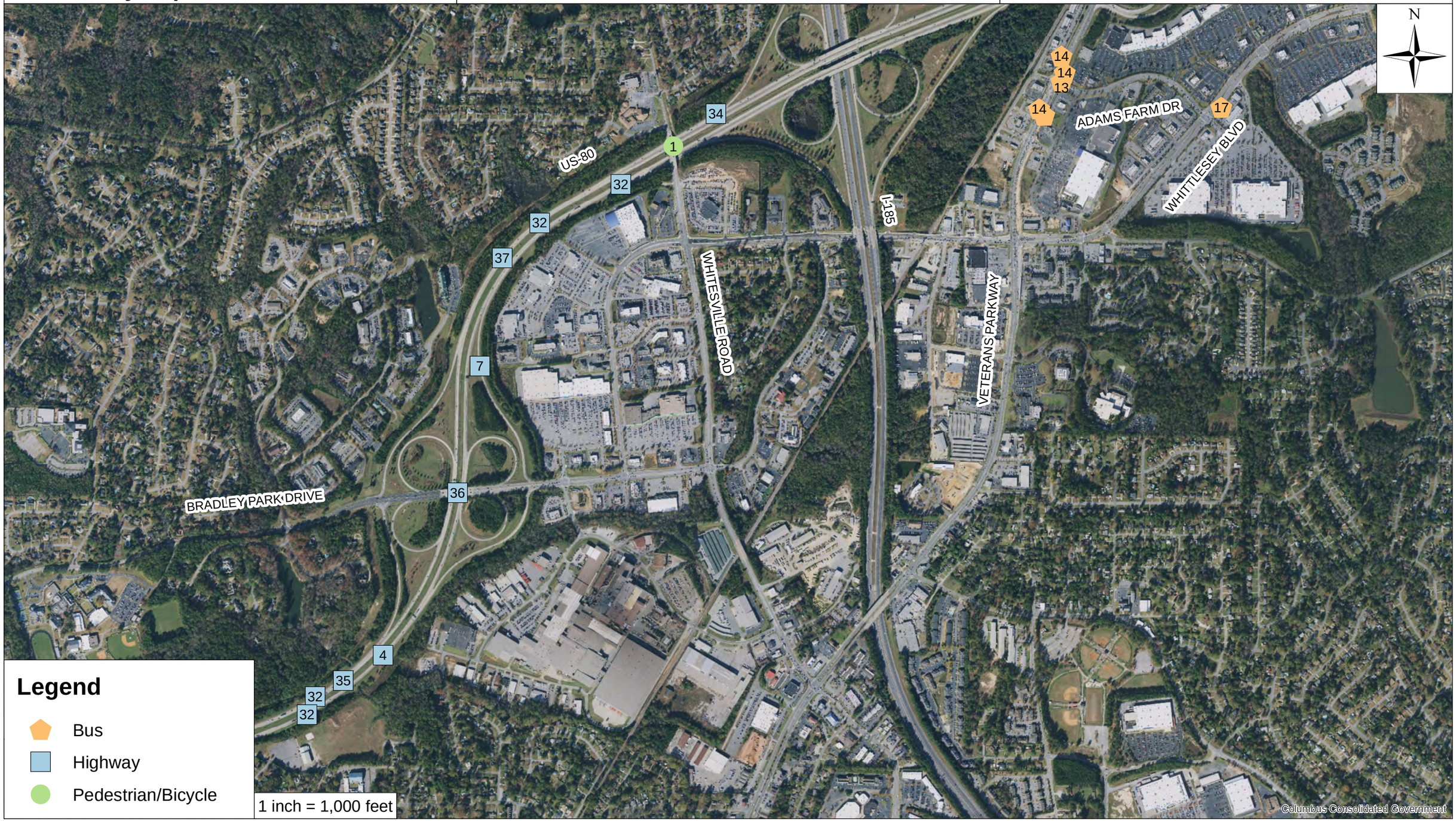
Map Sheet 1



PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Improvement Location Map

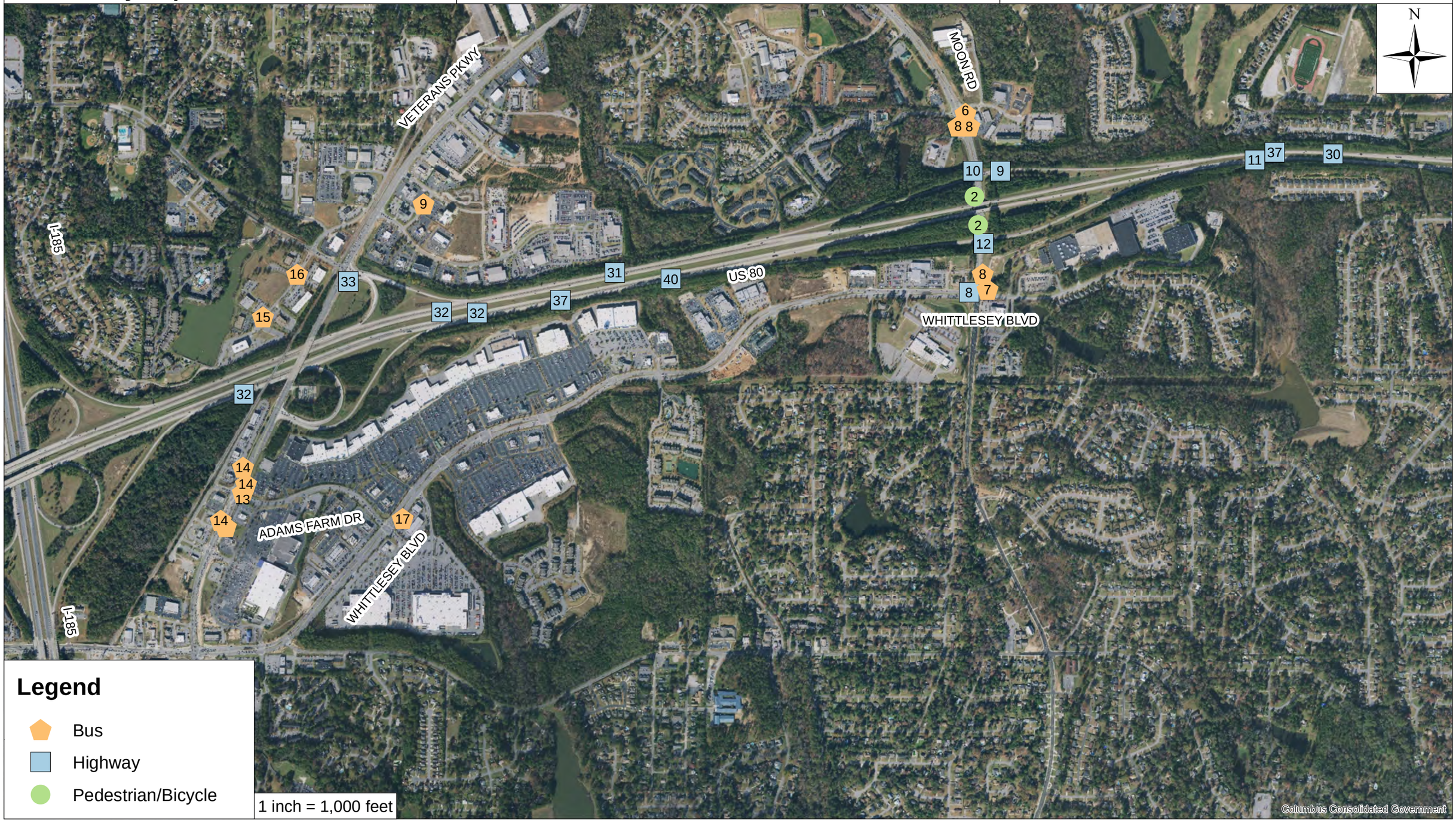
Map Sheet 2



PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Improvement Location Map

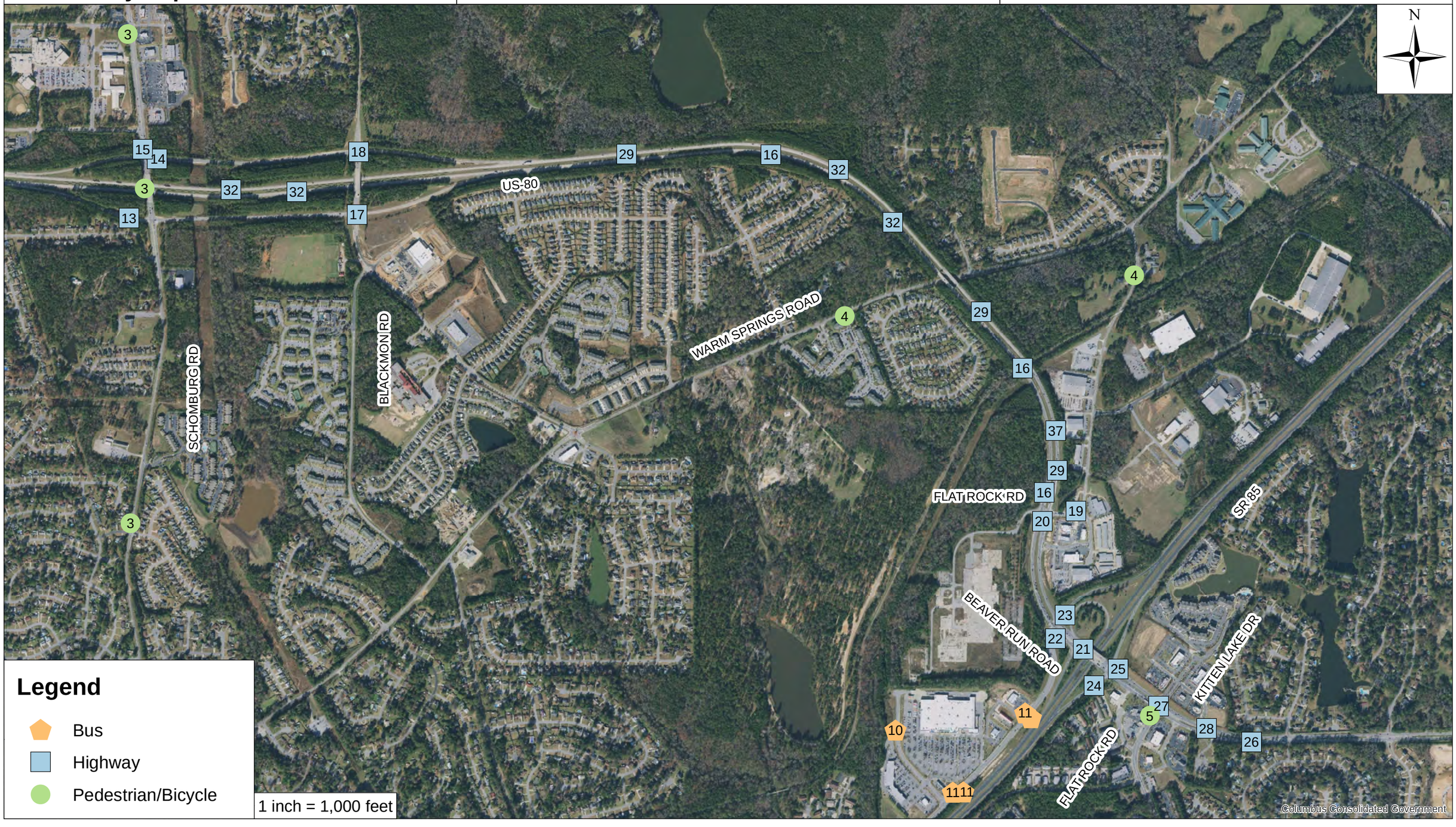
Map Sheet 3



PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Improvement Location Map

Map Sheet 4



PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvements #1 & #38:
Construct third lane on US-80
eastbound and westbound

Proposed Improvement Location:
US-80 between Riverchase Drive
and 2nd Avenue interchanges



Improvement Details

Construct a third lane in each direction between the River Chase Drive and 2nd Avenue interchanges.

Program Costs

- Improvement #1 - Eastbound
  Total Project Cost: $17,323,000
- Improvement #38 - Westbound
  Total Project Cost: $17,323,000

Potential Funding Sources

- HB170
- NHPP
- HSIP
- GARVEE

Comments

Adding a third lane in each direction would require widening the Chattahoochee River Bridge.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #2:
Remove vegetation on US-80 EB and install Welcome to Columbus sign

Proposed Improvement Location:
US-80 EB immediately east of Chattahoochee River Bridge



Existing Signs Hidden by Vegetation

Proposed "Welcome To Columbus" Sign

Improvement Details

Remove vegetation along the outside shoulder of US 80 EB immediately east of the east end of the Chattahoochee River Bridge. Install new sign to welcome drivers to the City of Columbus.

Program Costs

Total Project Cost: $275,000

Potential Funding Sources

- Gateway Grants
- Local

Comments

Removing vegetation east of the Chattahoochee River Bridge will improve the visibility for wayfinding signs at this location.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #3:
Widen 2nd Avenue and Manchester Expressway to provide new lane alignment

Proposed Improvement Location:
Intersection of 2nd Avenue and Manchester Expressway/45th Street



Improvement Details

Add a second left turn lane on 2nd Ave (SB) approach. Add a second right turn lane and a dedicated through lane on Manchester Expressway (WB) approach.

Program Costs

Total Project Cost: $753,000

Potential Funding Sources

- HB170

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvements #4 & #35:
Construct third lane on US-80
eastbound and westbound

Proposed Improvement Location:
US-80 between 2nd Avenue
and Bradley Park Drive



Improvement Details

Construct a third lane in both directions between the eastern ramps of 2nd Avenue and Bradley Park Drive.

Program Costs

Total Project Cost: $30,790,000

Potential Funding Sources

- HB170
- NHPP
- HSIP
- GARVEE

Comments

The westbound lanes run from the Bradley Park Drive off-ramp to the 2nd Avenue off-ramp. The eastbound lanes run from the 2nd Avenue on-ramp to the proposed off-ramp at Bradley Park Drive.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #5:
Widen US-80 EB off-ramp to develop right turn lane at terminal intersection

Proposed Improvement Location:
US-80 EB off-ramp terminal intersection at River Road



Improvement Details

Widen the US-80 EB off-ramp at River Road to develop a dedicated right turn lane at the intersection.

Program Costs

Total Project Cost: $463,000

Potential Funding Sources

- HB170

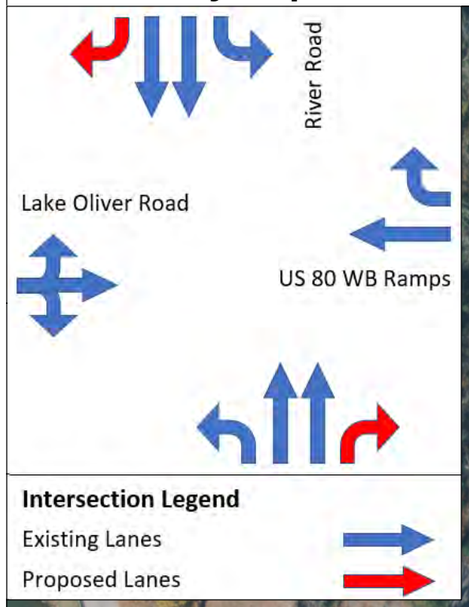
Comments

A new traffic signal will be built at this intersection as a part of a GDOT D3 project.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #6:
Widen River Road to develop northbound and soutbound right turn lanes

Proposed Improvement Location:
US-80 westbound ramp terminal intersection on River Road



Improvement Details

Widen River Road at US-80 WB ramp terminal intersection to develop northbound and southbound right turn lanes.

Program Costs

Total Project Cost: $707,000

Potential Funding Sources

- HB170

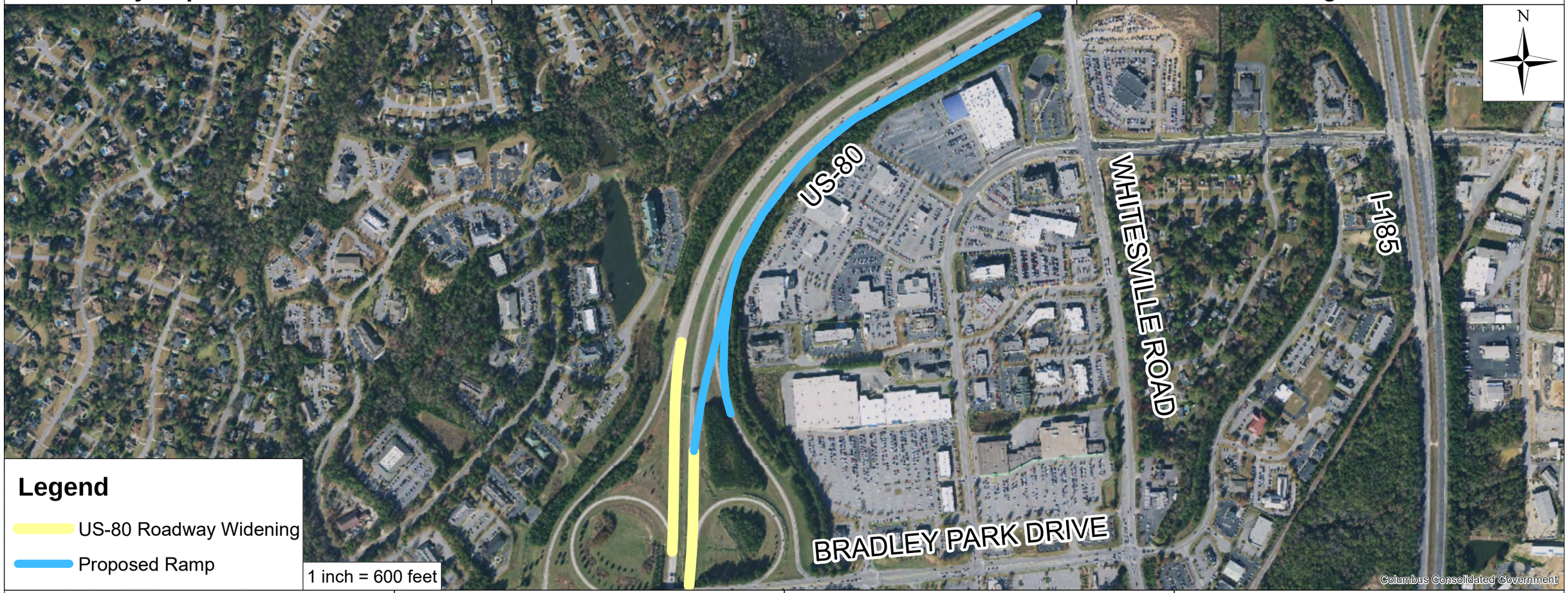
Comments

A new traffic signal will be built at this intersection as a part of a GDOT D3 project.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #7:
Construct new ramps for US-80 EB
CD Road/I-185

Proposed Improvement Location:
US-80 EB between Bradley Park Drive and I-185 interchanges



Improvement Details

Drop the proposed third lane on US-80 EB at a proposed off-ramp to the CD Road/I-185, which will cross over the Bradley Park Drive to US-80 EB on-ramp. Split the on-ramp to provide a separate ramp to the CD Road/I-185.

Program Costs

Total Project Cost: $22,078,000

Potential Funding Sources

- HB170
- NHPP
- HSIP
- GARVEE

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #8:
Widen Moon Road to provide additional through lane

Proposed Improvement Location:
Moon Road southbound approach to Whittlesey Boulevard



Improvement Details

Widen Moon Road to provide an additional through lane and a replacement right turn lane on Moon Road's southbound approach to Whittlesey Boulevard.

Program Costs

Total Project Cost: $558,000

Potential Funding Sources

- Local

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #9:
Widen US-80 WB off-ramp to develop dual left turn lanes and extend the right turn lane

Proposed Improvement Location:
US-80 WB off-ramp terminal intersection at Moon Road



Improvement Details

Widen the US-80 WB off-ramp at Moon Road to extend the right turn lane and develop dual left turn lanes at the intersection.

Program Costs

Total Project Cost: $633,000

Potential Funding Sources

- HB170
- NHPP
- HSIP

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #10:
Widen Moon Road to provide right turn lane

Proposed Improvement Location:
Moon Road southbound approach to US-80 WB ramp terminal intersection



Improvement Details

Widen Moon Road to provide a right turn lane on the southbound approach to US-80 WB ramp terminal intersection.

Program Costs

Total Project Cost: $483,000

Potential Funding Sources

- HB170
- NHPP
- HSIP

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvements #11 & #30:
Add one auxiliary lane in each direction on US-80

Proposed Improvement Location:
US-80 EB and WB between Moon Rd and Schomburg Rd



Improvement Details

Construct one auxiliary lane in each direction on US-80 between the Moon Road and Schomburg Road interchanges.

Program Costs

- Improvement #11 - US-80 EB
  Total Project Cost: $3,651,000
- Improvement #30 - US-80 WB
  Total Project Cost: $4,342,000

Potential Funding Sources

- HB170
- NHPP
- HSIP
- GARVEE (Improvement #30 only)

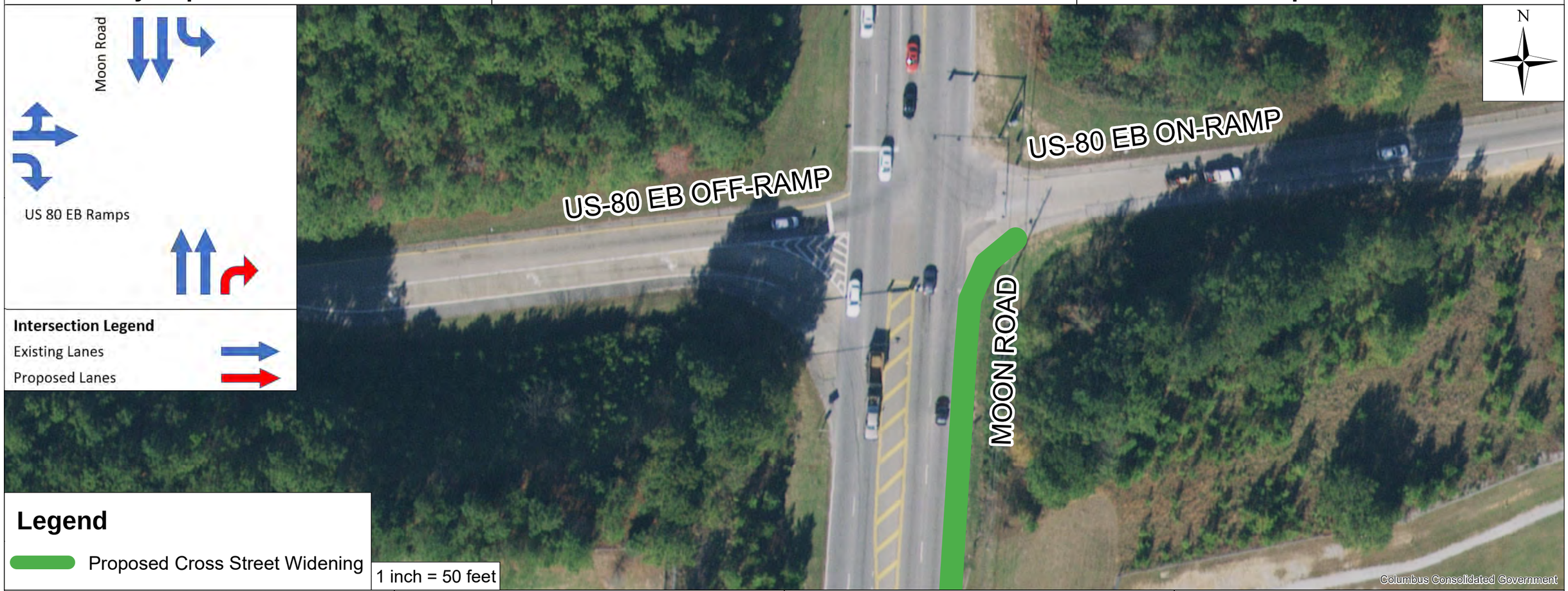
Comments

Providing auxiliary lanes between the ramps of Moon Road and Schomburg Road will improve capacity between these interchanges.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #12:
Widen Moon Road to provide right turn lane

Proposed Improvement Location:
Moon Road northbound approach to US-80 EB ramp terminal intersection



Improvement Details

Widen Moon Road to provide a right turn lane on the northbound approach to US-80 EB ramp terminal intersection.

Program Costs

Total Project Cost: $478,000

Potential Funding Sources

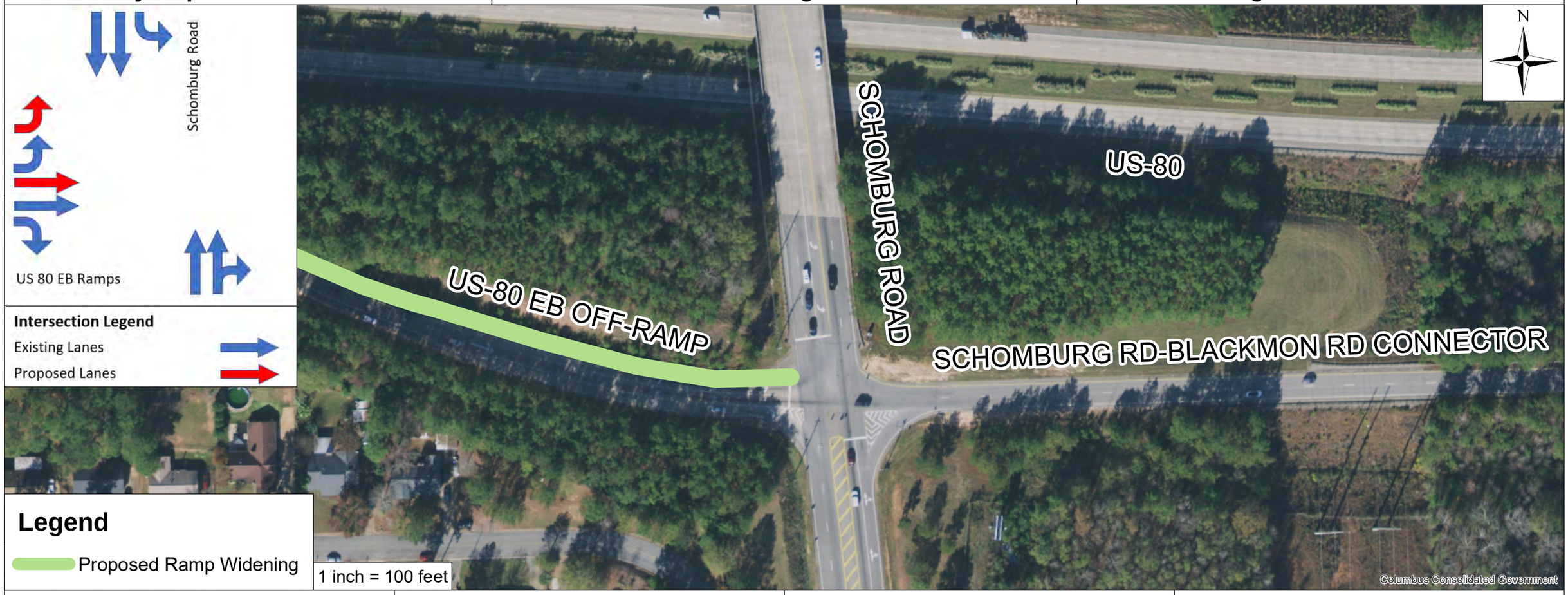
- HB170
- NHPP
- HSIP

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #13:
Widen US-80 EB off-ramp to develop dual left turn lanes and two through lanes

Proposed Improvement Location:
US-80 EB off-ramp terminal intersection at Schomburg Road



Improvement Details

Widen the US-80 EB off-ramp at Schomburg Road to develop dual left turn lanes and two through lanes at terminal intersection.

Program Costs

Total Project Cost: $1,019,000

Potential Funding Sources

- HB170
- NHPP
- HSIP

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvements #14 & #15:
Widen US-80 WB ramps to develop two through lanes and a SB right turn lane

Proposed Improvement Location:
US-80 westbound ramp terminal intersection on Schomburg Road



Improvement Details

Widen the US-80 WB on-ramp and the Schomburg Rd-Blackmon Rd Connector to develop two through lanes. Also widen Schomburg Road to develop a southbound right turn lane to the westbound on-ramp.

Program Costs

- Improvement #14
  Connector/Ramp Widening
  Total Project Cost: $1,542,000
- Improvement #15
  Schomburg Road Widening
  Total Project Cost: $463,000

Potential Funding Sources

- HB170
- NHPP
- HSIP

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvements #16 & #29:
Add a third lane in both directions on US-80

Proposed Improvement Location:
US-80 between Blackmon Road and Flat Rock Road (S)



Improvement Details

Construct a third lane on US-80 in both directions between the eastern ramps of Blackmon Road and Flat Rock Road (S)/Kitten Lake Drive. New lanes will be added in the median from Blackmon Rd to Manchester Expy.

Program Costs

Total Project Cost: $35,841,000

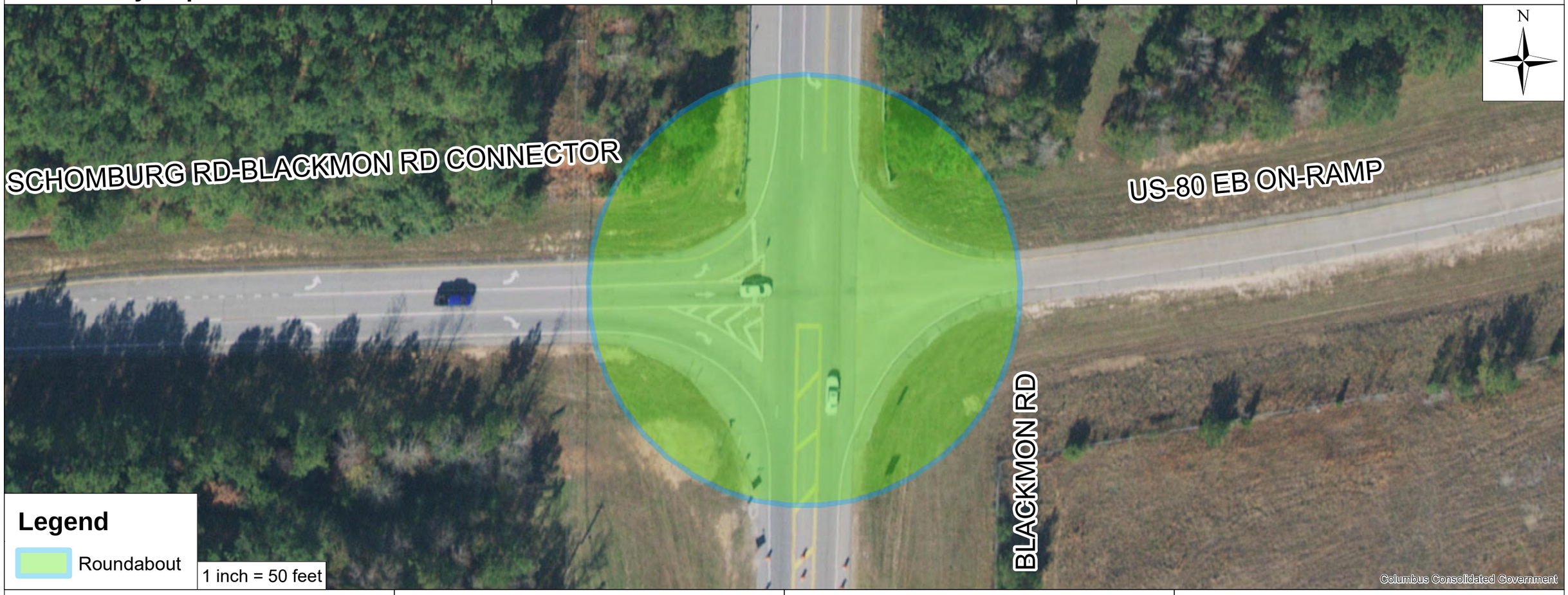
Potential Funding Sources

- HB170
- NHPP
- HSIP
- GARVEE

Comments

This proposal does not include any currently programmed GDOT projects.

PI # 0016425 City of Columbus J.R. Allen Parkway Corridor Study Feasibility Report	Proposed Highway Improvement #17: Construct Roundabout	Proposed Improvement Location: Ramp terminal intersection for Blackmon Rd and US-80 EB



Improvement Details	Program Costs	Potential Funding Sources	Comments
Construct roundabout at ramp terminal intersection for Blackmon Rd and US-80 EB.	Total Project Cost: $1,856,000	• HB170 • NHPP • HSIP	

PI # 0016425 City of Columbus J.R. Allen Parkway Corridor Study Feasibility Report	Proposed Highway Improvement #18: Construct Roundabout	Proposed Improvement Location: Ramp terminal intersection for Blackmon Rd and US-80 WB

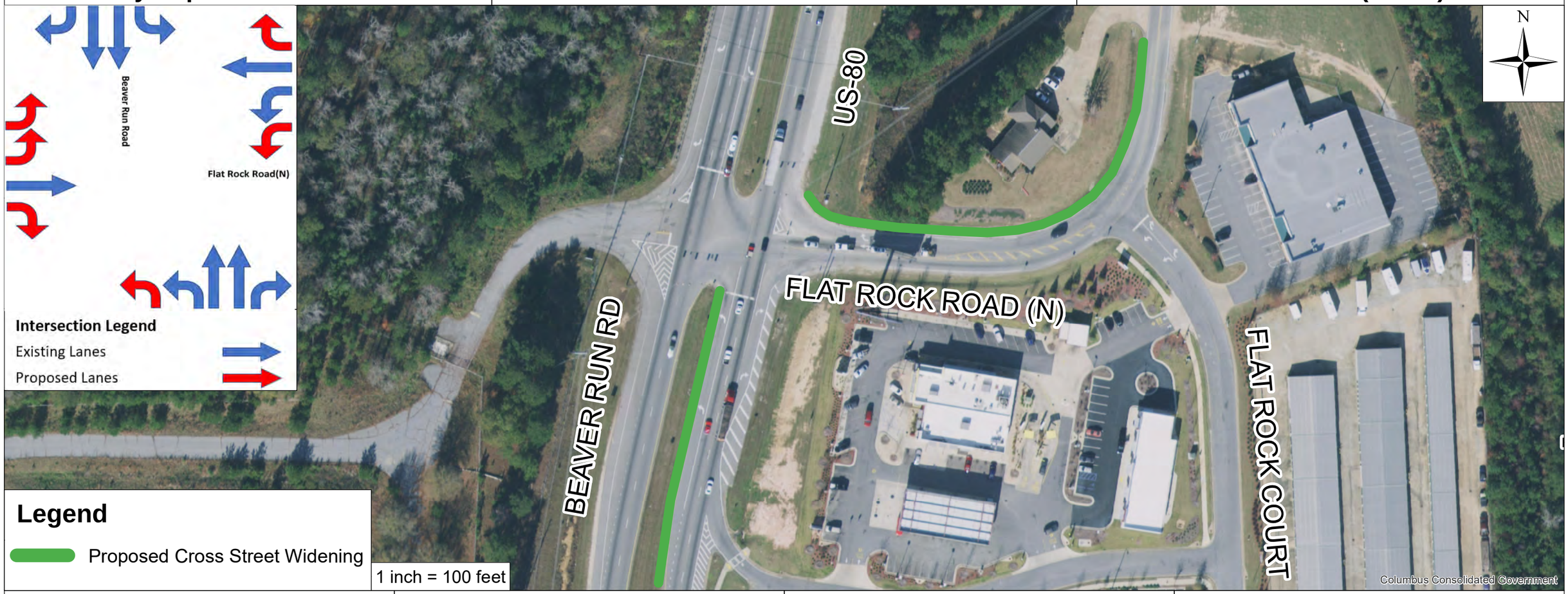


Improvement Details	Program Costs	Potential Funding Sources	Comments
Construct roundabout at ramp terminal intersection for Blackmon Rd and US-80 WB.	Total Project Cost: $1,856,000	• HB170 • NHPP • HSIP	

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvements #19 & #20:
Cross road widening and lane reassignment

Proposed Improvement Location:
Intersection of Flat Rock Road (N) and Beaver Run Road (US-80)



Improvement Details

Add two additional southbound lanes on Flat Rock Road (N) approach to Beaver Run Rd (US-80). Develop dual left turn lanes, a through lane, and a right turn lane. Widen Beaver Run Road to provide a second left turn lane on the NB approach.

Program Costs

- Improvement #19 - Flat Rock Rd (N) Left Turn Lane
  Total Project Cost: $588,000
- Improvement #20 - Beaver Run Road Left Turn Lane
  Total Project Cost: $232,000

Potential Funding Sources

- HB170
- NHPP
- HSIP

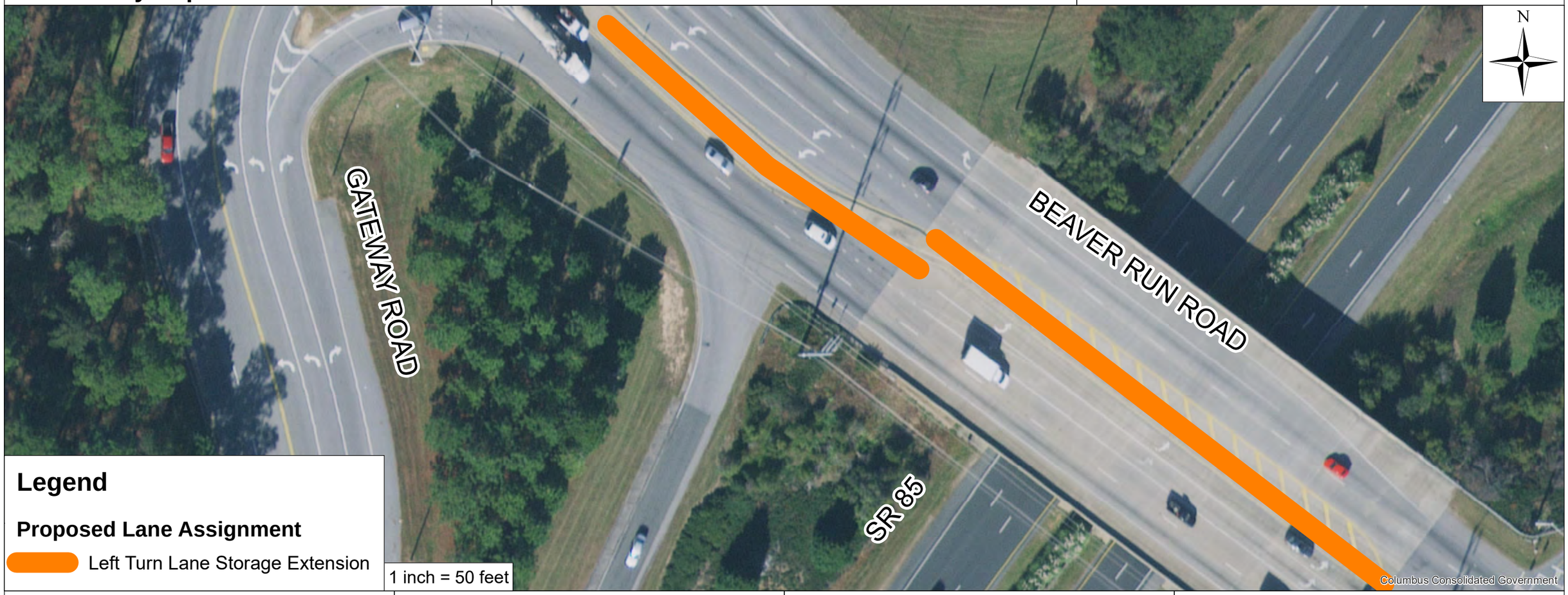
Comments

These alternatives are currently under construction by the developer of the Midland Commons project.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #21:
Extend left turn lane storage

Proposed Improvement Location:
US-80 bridge over SR-85



Legend

Proposed Lane Assignment

Left Turn Lane Storage Extension

1 inch = 50 feet

Improvement Details

Extend eastbound and westbound left turn lane storage on US-80 bridge over SR 85.

Program Costs

Total Project Cost: $407,000

Potential Funding Sources

- HB170

Comments

This improvement is a part of GDOT project #0016440-B.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #22:
Add a 2nd right turn lane

Proposed Improvement Location:
Gateway Road northbound approach to Beaver Run Road



Improvement Details

Add a 2nd right turn lane on Gateway Road northbound approach at Beaver Run Road.

Program Costs

Total Project Cost: $797,000

Potential Funding Sources

- HB170
- NHPP
- HSIP

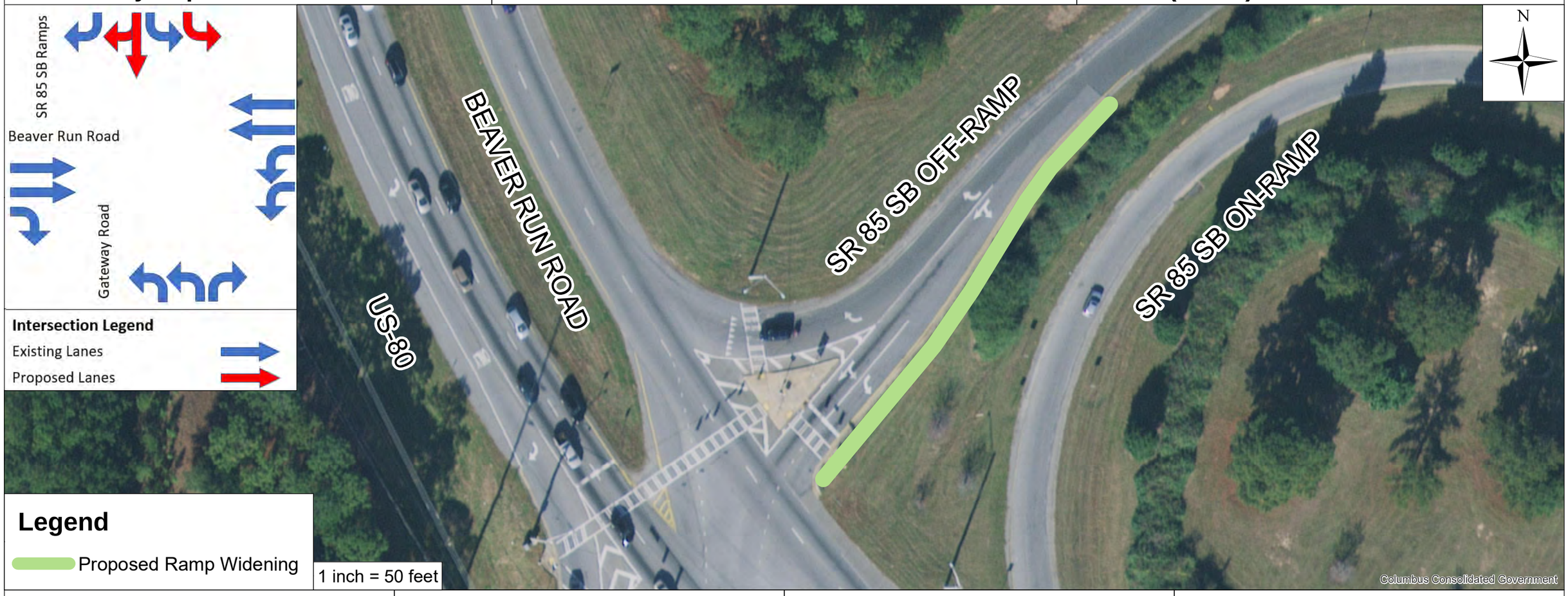
Comments

The proposed 2nd right turn would be dedicated to the SR 85 southbound on-ramp.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #23:
Widen SR-85 off-ramp to provide new turn lanes

Proposed Improvement Location:
SR-85 SB off-ramp to Beaver Run Road (US-80)



Improvement Details

Widen SR 85 southbound off-ramp to develop additional dedicated left turn lane. The proposed approach would have a dedicated right turn lane, a shared through and right turn lane, and dual left turn lanes.

Program Costs

Total Project Cost: $1,537,000

Potential Funding Sources

- HB170

Comments

This proposed improvement is a part of GDOT project #0016440-C.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #24:
Widen SR-85 off-ramp to provide new right turn lane

Proposed Improvement Location:
SR-85 NB off-ramp to Beaver Run Road (US-80)



Improvement Details

Widen SR 85 northbound off-ramp to develop a dedicated right turn lane.

Program Costs

Total Project Cost: $1,104,000

Potential Funding Sources

- HB170

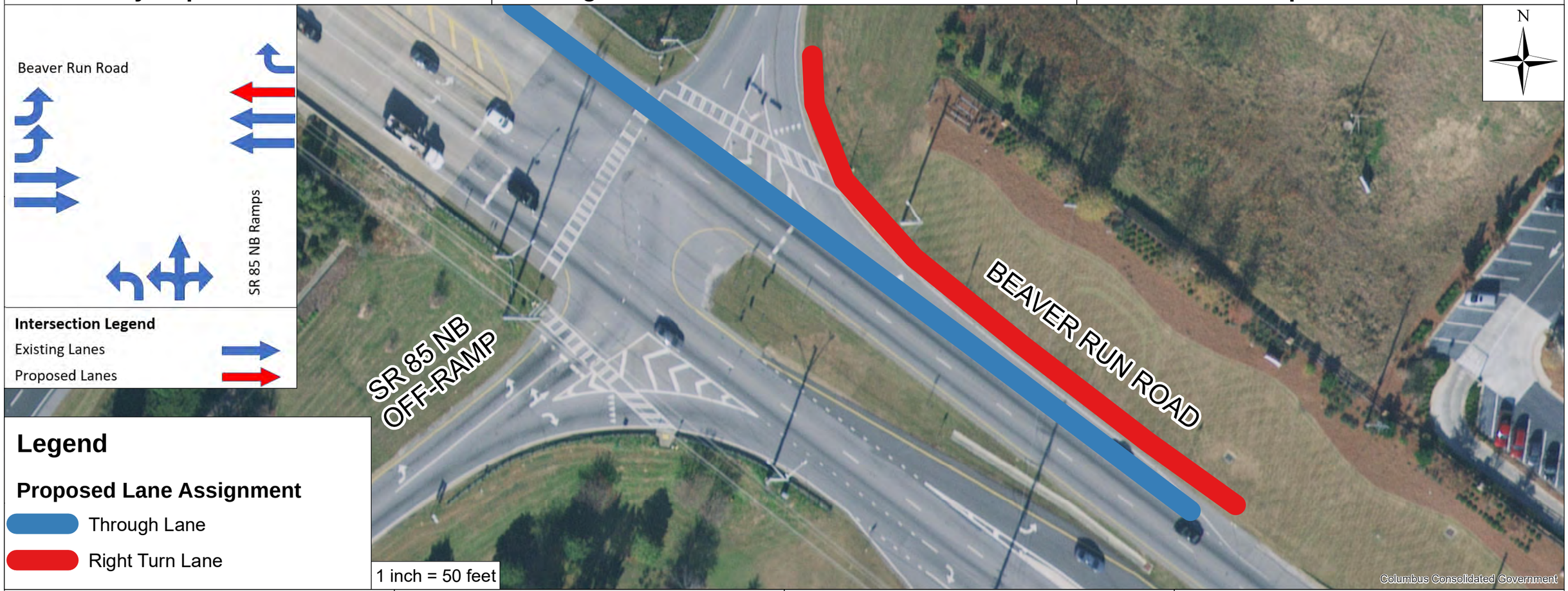
Comments

This proposal is part of GDOT Project # 0016440-A.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #25:
Add US-80 westbound through lane and right turn lane

Proposed Improvement Location:
Beaver Run Rd (US-80) WB at SR 85 northbound ramp terminal intersection



Improvement Details

Add Beaver Run Road (US-80) westbound through lane and designated right turn lane at SR-85 northbound ramp terminal intersection.

Program Costs

Total Project Cost: $473,000

Potential Funding Sources

- HB170

Comments

This proposal is a part of GDOT Project # 0016440-A.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvements #26 & #28:
Add a third lane in both directions on Beaver Run Road

Proposed Improvement Location:
Beaver Run Road between Flat Rock Road (S) and Mallard Drive



Improvement Details

Construct a third lane in both directions on Beaver Run Road between Flat Rock Road (S) and Mallard Drive/Wynfield Way.

Program Costs

- Improvement #26 - Eastbound
  Total Project Cost: $1,798,000
- Improvement #28 - Westbound
  Total Project Cost: $1,798,000

Potential Funding Sources

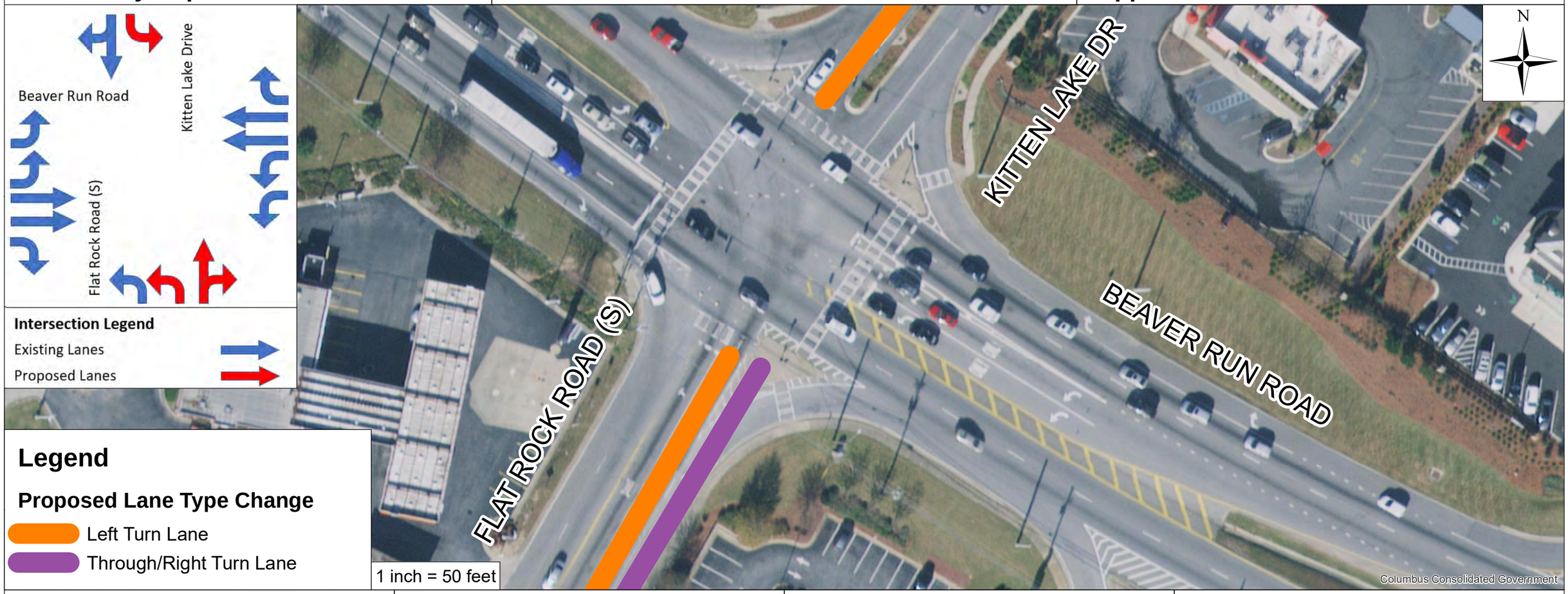
- HB170
- NHPP
- HSIP

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #27:
Intersection approach lane reassignment

Proposed Improvement Location:
Flat Rock Road (S) northbound approach to Beaver Run Road



Improvement Details

For Flat Rock Rd (S) northound approach, convert shared left and through lane to dedicated left turn lane and convert right turn lane to shared through and right lane

Program Costs

Total Project Cost: $70,000

Potential Funding Sources

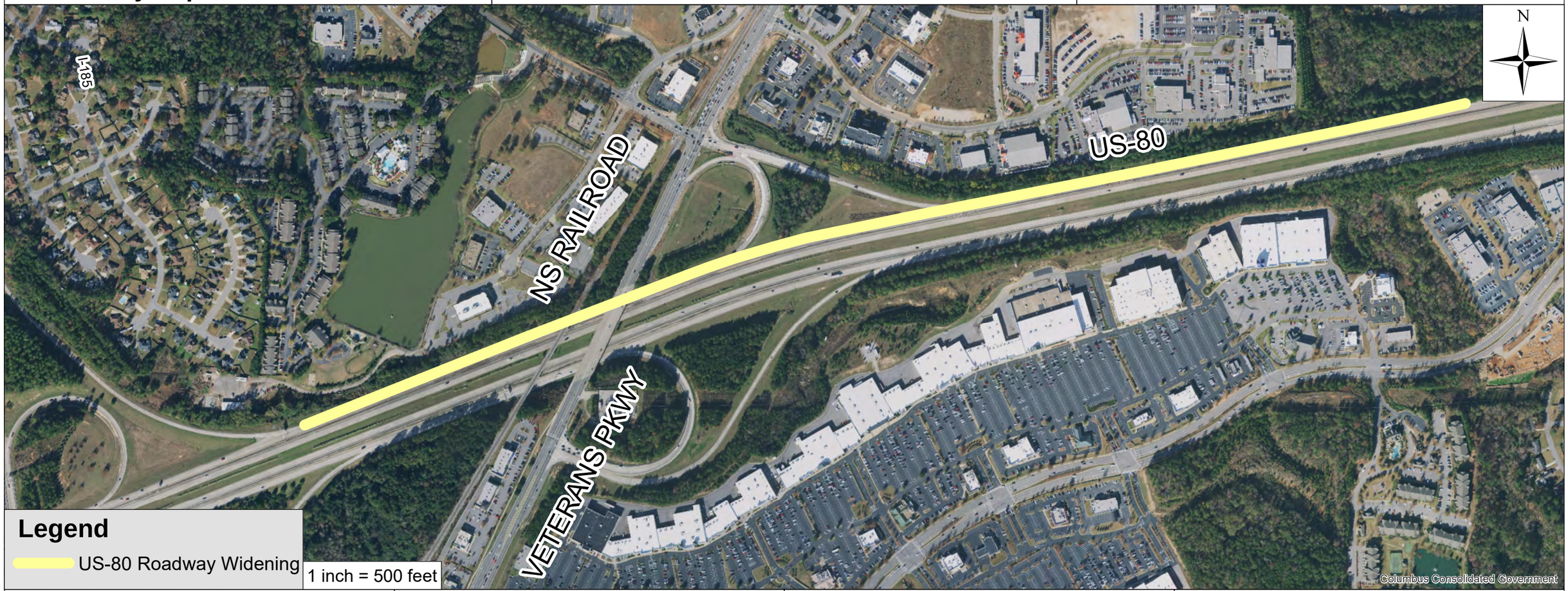
- HB170
- NHPP
- HSIP

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #31:
Construct auxiliary lane on US-80 WB

Proposed Improvement Location:
US-80 WB between
Moon Road and I-185



Improvement Details

Construct an auxiliary lane on US-80 WB between the Moon Road and I-185 interchanges.

Program Costs

Total Project Cost: $4,695,000

Potential Funding Sources

- HB170
- NHPP
- HSIP
- GARVEE

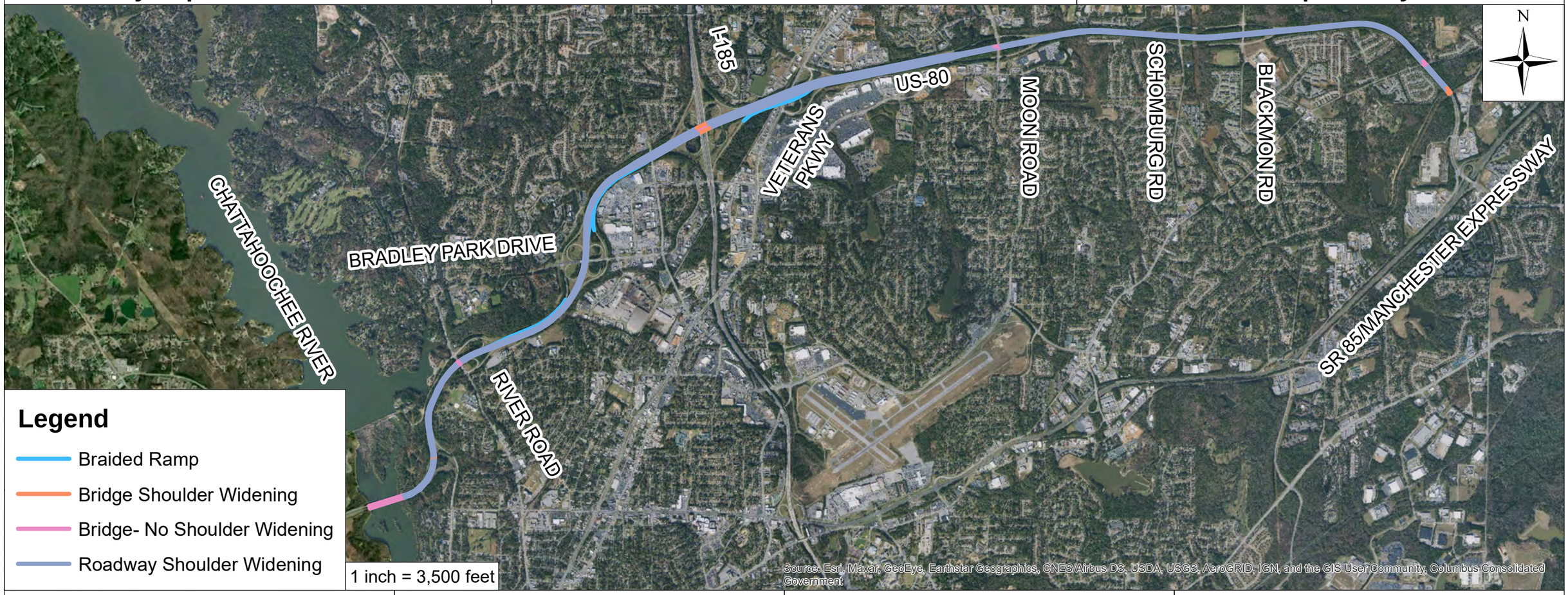
Comments

Providing an auxiliary lane between the ramps of Moon Road and I-185 will improve westbound capacity between these interchanges.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #32:
Bring US-80 to interstate standards

Proposed Improvement Location:
US-80 from the Chattahoochee River to Manchester Expressway



Improvement Details

Upgrade US-80 to interstate standards. Reconstruct and widen outside shoulder to a 12 ft wide paved shoulder. Construct braided ramps between interchanges that do not meet minimum spacing criteria.

Program Costs

Total Project Cost: $118,081,000

Potential Funding Sources

- HB170
- NHPP
- HSIP
- GARVEE

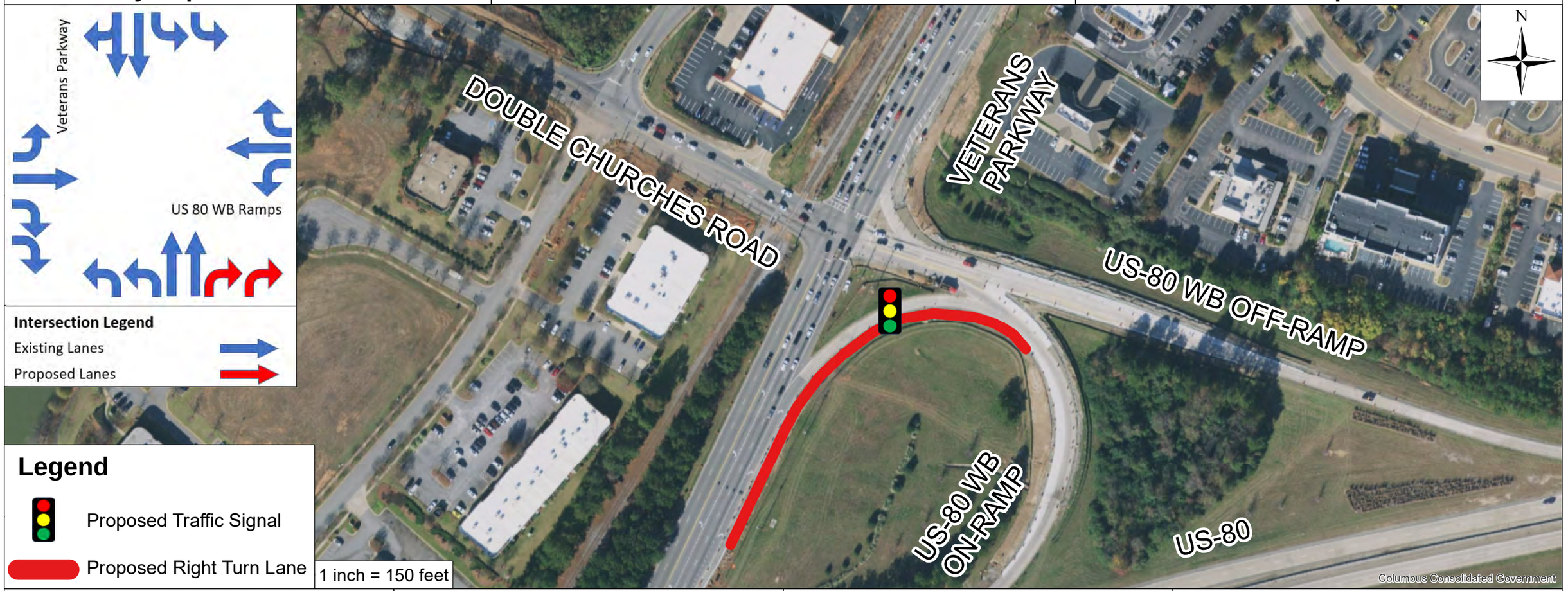
Comments

Proposed braided ramp locations: US-80 EB between Bradley Park Drive and US-80 EB CD Road, US-80 EB CD Road between I-185 and Veterans Pkwy, and US-80 WB between Bradley Park Drive and River Rd

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #33:
Eliminate existing free-flow merge condition

Proposed Improvement Location:
Veterans Parkway (NB) approach to US-80 WB on-ramp



Improvement Details

Eliminate existing free-flow merge condition by converting Veterans Parkway (NB) free-flow right turn to signalized dual right turn.

Program Costs

Total Project Cost: $402,000

Potential Funding Sources

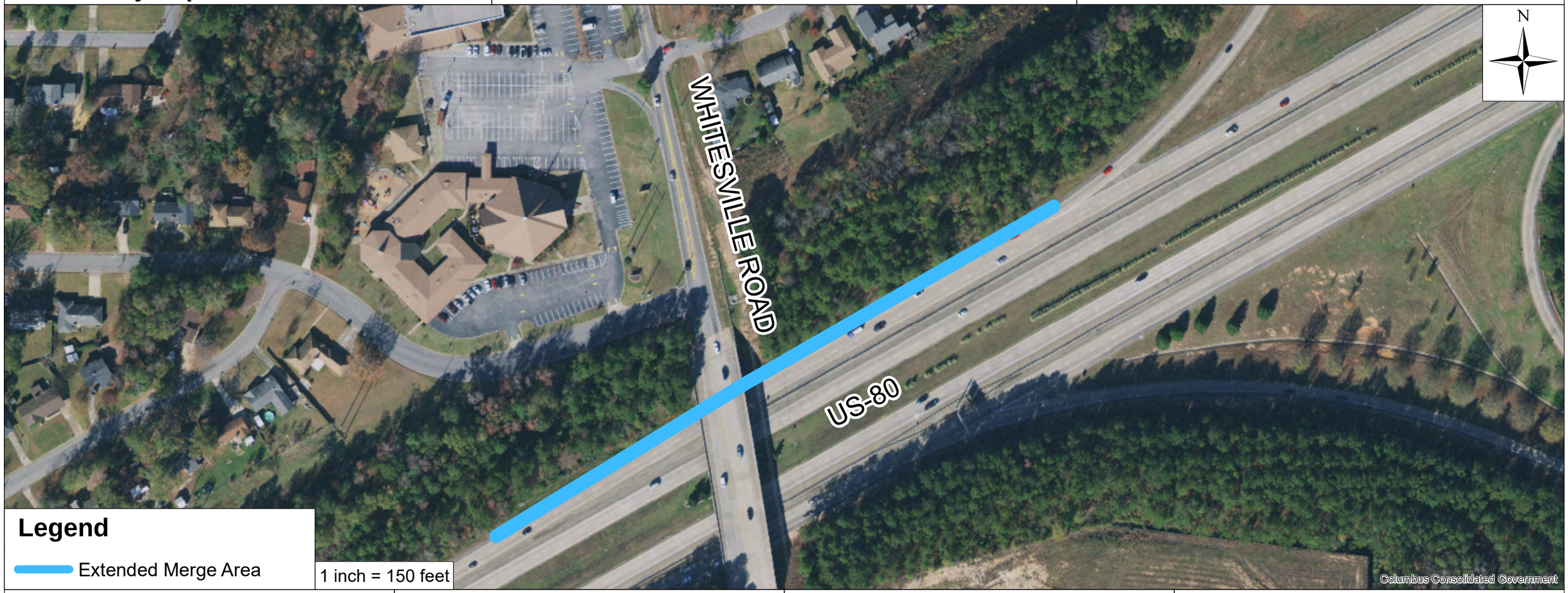
- HB170
- NHPP
- HSIP

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #34:
Extend Merge Area

Proposed Improvement Location:
I-185 SB to US-80 WB CD Road



Improvement Details

Extend the merge area for I-185 SB to US-80 WB CD Road.

Program Costs

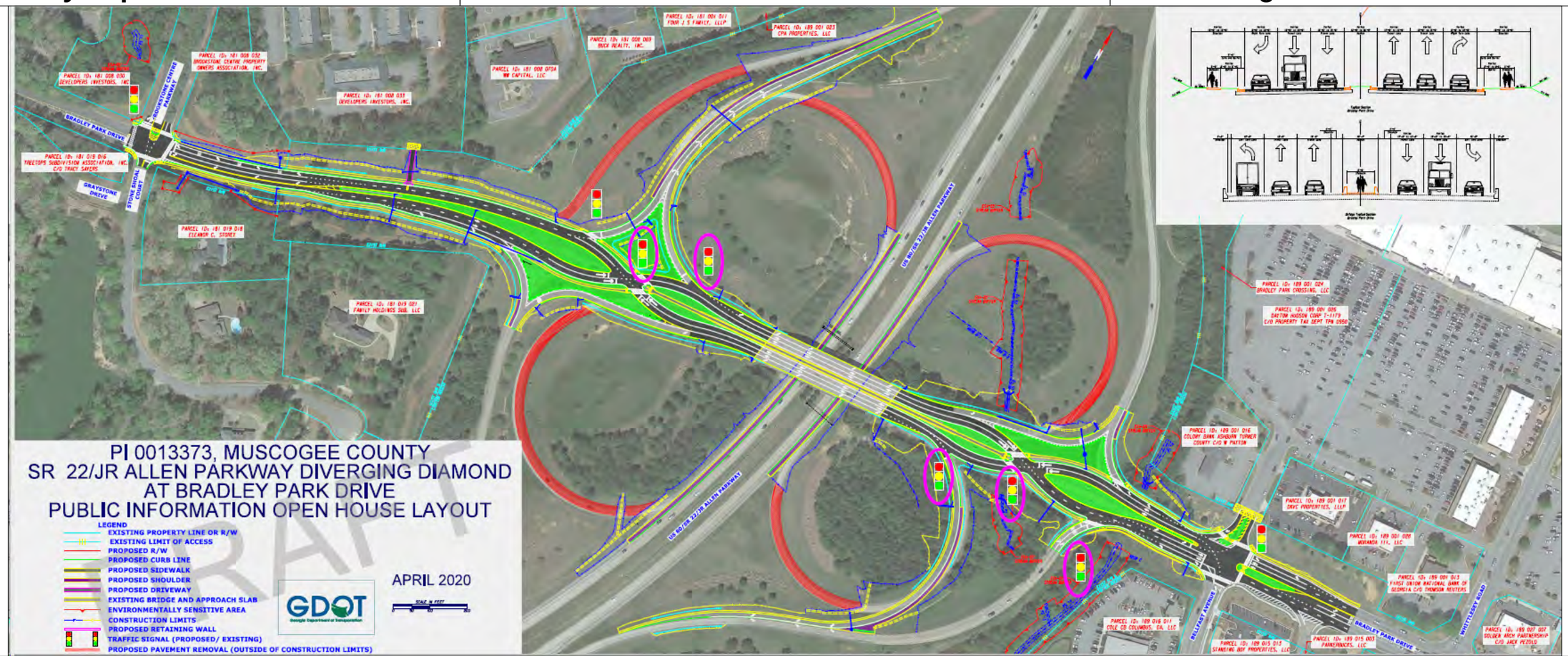
Total Project Cost: $352,000

Potential Funding Sources

- HB170
- NHPP
- HSIP

Comments

PI # 0016425 City of Columbus J.R. Allen Parkway Corridor Study Feasibility Report	Proposed Highway Improvement #36: Improve Bradley Park Drive Interchange	Proposed Improvement Location: US-80 at Bradley Park Drive Interchange

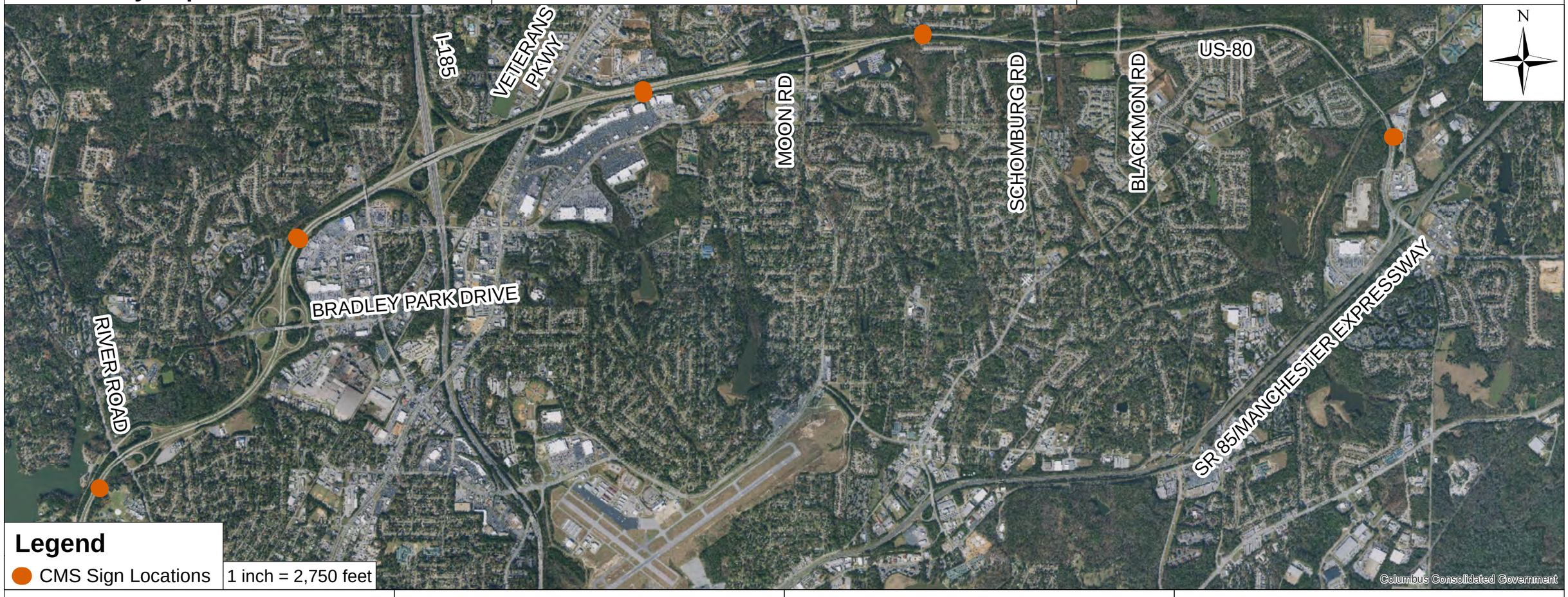


Improvement Details	Program Costs	Potential Funding Sources	Comments
Improve Bradley Park Drive Interchange with US-80 by constructing Diverging Diamond Interchange.	Total Project Cost: $7,258,000	• L220	This improvement will be carried out under GDOT project PI#0013373. Ramps marked in red would be removed under this improvement.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #37:
Use CMS signs to provide advance warning to drivers

Proposed Improvement Location:
US-80 EB & WB between River Road and SR 85



Improvement Details

Use five CMS signs to provide advance warning about sunlight conditions to drivers headed eastbound in the morning and westbound in the evening.

Program Costs

None

Potential Funding Sources

N/A

Comments

CMS signs have been installed under GDOT ITS Project #0014016

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #39:
Remove vegetation on US-80 WB

Proposed Improvement Location:
US-80 WB between 2nd Ave on-ramp and Chattahoochee River



Improvement Details

Remove vegetation along the outside shoulder of US-80 WB immediately east of the Chattahoochee River Bridge, and between the 2nd Ave on-ramp and US-80.

Program Costs

Total Project Cost: $49,000

Potential Funding Sources

- NHPP
- STP
- Local

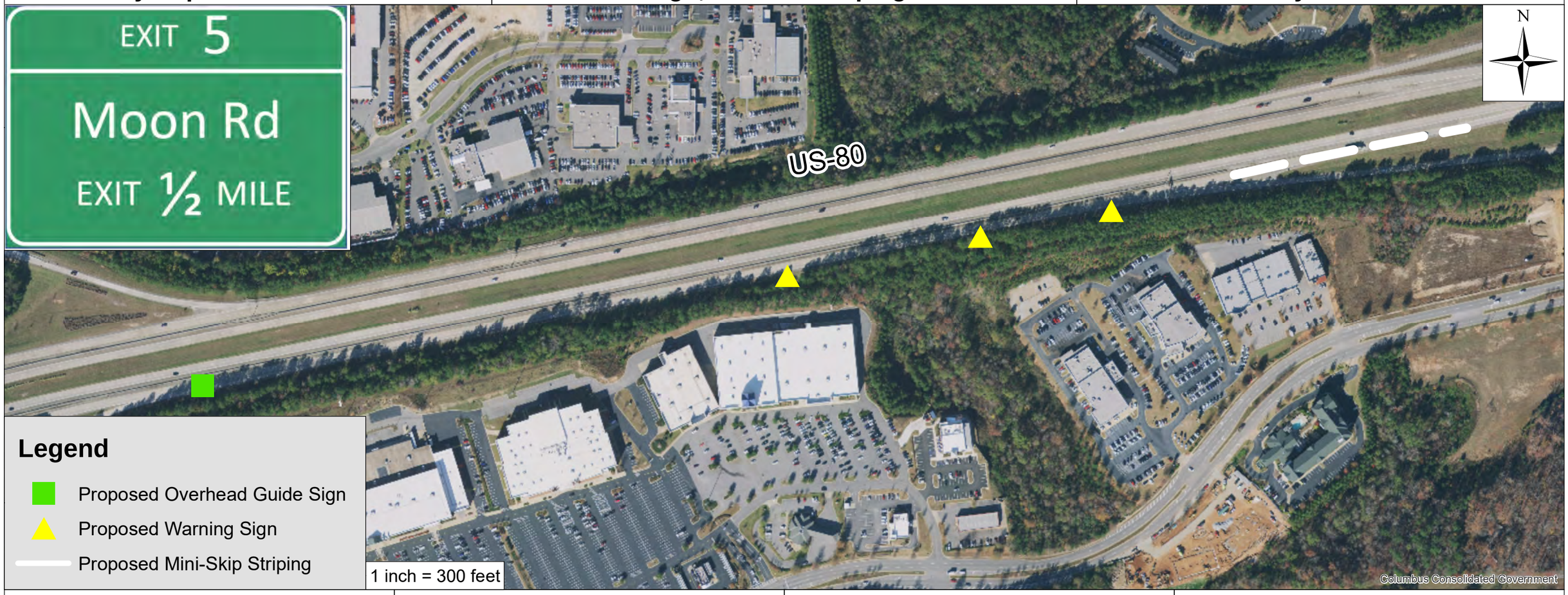
Comments

Removing this vegetation will improve visibility for drivers merging onto US-80 WB from 2nd Ave, which will improve safety.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Highway Improvement #40:
Replace Left Lane Ends Warning Signs, Add Guide Sign, and Add Striping

Proposed Improvement Location:
US-80 EB CD Road Between Veterans Parkway and Moon Road



Improvement Details

Replace the three "Left Lane Ends" warning signs with three "Right Lane Ends" warning signs. Reinforce this by adding mini-skip lane stripes which clearly show the right lane is ending after the Moon Road off-ramp.

Program Costs

Total Project Cost: $345,000

Potential Funding Sources

- HB170
- NHPP
- HSIP

Comments

Add a 1/2 mile advance guide sign for the Moon Road exit. The sign should be installed as an overhead sign.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvement #1:
Extend existing concrete sidewalk

Proposed Improvement Location:
Whitesville Road from Headquarter Nissan driveway to Buckeye Way



Improvement Details

Extend the existing concrete sidewalk on the east side of Whitesville Rd that ends south of US-80 at the Headquarter Nissan driveway. Extend the sidewalk north to the southeast corner of Buckeye Way.

Program Costs

Total Project Cost: $162,000

Potential Funding Sources

- ZS30
- Z301
- Local

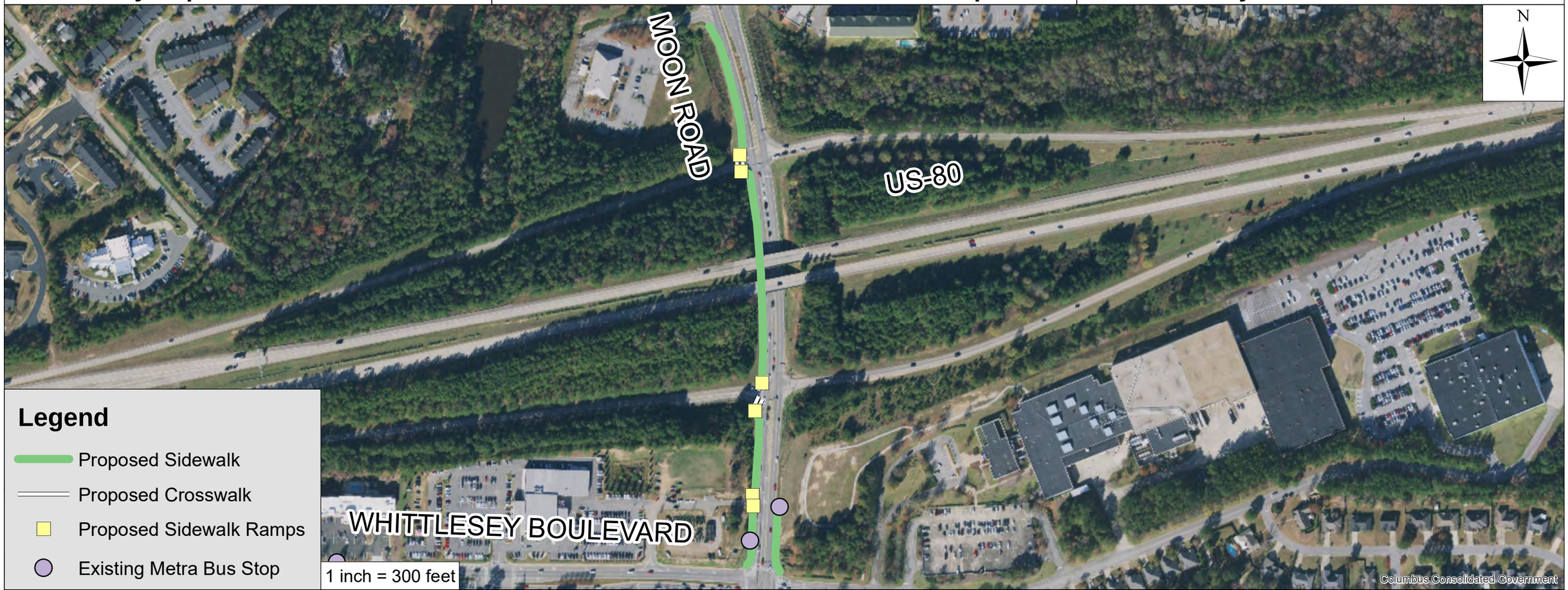
Comments

Add a 4-foot wide striped shoulder with delineators and reflective ceramic markers along the east side of the overpass bridge separating the outside travel lane from the new pedestrian path.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvements #2 & #7:
Extend existing concrete sidewalk and provide sidewalk access to Moon Road bus stops

Proposed Improvement Location:
Moon Road from 7141 Moon Road to Whittlesey Boulevard



Improvement Details

Extend the existing concrete sidewalk on the west side of Moon Rd from 7141 Moon Rd to the northwest corner of Whittlesey Blvd. On the east side of Moon Rd extend sidewalk from Whittlesey Blvd north to the first bus stop on Moon Road.

Program Costs

- Improvement #2
  Total Project Cost: $245,000
- Improvement #7
  Total Project Cost: $13,000

Potential Funding Sources

- ZS30
- Z301
- Local

Comments

Extending these sidewalks will improve facilities for pedestrians walking along Moon Road. It will also provide sidewalk access to both of the bus stops on Moon Road just north of Whittlesey Boulevard.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvement #3:
Construct multi-use trail

Proposed Improvement Location:
West side of Schomburg Road
Heartwood Drive-N Stadium Drive



Improvement Details

Construct an asphaltic concrete, two-way, multi-use trail on the west side of Schomburg Road from Heartford Drive/Sugar Mill Drive to N Stadium Drive.

Program Costs

Total Project Cost: $3,169,000

Potential Funding Sources

- ZS30
- Z301
- Local

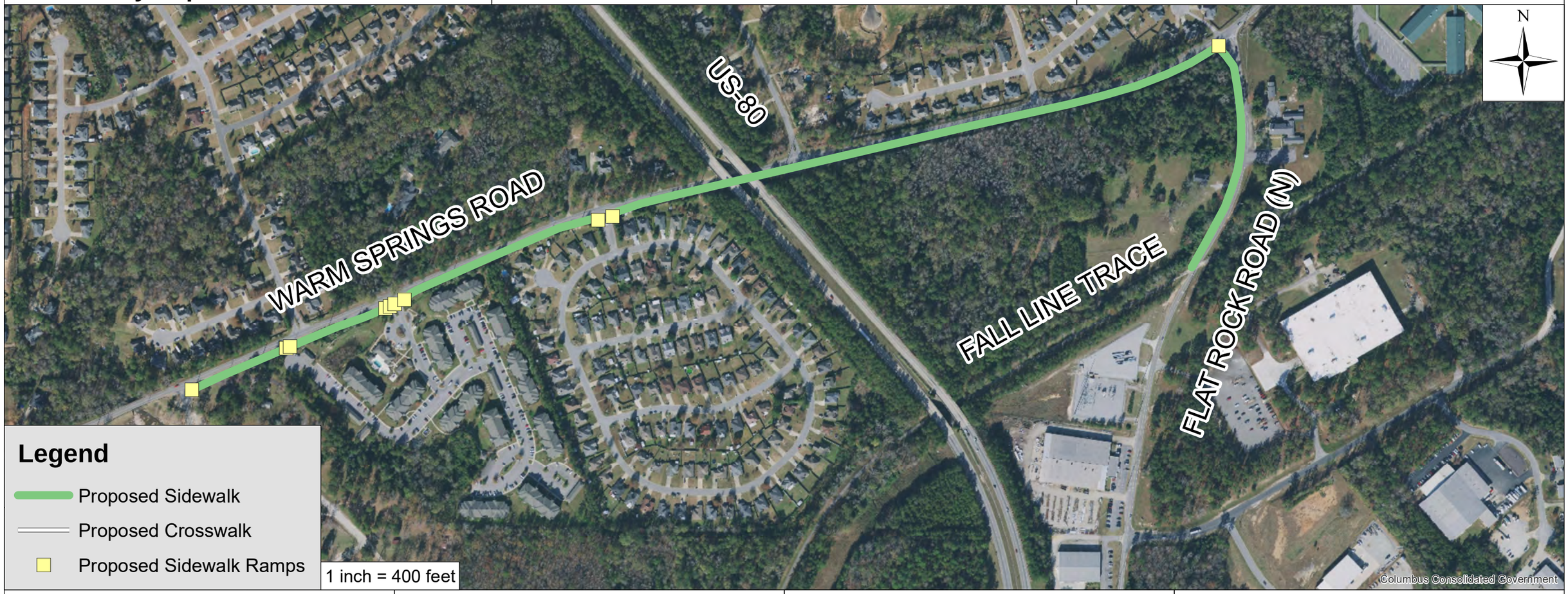
Comments

This proposal would include a multi-use trail bridge over US-80. This trail would allow students to travel from the neighborhoods south of US-80 to the schools north of US-80.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvement #4:
Construct new concrete sidewalk

Proposed Improvement Location:
South side of Warm Springs Road from Flat Rock Park to Flat Rock Road



Improvement Details

Construct new concrete sidewalk on the south side of Warm Springs Road from Flat Rock Park to Flat Rock Road (N). Continue sidewalk along Flat Rock Road (N) to Fall Line Trace.

Program Costs

Total Project Cost: $1,080,000

Potential Funding Sources

- ZS30
- Z301
- Local

Comments

Constructing new sidewalk on Warm Springs Road will provide improved pedestrian access to Flat Rock Park, Flat Rock Rd, and Fall Line Trace from the adjacent neighborhoods.

PI # 0016425 City of Columbus J.R. Allen Parkway Corridor Study Feasibility Report	Proposed Multimodal Improvement #5: Extend existing concrete sidewalk	Proposed Improvement Location: West side of Flat Rock Road (S) south of Beaver Run Road.



Improvement Details

Extend the existing sidewalk along the frontage of the Circle K/Shell Service Station. End the extended sidewalk at the existing curb ramp on the southwest corner of Beaver Run Road.

Program Costs

Total Project Cost: $23,000

Potential Funding Sources

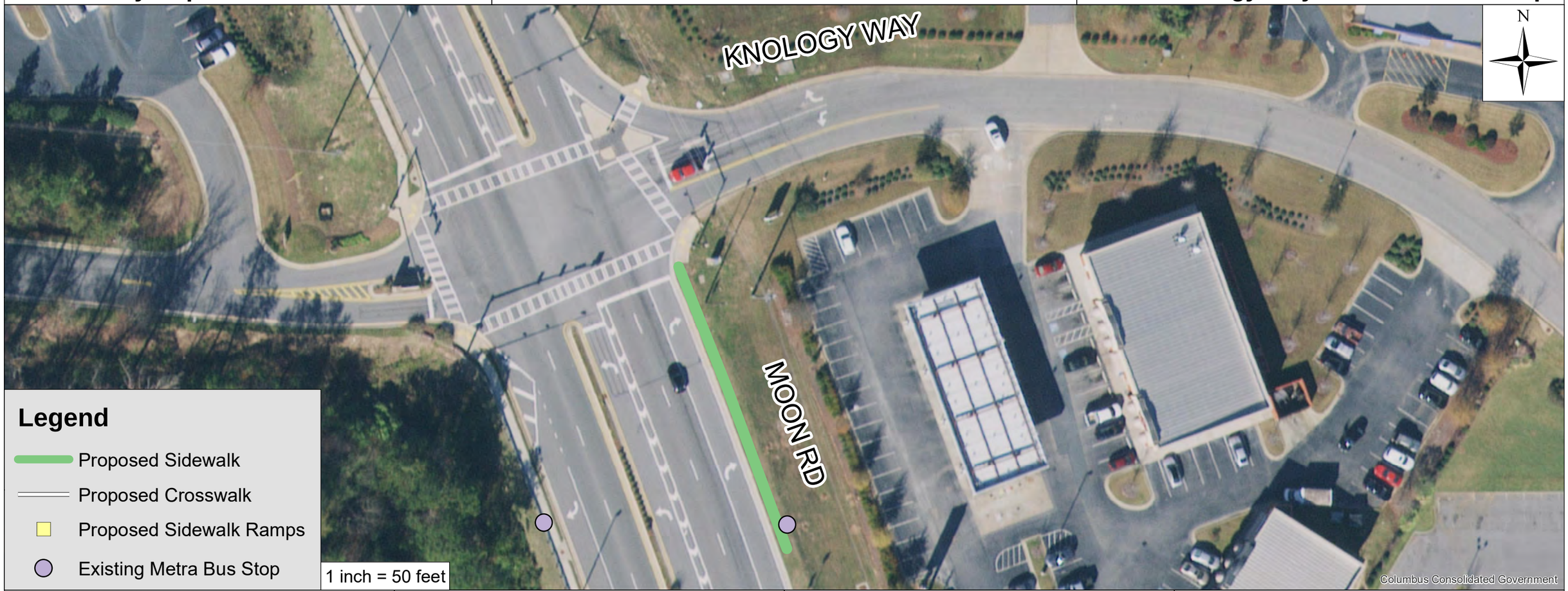
- ZS30
- Z301
- Local

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvement #6:
Extend sidewalk to existing bus stop

Proposed Improvement Location:
Northbound side of Moon Road
from Knology Way to Route 9 bus stop



Improvement Details

Extend sidewalk from Knology Way to the Route 9 bus stop on the northbound side of Moon Road.

Program Costs

Total Project Cost: $9,000

Potential Funding Sources

- ZS30
- Z301
- Local

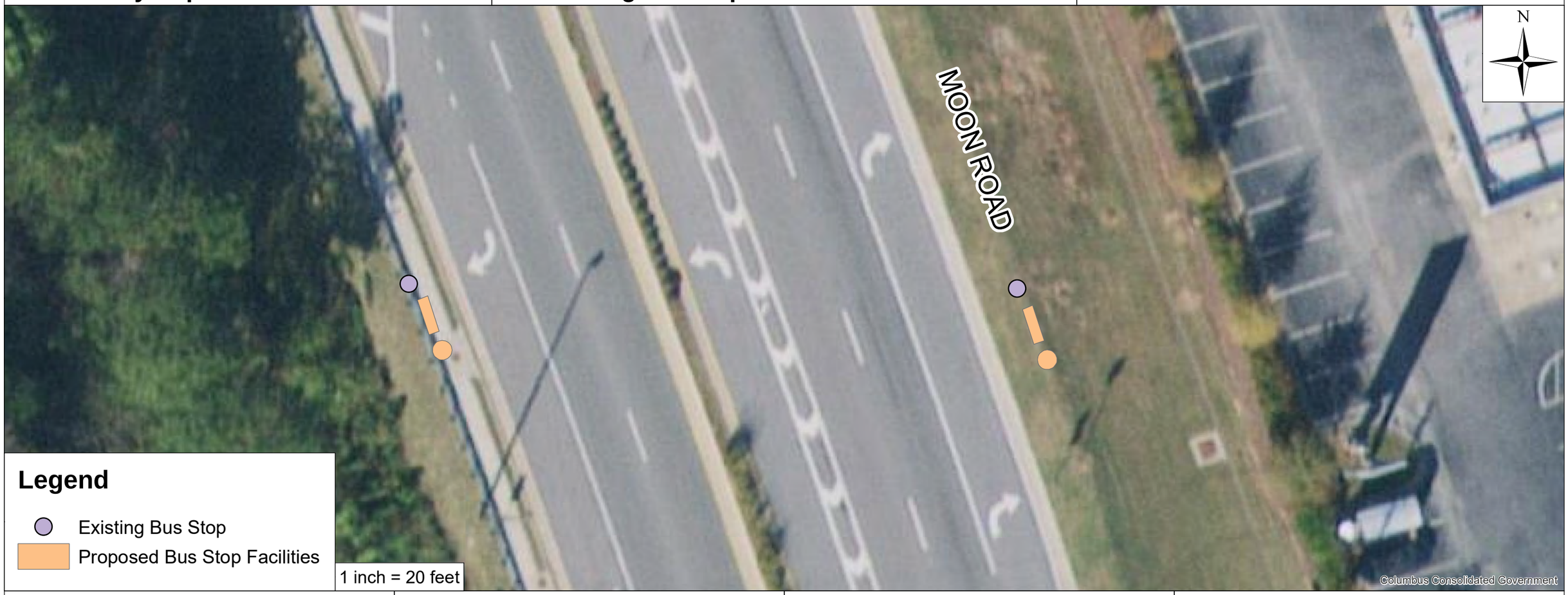
Comments

Extending the sidewalk will improve pedestrian access to the Route 9 bus stop. It should also aid in embarking and disembarking at the bus stop.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvement #8A:
Install a metal bench and a trash receptacle at existing bus stops

Proposed Improvement Location:
First two Route 9 bus stops on Moon Road north of US-80.



Improvement Details

Install a metal bench and a trash receptacle at the two Route 9 bus stops on Moon Road immediately north of US-80

Program Costs

Total Project Cost (#8A and #8B): $13,000

Potential Funding Sources

- 5307
- 5309
- Local

Comments

PI # 0016425 City of Columbus J.R. Allen Parkway Corridor Study Feasibility Report	Proposed Multimodal Improvement #8B: Install a metal bench and a trash receptacle at an existing bus stop	Proposed Improvement Location: Route 9 bus stop on the northbound side of Moon Road south of US-80.



Improvement Details	Program Costs	Potential Funding Sources	Comments
Install a metal bench and a trash receptacle at the Route 9 bus stop on the northbound side of Moon Road south of US-80.	Total Project Cost (#8A and #8B): $13,000	• 5307 • 5309 • Local	

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvement #9A:
Construct concrete sidewalk to existing bus stop

Proposed Improvement Location:
Along N Lake Pkwy and Bear Lane from Veterans Pkwy to N Lake Loop



Improvement Details

Construct concrete sidewalk from Veterans Parkway to Bear Lane along the eastbound side of N Lake Parkway. Then construct sidewalk along the southbound side of Bear Lane.

Program Costs

Total Project Cost (#9A and #9B): $62,000

Potential Funding Sources

- 5307
- Local
- 5309
- ZS30
- Z301

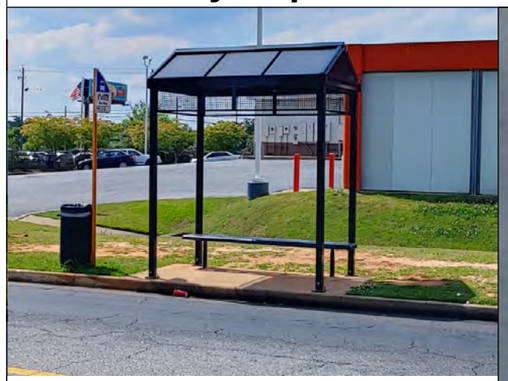
Comments

Constructing the sidewalk would improve pedestrian access to the Route 9/Route 10 bus stop. This would allow pedestrians to travel along sidewalk north or south from the bus stop.

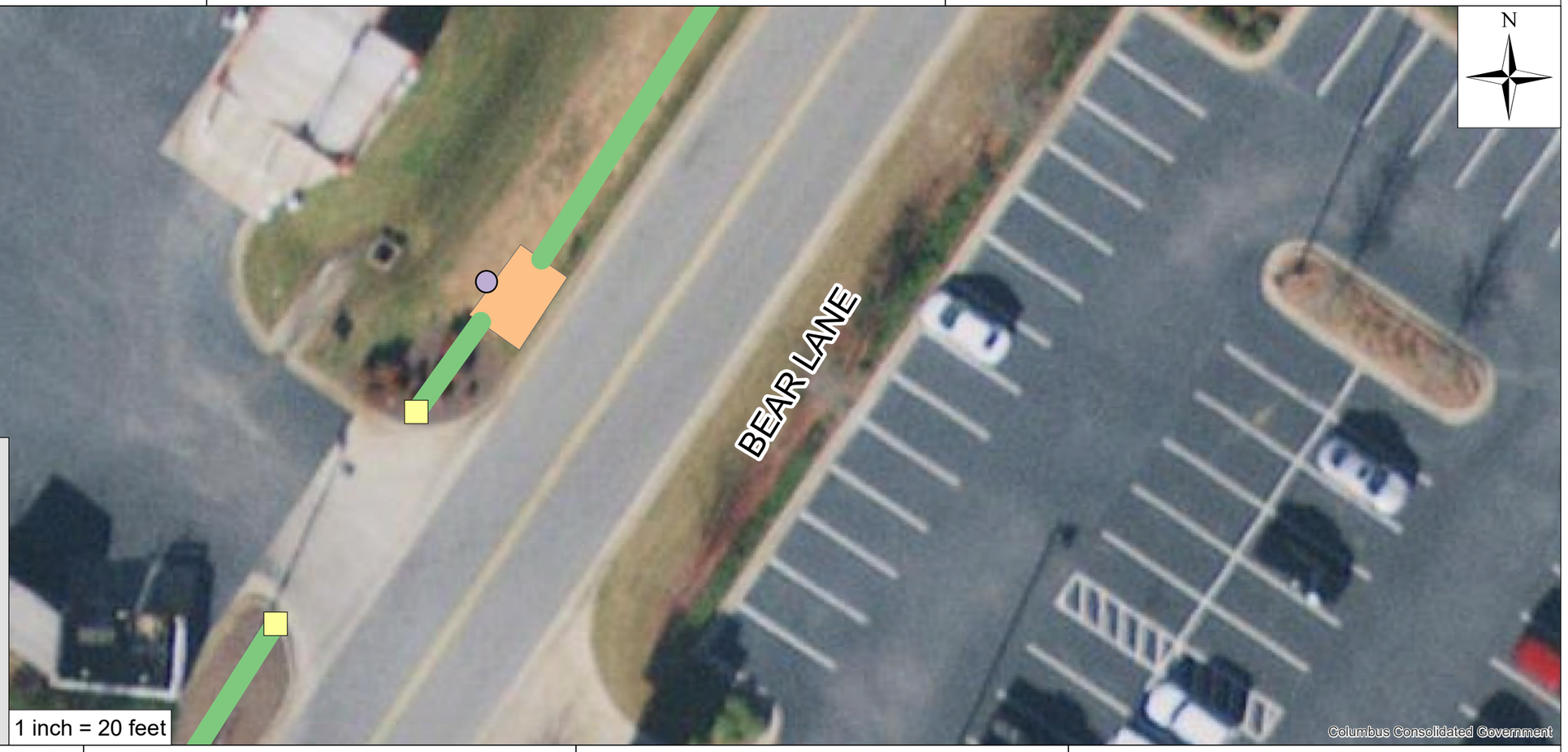
PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvement #9B:
Extend concrete pad further back from the street and relocate bus shelter.

Proposed Improvement Location:
Route 9/Route 10 bus stop on the southbound side of Bear Lane



Existing Bus Shelter



Legend

- Existing Bus Stop
- Proposed Bus Stop Facilities
- Proposed Sidewalk
- Proposed Sidewalk Ramp
- Proposed Crosswalk

Improvement Details

Extend the existing concrete pad away from the street and relocate the existing bus shelter to the back of the pad. Tie in the proposed sidewalks into the extended concrete pad.

Program Costs

Total Project Cost (#9A and #9B): $62,000

Potential Funding Sources

- 5307
- 5309
- ZS30
- Z301
- Local

Comments

The existing concrete pad is too narrow and therfore does not provide enough space for embarking and disembarking. Extending the concrete pad will provide the necessary space.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvement #10:
Construct concrete sidewalk and crosswalk to existing bus stop

Proposed Improvement Location:
Sheltered bus stop on Talokas Lane



Improvement Details

Construct a concrete sidewalk from the sheltered bus stop on Talokas Lane south to the corner. Install a crosswalk to the curb ramp on the opposite side of Talokas Lane.

Program Costs

Total Project Cost: $10,000

Potential Funding Sources

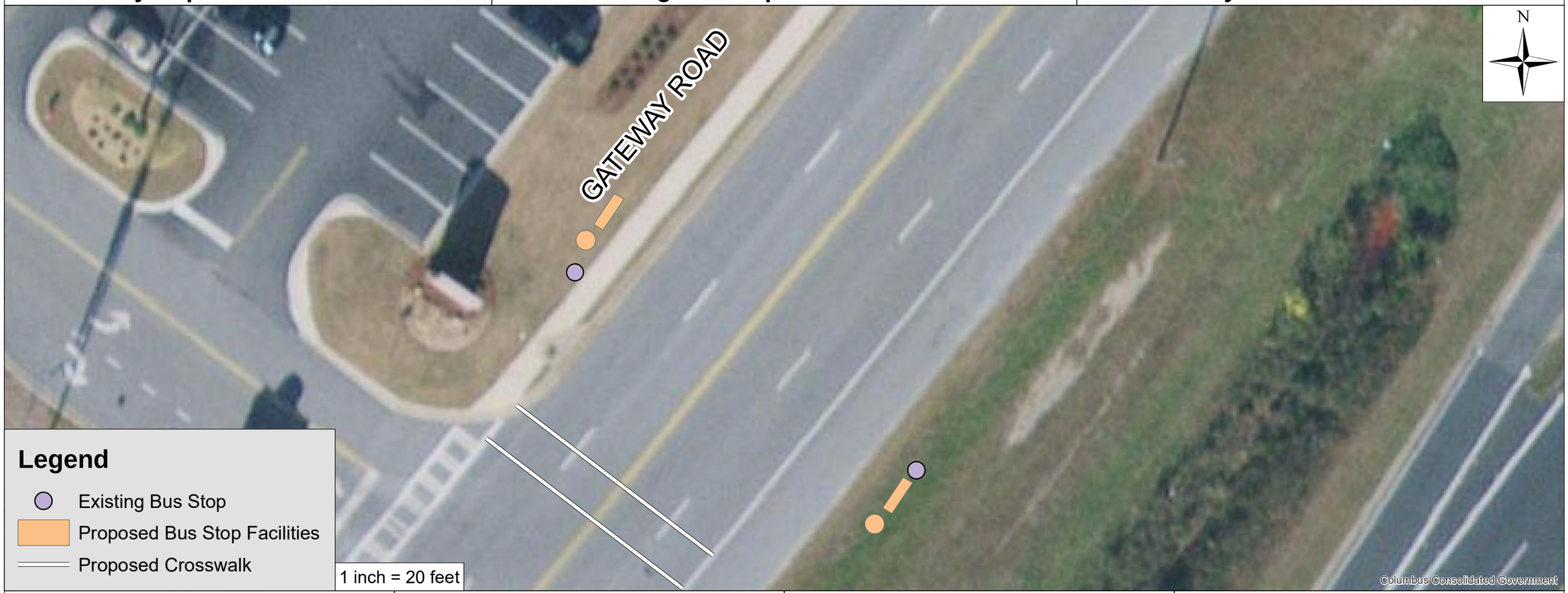
- ZS30
- Z301
- Local

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvement #11A:
Install a metal bench and a trash receptacle at an existing bus stops

Proposed Improvement Location:
Two northernmost Route 6 bus stops on Gateway Road.



Improvement Details

Install a metal bench and a trash receptacle at the two northermost Route 6 bus stops on Gateway Road

Program Costs

Total Project Cost (#11A and #11B): $34,000

Potential Funding Sources

- 5307
- 5309
- Local

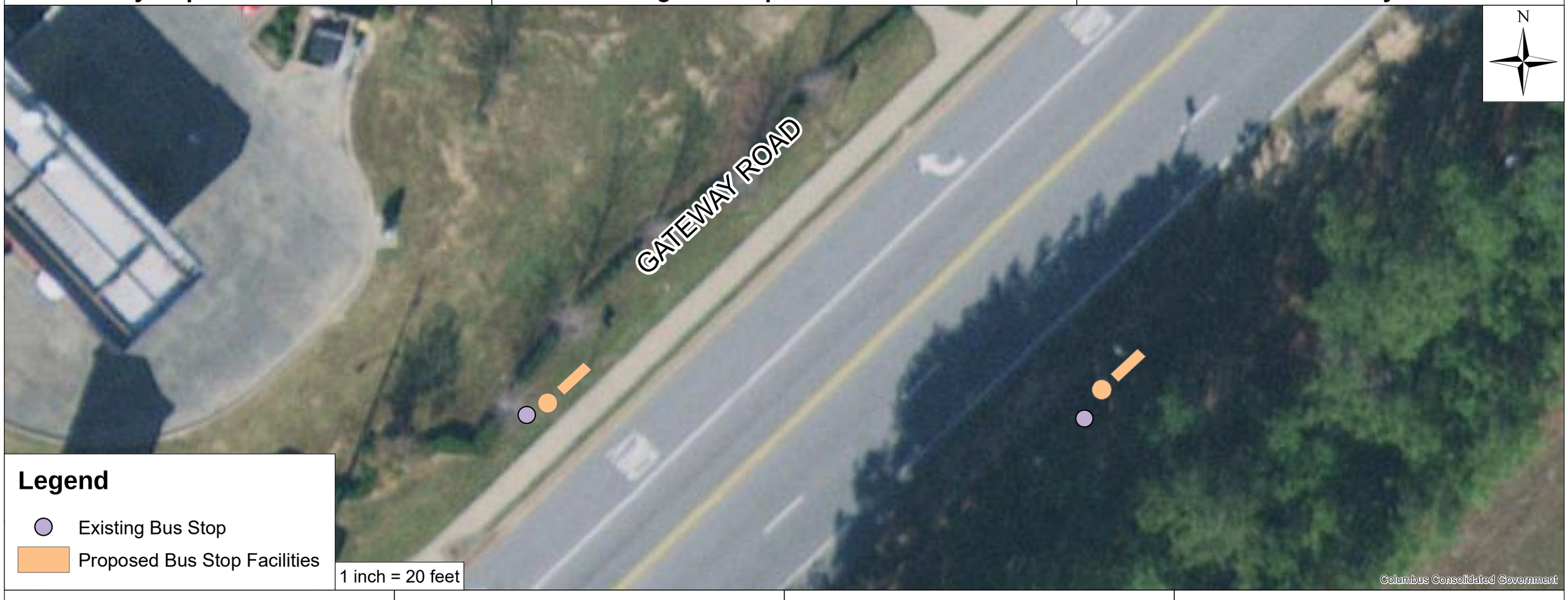
Comments

Provide a crosswalk and Rectangular Rapid Flashing Beacon to allow pedestrians to safely cross Gateway Road when accessing the bus stop on the northbound side of Gateway Road.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvement #11B:
Install a metal bench and a trash receptacle at an existing bus stops

Proposed Improvement Location:
Two Route 6 bus stops just north of Talokas Lane on Gateway Road.



Improvement Details

Install a metal bench and a trash receptacle at the two Route 6 bus stops on Gateway Road just north of Talokas Lane.

Program Costs

Total Project Cost (#11A and #11B): $34,000

Potential Funding Sources

- 5307
- 5309
- Local

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvement #12:
Construct concrete sidewalk to existing bus stop

Proposed Improvement Location:
Eastbound side of Manchester Expy from 3rd Avenue to Route 5 bus stop



Improvement Details

Construct concrete sidewalk from 3rd Avenue to the first Route 5 bus stop on the eastbound side of Manchester Expressway.

Program Costs

Total Project Cost: $17,000

Potential Funding Sources

- ZS30
- Z301
- Local

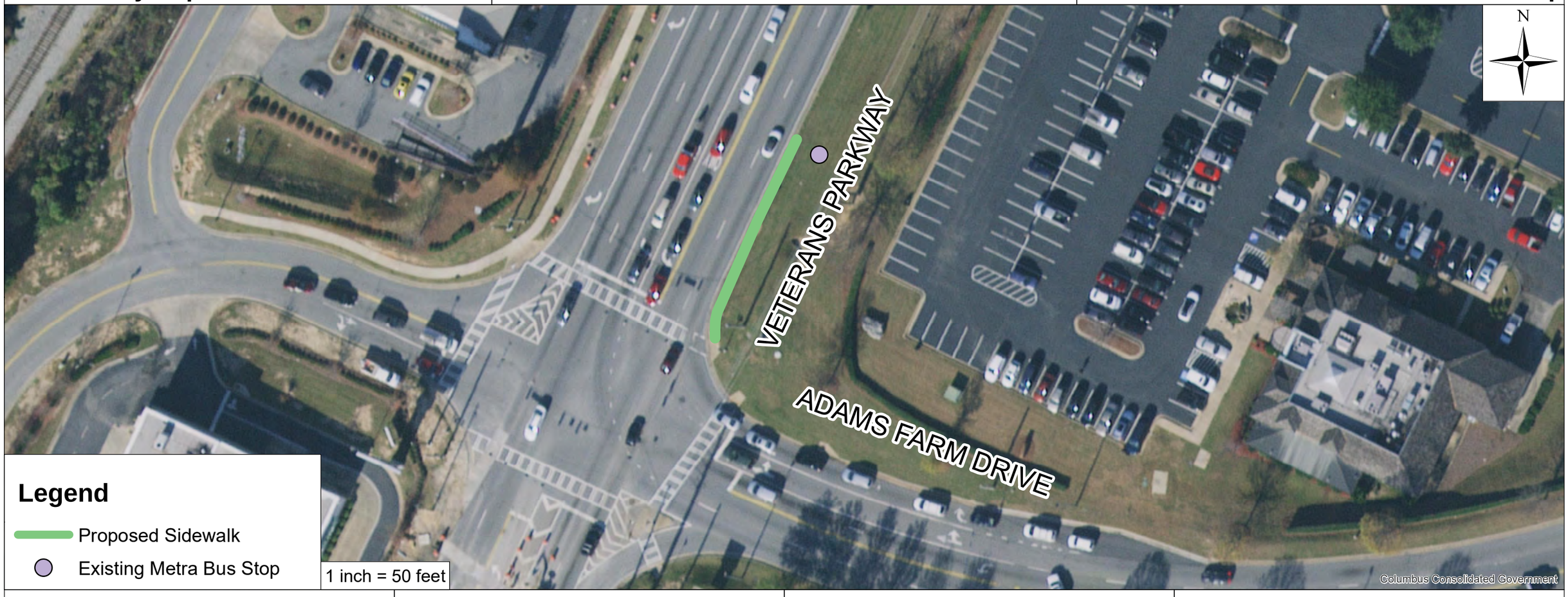
Comments

Constructing the sidewalk will improve pedestrian access to the Route 5 bus stop. It should also aid in embarking and disembarking at the bus stop.

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvement #13:
Extend sidewalk to existing bus stop

Proposed Improvement Location:
NB side of Veterans Parkway from Adams Farm Drive to Route 10 bus stop



Improvement Details

Construct sidewalk from Adams Farm Drive to the Route 10 bus stop on the northbound side of Veterans Parkway.

Program Costs

Total Project Cost: $8,000

Potential Funding Sources

- ZS30
- Z301
- Local

Comments

Extending the sidewalk will improve pedestrian access to the Route 10 bus stop. It should also aid in embarking and disembarking at the bus stop.

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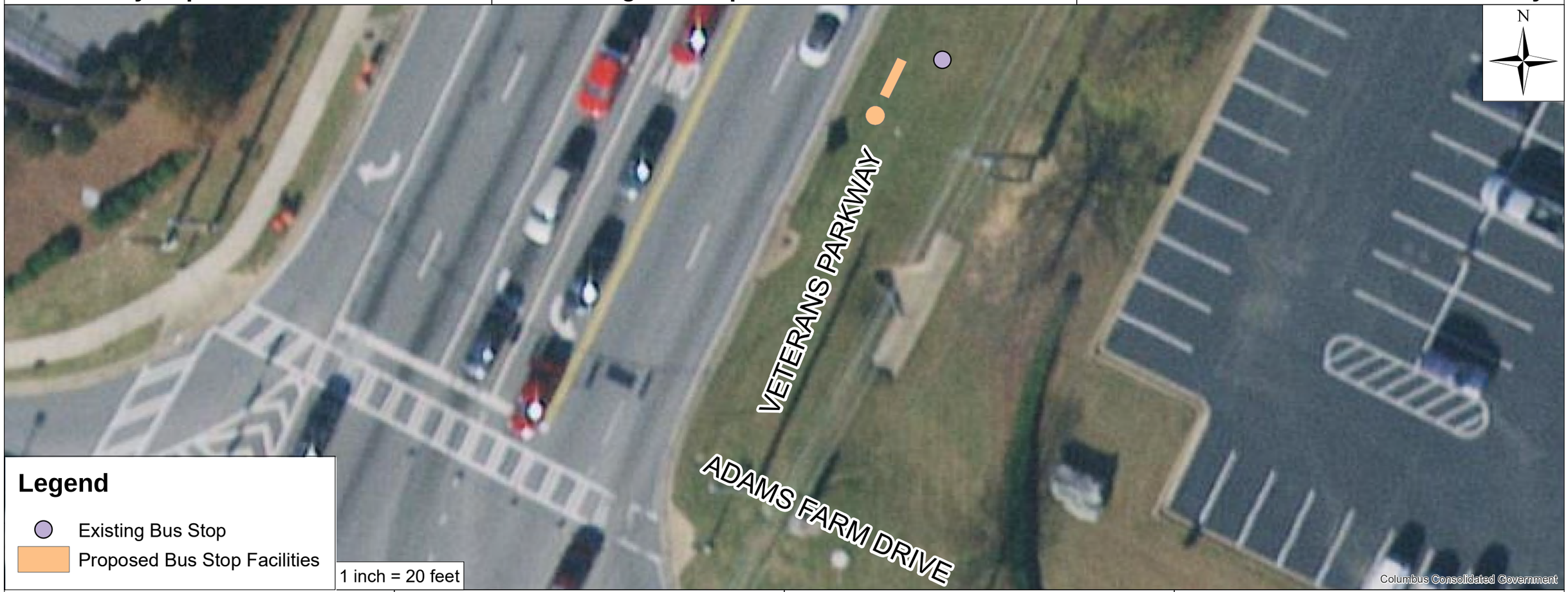
Proposed Multimodal Improvement #14A:
Install a metal bench and a trash receptacle at existing bus stops

Proposed Improvement Location:
Route 10 bus stop north of Adams Farm Drive on the NB side of Veterans Pkwy



Improvement Details

Install a metal bench and a trash receptacle at the Route 10 bus stop on Veterans Parkway immediately north of Adams Farm Drive

Program Costs

Total Project Cost (#14A, #14B, & 14C): $18,000

Potential Funding Sources

- 5307
- 5309
- Local

Comments

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Proposed Multimodal Improvement #14B:
Install a metal bench and a trash receptacle at existing bus stops

Proposed Improvement Location:
Route 10 bus stop north of Adams Farm Drive on the SB side of Veterans Pkwy



Improvement Details

Install a metal bench and a trash receptacle at the Route 10 bus stop on the southbound side of Veterans Parkway immediately north of Adams Farms Drive

Program Costs

Total Project Cost (#14A, #14B, & 14C): $18,000

Potential Funding Sources

- 5307
- 5309
- Local

Comments

PI # 0016425 City of Columbus
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Feasibility Report

Proposed Multimodal Improvement #14C:
Install a metal bench and a trash receptacle at existing bus stops

Proposed Improvement Location:
Route 10 bus stops south of Adams Farm Drive on Veterans Parkway



Improvement Details

Install a metal bench and a trash receptacle at the Route 10 bus stops on Veterans Parkway immediately south of Adams Farm Drive.

Program Costs

Total Project Cost (#14A, #14B, & 14C): $18,000

Potential Funding Sources

- 5307
- 5309
- Local

Comments

PI # 0016425 City of Columbus J.R. Allen Parkway Corridor Study Feasibility Report	Proposed Multimodal Improvement #15: Construct new concrete pad, bus shelter, metal bench and trash receptacle	Proposed Improvement Location: Route 10 bus stop in front of Social Security Administration Building



Improvement Details

Construct new concrete pad, bus shelter, metal bench, and trash receptacle at the Route 10 bus stop located on the southbound side of North Lake Drive in front of the Social Security Administration Building.

Program Costs

Total Project Cost: $21,000

Potential Funding Sources

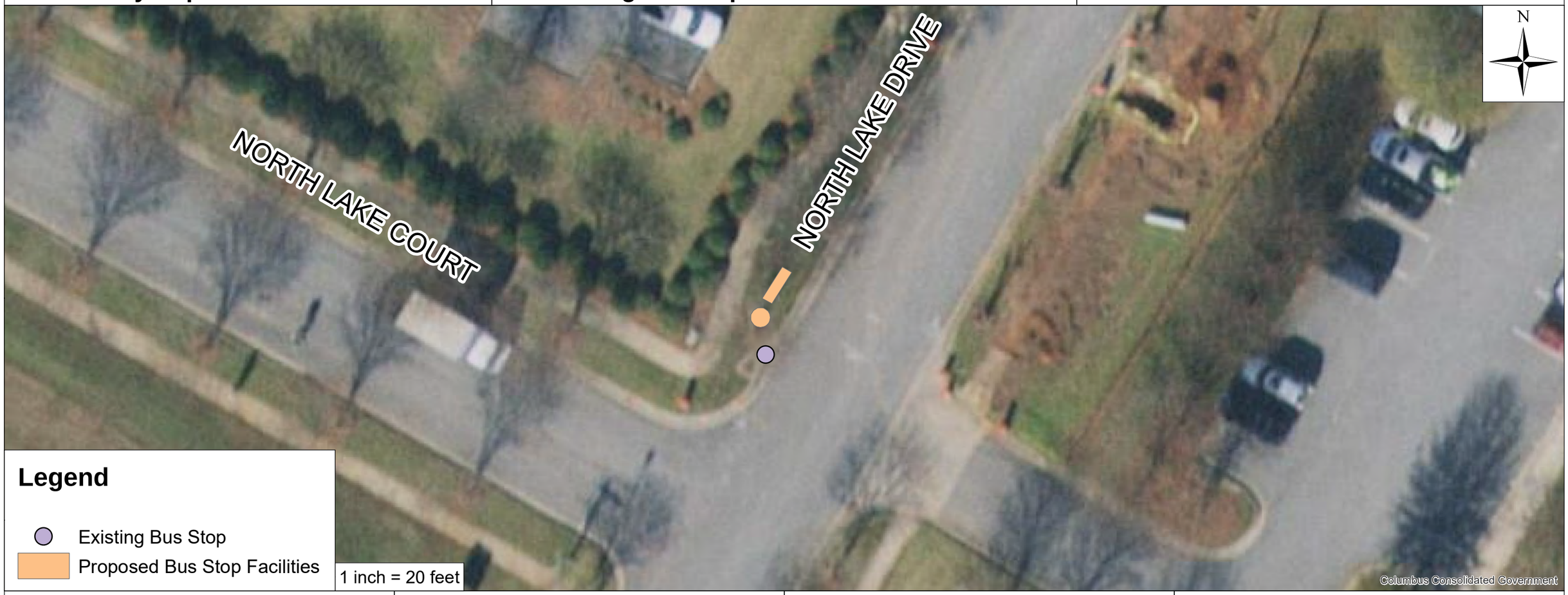
- 5307
- 5309
- Local

Comments

PI # 0016425 City of Columbus
J.R. Allen Parkway Corridor Study
Feasibility Report

Proposed Multimodal Improvement #16:
Install a metal bench and a trash receptacle at existing bus stops

Proposed Improvement Location:
Route 10 bus stop north of N Lake Court on the SB side of N Lake Drive



Improvement Details

Install a metal bench and a trash receptacle at the Route 10 bus stop on the southbound side of North Lake Drive immediately north of North Lake Court.

Program Costs

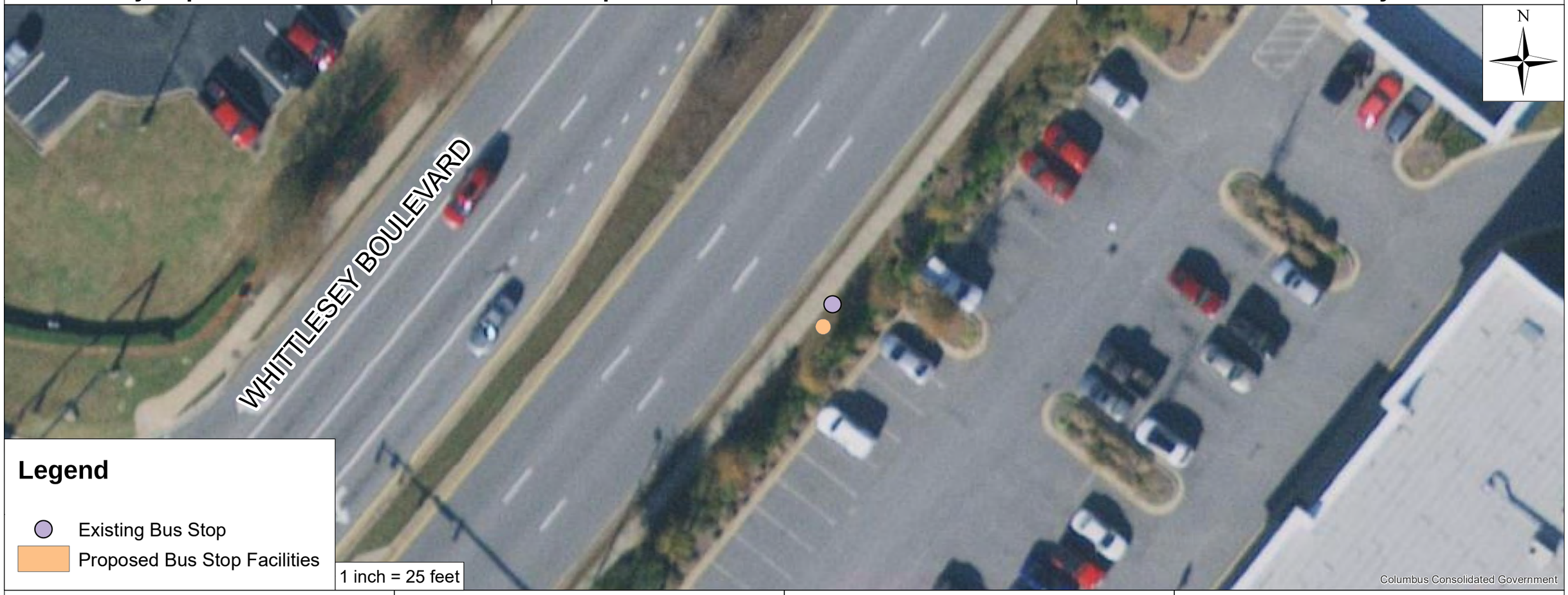
Total Project Cost: $4,000

Potential Funding Sources

- 5307
- 5309
- Local

Comments

PI # 0016425 City of Columbus J.R. Allen Parkway Corridor Study Feasibility Report	Proposed Multimodal Improvement #17: Install a trash receptacle at an existing bus stop	Proposed Improvement Location: Route 9 bus stop north of Adams Farm Drive on Whittlesey Blvd



Improvement Details	Program Costs	Potential Funding Sources	Comments
Install a trash receptacle at the first Route 9 bus stop on the northbound side of Whittlesey Boulevard north of Adams Farm Drive.	Total Project Cost: $2,000	• 5307 • 5309 • Local	