ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006933, Rockdale County
CSSTP-0006-00(933)
North Salem Road/Sigman Road @ Old Covington Road-
Intersection Improvements

OFFICE Preconstruction

DATE July 25, 2008

FROM for Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT **APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Bryant Poole
Paul Liles
Scott Lee
Mike Lobdell
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0006933, Rockdale County
CSSTP-0006-00(933)
North Salem Road/Sigman Road @ Old Covington Road-
Intersection Improvements

OFFICE: Preconstruction

DATE: July 21, 2008

FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: ***PROJECT CONCEPT REPORT***

This project is the North Salem Road/Sigman Road @ Old Covington Road intersection improvements in, Rockdale County, Georgia. North Salem Road is an important thoroughfare in Rockdale County that has an interchange with I-20 and also serves as a north bypass of the city of Conyers. South of the project area, North Salem Road is a four lane divided facility that transitions to a two lane rural facility approximately 500' south of the intersection. Continuing through the intersection, the roadway remains two-lanes and the name changes to Sigman Road. The existing intersection is four-legged with a two phase traffic signal. The existing geometry is deficient with a 47 degree intersection (skew) angle between North Salem Road/Sigman Road and Old Covington Road. As the area grows in population and traffic, this intersection will experience increasing congestion and potential for accidents. The accident information from 2005 to 2007 received a total of 27 accidents within the project limits. Eight of the accidents were right angle accidents, fourteen were rear end collisions, one was a side-swipe, two were run off the road, and two were relating to eluding Police. Of the 27 total accidents, 23 are possibly related to the traffic signal and/or geometry.

The proposed project will realign the east and west approaches increasing the intersection angle from 47 degrees to 61 degrees as well as the addition of left turn lanes on all four approaches and right turn lanes on three approaches. A design variance will be needed for the intersection angle of 61 degrees which is less than 70 degrees. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion will be prepared; a Public hearing is not required; Time saving procedures is appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C)	$ 2,157,000	$ 2,439,888	L230	2010
Right-of-way & Utilities	Local	Local	Local	Local

* Rockdale County signed PMA on 3-14-06 for PE and utilities; right-of way and construction to be done by future agreements.

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR Todd I. Long MR
Todd I. Long, P.E., Director of Preconstruction

APPROVED MR
Gerald M. Ross, P.E., Chief Engineer

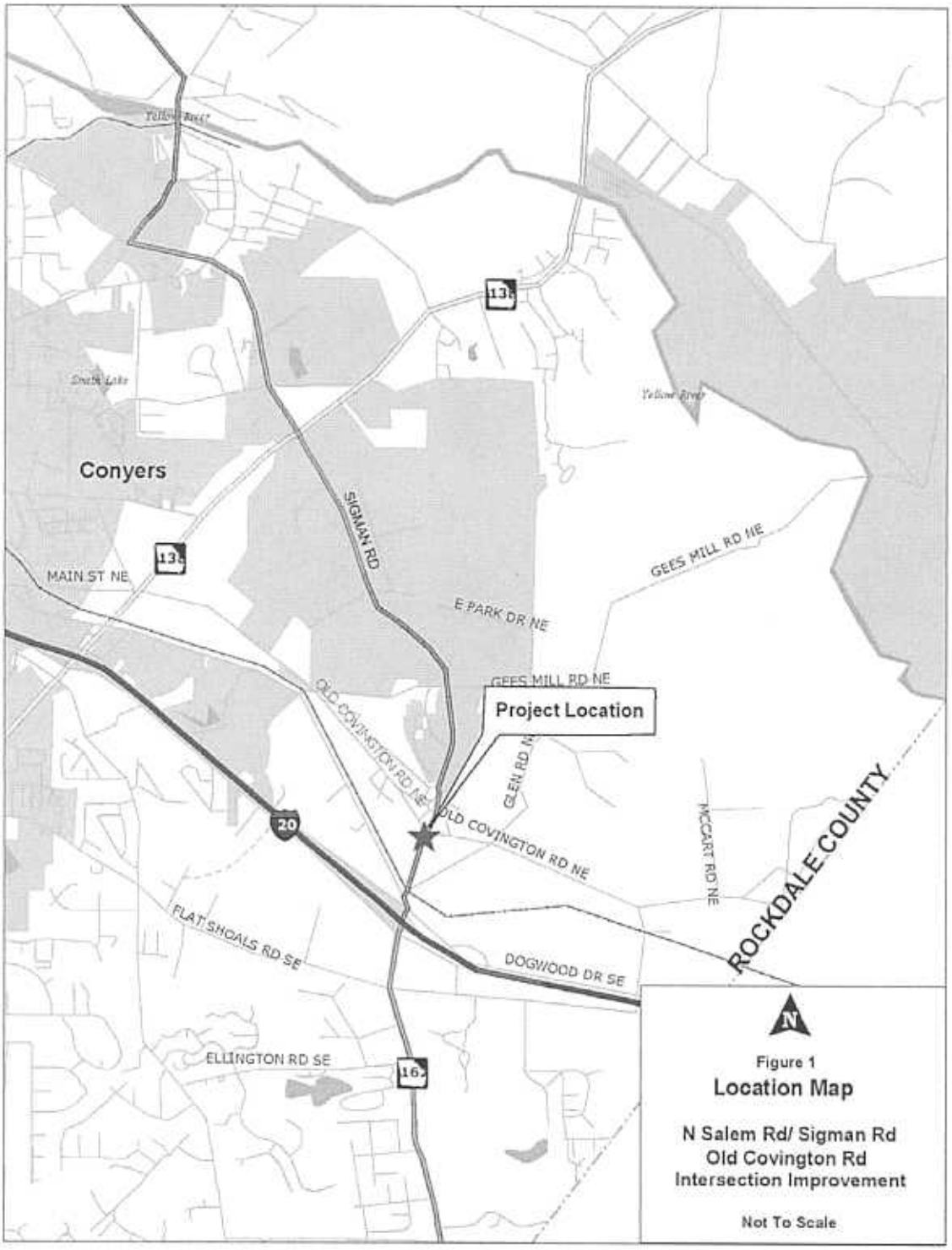


Figure 1
Location Map

N Salem Rd/ Sigman Rd
Old Covington Rd
Intersection Improvement

Not To Scale

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

DISTRICT 7

PROJECT CONCEPT REPORT

RECEIVED
JUN 19 2008
PRECONSTRUCTION

Project Number: CSSTP-0006-00(933)
County: Rockdale
P. I. Number: 0006933

Federal Route Number: N/A
State Route Number: N/A

North Salem Road / Sigman Road @ Old Covington Road
Intersection Improvement

See Location Sketch on Next Page

Recommendation for approval:

DATE 5/29/08 _____
Project Manager

DATE 5/30/08 _____
District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP).

DATE 6/13/08 _____
State Transportation Planning Administrator

DATE _____ _____
Office of Financial Management Administrator

DATE _____ _____
State Environmental/Location Engineer

DATE _____ _____
State Traffic Safety & Design Engineer

DATE _____ _____
Project Review Engineer

RECEIVED
JUN 11 2008
PRECONSTRUCTION

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

DISTRICT 7

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(933)
County: Rockdale
P. I. Number: 0006933

Federal Route Number: N/A
State Route Number: N/A

North Salem Road / Sigman Road @ Old Covington Road
Intersection Improvement

See Location Sketch on Next Page

Recommendation for approval:

DATE 5/29/08 _____ Project Manager

DATE 5/30/08 _____ District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP).

DATE _____ _____ State Transportation Planning Administrator

DATE 6-10-08 _____ Financial Management Administrator

DATE _____ _____ State Environmental/Location Engineer

DATE _____ _____ State Traffic Safety & Design Engineer

DATE _____ _____ Project Review Engineer

RECEIVED
JUN 13 2008
PRECONSTRUCTION

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

DISTRICT 7

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(933)
County: Rockdale
P. I. Number: 0006933

Federal Route Number: N/A
State Route Number: N/A

North Salem Road / Sigman Road @ Old Covington Road
Intersection Improvement

See Location Sketch on Next Page

Recommendation for approval:

DATE 5/29/08 _____ Project Manager

DATE 5/30/08 _____ District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP).

DATE _____ _____ State Transportation Planning Administrator

DATE _____ _____ Office of Financial Management Administrator

DATE _____ _____ State Environmental/Location Engineer

DATE 6-9-08 _____ State Traffic Safety & Design Engineer

DATE _____ _____ Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
JUN 16 2008
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. Nos. 0006933 **OFFICE:** Environment/Location

PROJECT No. CSSTP-0006-00(933) / ROCKDALE County **DATE:** 6/13/08
North Salem Road / Sigman Road @ Old Covington Road Intersection Improvement

FROM: Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT

The Concept Report for the above project has been reviewed and appears satisfactory for approval.

If you have any questions, please contact Glenn Bowman at (404) 699-4401.

GB/lc

Attachment

cc: Brian Summers
Keith Golden
Jamie Simpson
Angela Alexander
Bryant Poole

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

DISTRICT 7

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(933)
County: Rockdale
P. I. Number: 0006933

Federal Route Number: N/A
State Route Number: N/A

North Salem Road / Sigman Road @ Old Covington Road
Intersection Improvement

See Location Sketch on Next Page

Recommendation for approval:

DATE 5/29/08 _____
Project Manager

DATE 5/30/08 _____
District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP).

DATE _____ _____
State Transportation Planning Administrator

DATE _____ _____
Office of Financial Management Administrator

DATE 6/13/08 _____
State Environmental/Location Engineer

DATE _____ _____
State Traffic Safety & Design Engineer

DATE _____ _____
Project Review Engineer

Need and Purpose:

Project CSSTP-0006-00(933) will realign the east and west approaches of an existing four-legged intersection in eastern Rockdale County, add turn lanes, make it ADA compliant and improve the intersection (skew) angle. The intersection is North Salem Road / Sigman Road @ Old Covington Road. The surrounding area has warehouse/industrial and suburban lane uses. A bank has recently been constructed in the northeast quadrant of the intersection. The close proximity of the bank building and adjacent parking lot restricted the amount of improvement made to the Old Covington Road approach and the resulting intersection skew.

North Salem Road/Sigman Road is an important thoroughfare in Rockdale County that has an interchange with I-20 and also serves as a northern bypass of the City of Conyers. South of the project area, North Salem Road is a four-lane divided facility that transitions to a two-lane rural facility approximately 500 feet south of the intersection. Continuing through the intersection, the roadway remains two-lanes, and the name changes to Sigman Road. Old Covington Road is a two-lane east-west facility throughout the project area. It connects the center of the City of Conyers with the Newton County line.

The existing intersection is four-legged with a two-phase traffic signal. The existing geometry is deficient with a 47 degree intersection (skew) angle between North Salem Road/Sigman Road and Old Covington Road. There are no turn lanes provided on any approach. There is no channelization or pavement marking provided to aid motorists traveling the intersection in any direction, which is an issue considering the intersection angle. Compounding the poor geometry and lack of turn lanes are the large number of trucks that use this intersection to connect nearby terminals of various industries to I-20, via North Salem Road.

As this area grows in population and traffic, this intersection will experience increasing congestion and potential for accidents. This project is included as part of the RTP developed by the Atlanta Regional Commission (Project RO-238). This project is part of the 2003 Conyers/Rockdale County Comprehensive Transportation Plan. This project proposes to improve safety and operational efficiency by improving the intersection geometry, adding turn lanes and improving the signal phasing at this intersection.

There are no known historic resources located in the project area. However, there is potential 4(f) property owned by the Shady Grove Baptist Church along Old Covington Road near the west project limit. This land has been leased to the Rockdale County for use as a park.

Project Location:

This project is located in eastern Rockdale County, approximately 3 miles east of the City of Conyers and less than two miles west of the Newton County line. The project is also less than one mile from the I-20/SR 162 interchange. This project lies within land lot 247 of the 10th District of Rockdale County, Georgia.

Accident Data:

The accident information from 2005 to 2007 received included a total of 27 accidents within the project limits. Eight of the accidents were right-angle accidents, fourteen accidents were rear end collisions, one was a side-swipe, two were run off the road, and two were accidents related to eluding Police. Of the 27 total accidents, 23 are possibly related to the traffic signal and/or geometrics. Of these, seven were in 2005, eight were in 2006 and eight in 2007. The accident information is summared in the table on the next page.

Accident Summary – N. Salem Rd. / Sigman Rd. @ Old Covington Rd.

Year	Number of Accidents	Computed Accident Rate	Statewide Average Rate
2005	7	103	727
2006	8	117	787
2007	8	117	787 (2006)

Description of the Proposed Project:
The project is located immediately south of the City Limits of Conyers, Georgia. The logic for establishing termini is due to the improvement of the vertical and horizontal alignments and appropriate tie in locations. The concept proposes to satisfy the Need and Purpose by increasing the intersection angle from 47 degrees to 61 degrees, providing left-turn lanes and right-turn lanes and making other improvements to the geometrics to better accommodate the large number of trucks that use this intersection.

Is the project located in a Non-attainment area? __X__ Yes _____No
This project is air quality exempt because it does not increase capacity.

PDP Classification: Major _____ Minor __X__

Federal Oversight: Full Oversight ( ), Exempt(X), State Funded( ), or Other ( )

Federal Functional Classification: Old Covington Road – Urban Collector Street
N. Salem Rd. / Sigman Rd. – Urban Principal Arterial

U. S. Route Number(s): N/A **State Route Number(s):** N/A

Traffic (AADT):

N. Salem Road
Opening Year: (2013) 18,800 Design Year: (2033) 24,300

Sigman Road

Opening Year: (2013) 13,500 Design Year: (2033) 19,800

Old Covington Road
Opening Year: (2013) 5,600 Design Year: (2033) 8,200

Existing design features:

North Salem Road

- Typical Section: Rural facility with two 12' lanes and variable shoulder widths (2' to 6')
- Posted speed: 45 MPH Minimum curve radius: 1146 feet
- Maximum grade: 2.46 %
- Width of right of way: 85 feet

- Major structures: none
- Major interchanges or intersections along the project: Old Covington Road/Sigman Road
- Existing length of roadway: 650 feet within project limits

Sigman Road

- Typical Section: Rural facility with two 12' lanes and variable shoulder widths (2' to 6')
- Posted speed: 45 MPH Minimum curve radius: 1146 feet
- Maximum grade: 2.46 %
- Width of right of way: 100 feet
- Major structures: none
- Major interchanges or intersections along the project: Old Covington Road / N. Salem Road
- Existing length of roadway: 750 feet within project limits

Old Covington Road

- Typical Section: Rural facility with two 10' lanes and variable shoulder widths (2' to 6')
- Posted speed: 45 MPH Minimum curve radius: 280 feet
- Maximum grade: 3.05%
- Width of right of way: 40 feet
- Major structures: none
- Major interchanges or intersections along the project: N. Salem Rd. / Sigman Rd.
- Existing length of roadway: approx. 1800 feet within project limits

Proposed Design Features:

North Salem Road

- Proposed typical section(s): Two 12' through lanes and northbound 12' left-turn lane and northbound 12' right-turn lane with 12' rural shoulders (2' paved)
- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline 2.3075% Maximum grade allowable 8 %.
- Proposed Maximum grade Side Street N/A% Maximum grade allowable N/A %.
- Proposed Maximum grade driveway 25% Residential, 11% Commercial
- Proposed Minimum radius of curve 1146 feet.
- Minimum radius allowable: 711 feet
- Right of way
  - Width: variable 80' – 100'.
  - Easements: Temporary (X), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: 4 Number of displacements: None
- Structures:
  - Bridges: None
  - Retaining walls: None expected

- Major interchanges or intersections along the project: North Salem Road / Sigman Road @ Old Covington Road
- Traffic control during construction: Traffic will be maintained during construction.

Sigman Road

- Proposed typical section(s): Two 12' through lanes and southbound 12'left-turn lane and southbound 12' right-turn lane with 12' rural shoulders (2' paved) and 12' urban shoulders in front of the bank
- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline 2.4384% Maximum grade allowable 8 %.
- Proposed Maximum grade Side Street N/A% Maximum grade allowable N/A %.
- Proposed Maximum grade driveway 25% Residential, 11% Commercial
- Proposed Minimum radius of curve 1146 feet.
- Minimum radius allowable: 711 feet
- Right of way
  - Width: Variable 100' to 130'.
  - Easements: Temporary (X), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: 7 Number of displacements: None
- Structures:
  - Bridges: None
  - Retaining walls: None expected
- Major interchanges or intersections along the project: North Salem Road / Sigman Road @ Old Covington Road
-
- Traffic control during construction: Traffic will be maintained during construction.

Old Covington Road

- Proposed typical section(s): Two 12' through lanes with 12' left-turn and 12' right-turn lanes with 8' rural shoulders (2' paved) or 12' urban shoulder in front of bank.
- Proposed Design Speed Mainline 35 mph
- Proposed Maximum grade Mainline 3.23% Maximum grade allowable 9 %.
- Proposed Maximum grade Side Street N/A% Maximum grade allowable N/A %.
- Proposed Maximum grade driveway 25% Residential, 11% Commercial
- Proposed Minimum radius of curve 487 feet .
- Minimum radius allowable: 371 feet
- Right of way
  - Width: Variable 50' to 100' .
  - Easements: Temporary (X), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: 20 Number of displacements: 2
- Structures:
  - Bridges: None
  - Retaining walls: None expected
- Major interchanges or intersections along the project: North Salem Road / Sigman Road

@ Old Covington Road

- Traffic control during construction: Traffic will be maintained during construction.

North Salem Road/Sigman Road @ Old Covington Road

- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	( )	( )	(X)
ROADWAY WIDTH:	( )	( )	(X)
SHOULDER WIDTH:	( )	( )	(X)
VERTICAL GRADES:	( )	( )	(X)
CROSS SLOPES:	( )	( )	(X)
STOPPING SIGHT DISTANCE:	( )	( )	(X)
SUPERELEVATION RATES:	( )	( )	(X)
HORIZONTAL CLEARANCE:	( )	( )	(X)
SPEED DESIGN*:	( )	( )	(X)
VERTICAL CLEARANCE:	( )	( )	(X)
BRIDGE WIDTH:	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(X)

- Design Variances: A variance will be needed for an intersection angle of 61 degrees which is less than 70 degrees.
- Environmental concerns: - None anticipated
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (X), No ( ),
  - Categorical exclusion (X),
  - Programmatic Categorical Exclusion ( ),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) (_), or
  - Environmental Impact Statement (EIS) ( ).

- Utility involvements:

  Atlanta Gas Light Company
  AT&T Telecommunications
  Comcast
  Rockdale County Water Resources
  Snapping Shoals EMC
  Walton EMC

Project responsibilities:

o Design,	Rockdale County/Qk4
o Right of Way Acquisition,	Rockdale County
o Relocation of Utilities,	Rockdale County & Local Utilities
o Letting to contract,	Rockdale County
o Supervision of construction,	Rockdale County
o Providing material pits,	Contractor
o Providing detours.	N/A

Coordination

- Kick-off Meeting – Held on Nov. 9, 2007 in the Rockdale County Conference Room
- Concept Team Meeting – Held on April 22, 2008 at Georgia DOT, District 7

Scheduling – Responsible Parties' Estimate*:

- Time to complete the environmental process*: 12 Months.
- Time to complete preliminary construction plan*s: 5 Months.
- Time to complete right of way plans: 6 Months.
- Time to complete final construction plans* : 6 Months.
- Time to complete to purchase right of way* : 12-15 Months.

* Note: These activities are to be done concurrently where possible.

Alternatives Considered:

Several other alignment alternatives for Old Covington Road were considered, providing intersection angles of 65 degrees and 70 degrees. These alternatives were not selected due to severe property impacts to the bank in the NE quadrant and/or the truck terminal in the SW quadrant.

Attachments:

1. Notice of Location and Design Approval
2. Cost Estimate
3. B/C Ratio Spreadsheet
4. Typical sections
5. Concept Plan
6. Minutes of Concept Team Meeting on 4/22/08
7. Traffic Memo with Appendicies – Dated 2/28/08

NOTICE OF LOCATION AND DESIGN APPROVAL

CSSTP-0006-00(933), Rockdale County
P. I. No. 0006933

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of Location Design Approval is July 25, 2008

The project is located approximately three miles east of the City Limits of Conyers, Georgia. The logic for establishing termini is due to the improvement of the vertical and horizontal alignments and appropriate tie in locations. The project increases the intersection angle from 47 degrees to 61 degrees, ,adds left-turn storage lanes on all four approaches, right-turn lanes on three approaches, and improves the horizontal alignment of Old Covington Road. This project lies within land lot 247 of the 10th District of Rockdale County, Georgia.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation.

Thomas Parker, Area Engineer
Georgia Department of Transportation
805 George Luther Drive
Decatur, Georgia 30032
E-mail: thomas.parker@dot.state.ga.us
Phone: (404) 299-4389

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mike Lobdell, District Preconstruction Engineer
Georgia Department of Transportation
5025 New Peachtree Road
Chamblee, Georgia 30341
E-mail: mike.lobdell@dot.state.ga.us
Phone: (770) 986-1257

Any written request or communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.

North Salem Rd/ Sigman Rd @ Old Covington Rd Intersection Improvement

Project Number CSSTP-0006-00(933), P.I. # 0006933

5/28/2008

Section Grading and Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1.00	LS	404000	Grading Complete -	$404,000.00
	0.30	LM	596000	Typical Drainage Urban Section	$181,525.63
	0.89	LM	120000	Typical Drainage Rural Section	$106,359.66
				Section Sub Total	$691,885.28

Section Base and Paving					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	9520.26	TN	21.67	GR Aggr Base CRS, Incl Mat'l	$206,304.04
400-3101	1190.03	TN	105.66	Asph Conc 12.5 mm Superpave	$125,762.64
402-3192	1586.71	TN	81.96	Recycled Asph Conc 19mm Superpave	$130,046.75
402-3121	4760.13	TN	63.14	Recycled Asph Conc 25mm Superpave	$300,554.61
413-1000	376.84	GL	1.87	Bitum Tack Coat	$704.70
				Section Sub Total	$763,372.73

Section Lump Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	150000	Traffic Control	$150,000.00
647-1000	1	LS	100000	Traffic Signal Installation No-	$100,000.00
				Section Sub Total	$250,000.00

Section Miscellaneous					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	71117.8	Field Engineers Office TP 3	$71,117.80
				Section Sub Total	$71,117.80

Section Signing and Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
	1.24	LF	38000	Signing and Marking	$47,231.98
				Section Sub Total	$47,231.98

Section Roadway Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0018	1280.91	SY	48	Driveway Concrete, 8 IN TK	$61,483.47
441-0105	238.88	SY	32	Conc Sidewalk, 4 IN	$7,644.12
441-0754		SY	56	Concrete Median, 7 1/2 IN	$0.00
441-6222	524.18	LF	17	Conc Curb & Gutter, 8 IN X 30 IN, TP 2	$8,911.02
				Section Sub Total	$78,038.61

~~Total Estimated Construction Cost~~ ~~$1,901,646.41~~

~~E-S-P Rate 10%~~ ~~[illegible]~~

~~Total Construction Cost~~ ~~[illegible]~~

ESTIMATED CONST. COST = 1,901,646

ENGINEERING @ 5% 95,082

CONTINGENCY @ 8% 159,738

TOTAL CONST COST - $ 2,156,466

4/14/2008

Benefit Cost Analysis Work Sheet
CONGESTION Projects

CSSTP-0006-00(933)

0006933

Rockdale

PROJECT DESCRIPTION

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.0167
ADT	24,300
Tb ($s)	$13,949,718.75

Commercial or Truck Time Savings Benefit (CMb)

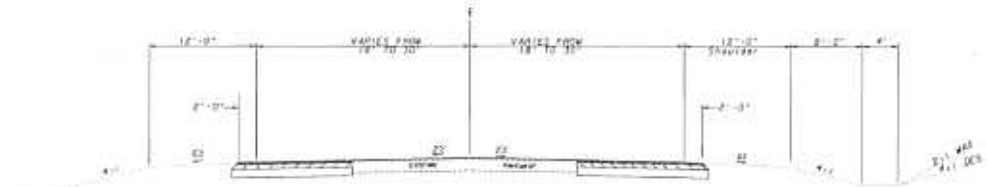
Db (hrs)	0.0167
% Truck Traffic	3.2
ADT	24,300
CMb	$235,856,772.00

Fuel Savings Benefit (Fb)

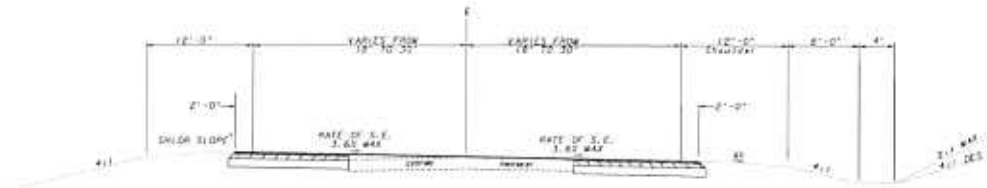
ADT	24,300
Fb ($s)	$4,861,265.63

Total Congestion Benefit	**$254,667,756.38**
Total Project Cost	**$3,000,000.00**
B/C Ratio	**84.89**

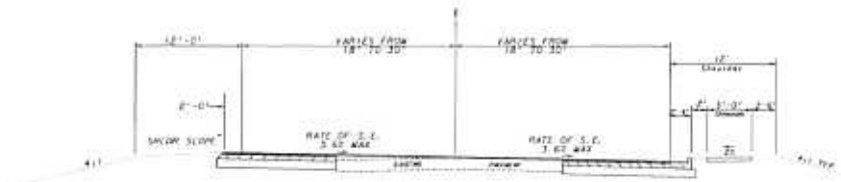
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP-0006-001933I		



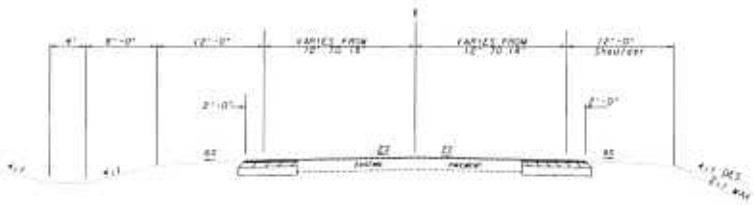
TYPICAL SECTION NO. 1
NORTH SALEM ROAD
TANGENT SECTION



TYPICAL SECTION NO. 2
NORTH SALEM ROAD
SIGMAN ROAD NORTH OF BANK
SUPERELEVATED SECTION



TYPICAL SECTION NO. 3
SIGMAN ROAD
IN FRONT OF BANK
SUPERELEVATED SECTION



TYPICAL SECTION NO. 4
SIGMAN ROAD
TANGENT SECTION

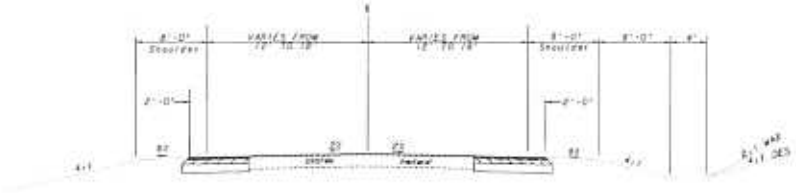
			DATE	REVISIONS	DATE	REVISIONS
		NROSBAKE				

DEPARTMENT OF PUBLIC SERVICES & ENGINEERING

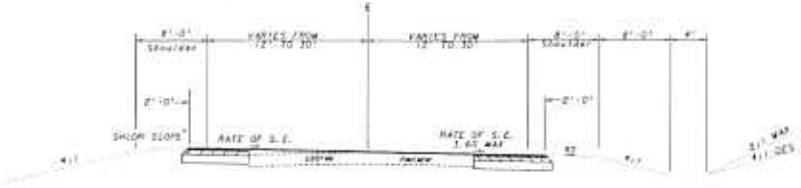
TYPICAL SECTIONS
N. SALEM RD / SIGMAN RD

PROJECT NO. STP-0006-001933I
ROCKDALE COUNTY
DATE 4/1/08 SH

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP-0006-00(933)		



TYPICAL SECTION NO. 5
OLD COVINGTON ROAD
TANGENT SECTION



TYPICAL SECTION NO. 6
OLD COVINGTON ROAD
SUPERELEVATED SECTION

TYPICAL SECTION NO. 7
OLD COVINGTON RD
IN FRONT OF BANK
SUPERELEVATED SECTION

NTS

DATE	REVISIONS	DATE	REVISIONS

DEPARTMENT OF PUBLIC SERVICES & ENGINEERING

TYPICAL SECTIONS
OLD COVINGTON RD

PROJECT NO. STP-0006-00(933)
ROCKDALE COUNTY
DATE 4/1/08 SH

OLD COVINGTON @ SIGMAN/SALEM
CONCEPT LAYOUT
PREFERRED ALTERNATIVE
4/4/08
OLD COVINGTON RD NE
OLD COVINGTON RD

Architecture

Engineering

Construction

MEETING MINUTES

Project:	North Salem Road / Sigman Road @ Covington Highway Intersection Improvement Project, STP-0006-00(933)
	P.I. # 0006933, Rockdale No. 0-80
Purpose:	Concept Team Meeting
Place:	GDOT District 7 Conference Rooms 144 and 145
Meeting Date:	Tuesday, April 22, 2008
Prepared By:	Jeff Dyer
In Attendance:	Shannon Hebb – Jacobs (Rockdale County)
	Gerald Ford – GDOT District 7
	Patrick Werho – GDOT Traffic and Safety
	Mike Lobdell – GDOT District 7
	Wade Woodward – GDOT District 7
	David Robbins – GDOT District 7
	Kendra Robinson – GDOT District 7
	Jeffrey Candey – GDOT District 7
	Keisha Jackson – GDOT/OEL
	Cindy Treadway – GDOT/OEL
	Kelvin Wilson – GDOT District 7
	Ola Onabanjo – GDOT District 7
	Wade Woodard – GDOT
	Joshua Higgins - GDOT
	David Fox – Qk4
	Jeff Dyer - Qk4

The draft Concept Report, submitted on April 4, is currently being reviewed and comments will be provided to incorporate into the final Concept Report.

The meeting opened with Jeff Dyer and Shannon Hebb providing a brief overview of the project.

Issues/concerns discussed during the meeting included the following:

Architecture

Engineering

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MEETING MINUTES

Georgia DOT has $500,000 allocated for this project in L230, while estimated construction cost is over $2.5 million.

Research the number of displacements once Qk4 receives design level mapping and the design is more advanced.

Qk4 will eventually need an approved pavement design.

According to OEL, the Archeology is already cleared for this project.

An estimate time period of 6 months to complete the environmental process is shown in the draft report. That should be increased to one year.

Roger Heatly at Rockdale County will provide Qk4 an updated utility list for inclusion in the concept report.

The E&C cost item in the conceptual cost estimate should be reduced from 15% to 10%.

Rockdale County will purchase the right-of-way for this project.

The programmed schedule for this project should be updated to 2009 for R/W and 2010 for Construction.

Remaining GDOT comments for the Draft Concept Report will be collected by David Robbins within the following week and then transmitted to Qk4 and Rockdale County for incorporation into the Draft Concept Report.

At that point, the Concept Report will be resubmitted to District 7, who in-turn will send downtown for final approval.

Architecture

Engineering

Construction

MEMORANDUM

TO: Shannon Hebb

FROM: Jeff Dyer

SUBJECT: Build and Design Year Traffic Estimates / Level of Service Summary

DATE: 2/28/08

PROJECT: 08600 - Old Covington Road @ North Salem Road / Sigman Road

Build and Design Year Peak hour Traffic Projections

The assumed opening year for this project is 2013. In order to arrive at projected traffic volumes for the "opening" year, generated volumes from the newly-constructed Farmers and Merchants Bank plus six years of compounded traffic growth have been added to the existing turning movement volumes.

A.M. and p.m. peak hour turning movement volumes were recorded in November 2007 at the main intersection of Old Covington Road @ N. Salem Rd/Sigman Rd. plus at the two main entrances to the existing factory/warehouse facility in the southeast quadrant of the intersection. 24-hour directional counts with vehicular classifications were also recorded on each approach.

The Farmers and Merchants Bank has recently been constructed in the northeast quadrant of the intersection of Old Covington Road @ North Salem Road / Sigman Road. The bank building and parking lot are completed and incorporated into the design database. But at the time traffic was counted the bank was not yet open. For that reason, bank-related traffic was generated onto the local roadway network using equations from the *ITE Trip Generation Manual, 7th Edition*; with traffic distribution based on existing traffic patterns. The bank adds 73 total trips to the roadway network in the a.m. peak hour and 274 trips in the p.m. peak hour. Of these total trips, 47% are assumed to be passer-by, based on ITE analysis of similar data. Passer-by trips are defined as traffic already using the roadway facilities, and accessing the site on the way to or from somewhere else. Passer-by traffic is usually only a traffic issue at site access intersections.

Georgia DOT collects daily machine counts of traffic on major routes once a year. Seven count stations in the vicinity of this project were complied. The purpose of reviewing these counts is to provide a basis for estimating an annual growth rate. The overall combined average growth for the period between 2001 and 2006 was virtually zero, meaning that traffic growth in this area has been flat in recent years. However, there is no guarantee that traffic growth will remain flat over the next 20+ years.

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In order to account for traffic growth in the future, a 2% annual growth percentage has been assumed. In order to arrive at opening year (2013) traffic, the existing traffic has been increased by 12.62% to account for six years of compounding the annual 2% growth. The bank-generated traffic was then added to the existing and growth components of the traffic projections.

In order to arrive at design year (2033) traffic, the 2013 traffic was increased by a further 48.59%, which is a further 20 years of compounded 2% annual growth. Growth factors were not applied to the bank-generated traffic, since its traffic projections are based on the size of the building, which is not assumed to change over that time period.

Appendix A includes existing turning movement counts for both the a.m. and p.m. peak periods, plus the available 24-hour approach counts. Appendix B contains the 2013 a.m. and p.m. peak hour traffic projections. Appendix C contains the 2033 a.m. and p.m. peak hour traffic projections.

Derivation of Truck Percentages

24-hour vehicular classifications were recorded on each approach in at least one direction. Busses, 2-Axle 6-Tire, 3-Axle Single and 4-Axle Single unit trucks are classified as Single Unit (S.U.) trucks. All vehicles classified as double unit or larger are counted as combination trucks. Table 1 (next page) summarizes the truck percentages for each classification type for each approach where vehicle classifications were recorded.

As can be seen in Table 1, existing total truck percentages are relatively low (3.2 and 2.7) along North Salem Road and Sigman Road. Truck percentages are much higher along Old Covington Road (19.3 and 9.3), presumably due to the lower amount of car traffic and the presence of nearby industrial/warehouse facilities.

One of the predominant land uses in the project vicinity is warehouse/industrial. Overall traffic growth will tend to dilute the truck percentages over time, but future warehouse/industrial facilities may be constructed in the project area in the future. For that reason, truck percentages will be assumed to remain unchanged to the design year. Rounded, the overall truck percentage is assumed to be 3% for both North Salem and Sigman Roads, 19% for Old Covington Road west of North Salem/Sigman and 9% east of North Salem/Sigman Roads.

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Table 1: Truck Percentage Summary

Approach	SU Truck Percentage	Combination Truck Percentage	Total Truck Percentage
N Salem Rd – south of Old Covington Rd - SB	1.3	1.9	3.2
N Salem Rd – south of Old Covington Rd - NB	1.5	1.7	3.2
Sigman Rd – north of Old Covington Rd - SB	1.3	1.4	2.7
Old Covington Rd – west of Salem/Sigman - EB	16.6	2.7	19.3
Old Covington Rd – west of Salem/Sigman - EB	7.3	2.0	9.3

Level of Service Analysis (2013)

Level of service analysis using the 2013 "opening year" volumes has been performed using *Highway Capacity Manual* (HCM) methodologies. More specifically at Old Covington Road @ North Salem/Sigman, the methodology for signalized intersections has been used, since the intersection is already signalized. Although turning movements have been counted, level of service has not been evaluated for the two site entrances to the factory/warehouse in the southeast quadrant, due to very low volumes.

At Old Covington Road @ North Salem Road/Sigman Road, the existing signalized intersection has two phases with no left-turn phases provided for any approach. Existing approach lane configurations consist of single lane approaches on all quadrants with no turn lanes provided. Complicating the existing geometrics is the existing 47 degree intersection (skew) angle, which tends to make some turns difficult, especially for trucks. The level of service methodology does not take into account the sharp angle. Because of this, the level of service analysis for the no-build condition will tend to overstate the level of service and understate the delay. For the purposes of level-of service analysis, this is the "No-Build" Scenario.

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The proposed improvements for this project include the addition of exclusive left-turn lanes in all approaches, and the addition of exclusive right-turn lanes in all but the east approach. The intersection angle will also be improved to at least 60 degrees by realigning the Old Covington Road approaches.

The level of service analysis summary in Table 2 includes scenarios with and without the addition of an exclusive left-turn phase for the northbound and southbound movements. Appendix D includes the computer printouts.

Table 2: Old Covington Road @ North Salem Rd/Sigman Rd – Level of Service Summary, 2013 Volumes

Scenario/Lane Configuration	Time Period	Level of Service	Intersection Delay (Seconds)
No-Build	am pk	C	21.2
LT lanes on all approaches, RT lanes in all but east approach, no LT phases	am pk	B	13.1
LT lanes on all approaches, RT lanes in all but east approach, NB-SB LT phase	am pk	B	16.7
No-Build	pm pk	D	41.8
LT lanes on all approaches, RT lanes in all but east approach, no LT phases	pm pk	B	20.0
LT lanes on all approaches, RT lanes in all but east approach, NB-SB LT phase	pm pk	B	18.7

Table 2 shows Old Covington Road @ North Salem Road / Sigman Road would operate with level of service "D" or better, even assuming the "No-Build" scenario. Keep in mind that the level of service analysis does not reflect the 47 degree angle of this intersection. Adding the turn lanes as previously discussed would improve the intersection level of service to "B" for both peak hours. Adding left-turn phases for northbound and southbound traffic would lower the overall intersection delay in the p.m. peak hour, though not enough to improve the level of service further.

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Level of Service Analysis (2033)

Level of service has also been estimated for the 2033 design year. The assumed roadway improvement scenarios are the same as for 2013. Table 3 summarizes the results of the analysis. Appendix E includes the computer printouts.

Table 3: Old Covington Road @ North Salem Rd/Sigman Rd – Level of Service Summary, 2033 Volumes

Scenario/Lane Configuration	Time Period	Level of Service	Intersection Delay (Seconds)
No-Build	am pk	F	133.2
LT lanes on all approaches, RT lanes in all but east approach, no LT phases	am pk	C	20.2
LT lanes on all approaches, RT lanes in all but east approach, NB-SB LT phase	am pk	C	32.7
No-Build	pm pk	F	155.0
LT lanes on all approaches, RT lanes in all but east approach, no LT phases	pm pk	D	36.7
LT lanes on all approaches, RT lanes in all but east approach, NB-SB LT phase	pm pk	C	34.1

Table 3 shows level of service "F" for the "No-Build" scenario during both peak hours. Improving the intersection geometrics, as previously described, would improve the intersection level of service to "C" and "D" for the a.m. and p.m. peak hours, respectively. Adding the northbound and southbound left-turn phase to the intersection would further improve the level of service for the p.m. peak hour to "C". However, adding the left-turn phase would slightly increase the delay in the a.m. peak hour. This is due to lower congestion in the morning, where the added phase would tend to slightly increase the overall delay.

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Appendix D:

2013 Level of Service Printouts

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	JWD	Intersection	Old Covington @ Salem/Sigman
Agency or Co.	Qk4	Area Type	All other areas
Date Performed	2/20/2008	Jurisdiction	Rockdale County, GA
Time Period	a.m. peak	Analysis Year	2013
		Project ID	2013 traffic, existing lane and sig. configuration No-Build

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	0	1	0	0	1	0	0	1	0	0	1	0
Lane Group		LTR			LTR			LTR			LTR	
Volume, V (vph)	4	21	75	47	38	71	110	630	15	21	469	3
% Heavy Vehicles, %HV	19	19	19	9	9	9	3	3	3	3	3	3
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up Lost Time, l_1		2.0			2.0			2.0			2.0	
Extension of Effective Green, e		2.0			2.0			2.0			2.0	
Arrival Type, AT		3			3			3			3	
Unit Extension, UE		3.0			3.0			3.0			3.0	
Filtering/Metering, I		1.000			1.000			1.000			1.000	
Initial Unmet Demand, Q_b		0.0			0.0			0.0			0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0			12.0			12.0			12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B		0			0			0			0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 24.5	G =	G =	G =	G = 55.5	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		110			173			839			547	
Lane Group Capacity, c		387			393			964			1084	
v/c Ratio, X		0.28			0.44			0.87			0.50	
Total Green Ratio, g/C		0.27			0.27			0.62			0.62	
Uniform Delay, d_1		25.8			27.1			14.3			9.6	
Progression Factor, PF		1.000			1.000			1.000			1.000	
Delay Calibration, k		0.50			0.50			0.50			0.50	

Incremental Delay, d_2		1.8			3.6			10.6			1.7	
Initial Queue Delay, d_3		0.0			0.0			0.0			0.0	
Control Delay		27.7			30.6			24.9			11.3	
Lane Group LOS		C			C			C			B	
Approach Delay	27.7			30.6			24.9			11.3		
Approach LOS	C			C			C			B		
Intersection Delay	21.2			$X_C = 0.74$			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	JWD	Intersection	Old Covington @ Salem/Sigman
Agency or Co.	Qk4	Area Type	All other areas
Date Performed	2/20/2008	Jurisdiction	Rockdale County, GA
Time Period	a.m. peak	Analysis Year	2013
		Project ID	2013 traffic, recommended lane and sig. configuration

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	1	1	1	1	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume, V (vph)	4	21	75	47	38	71	110	630	15	21	469	3
% Heavy Vehicles, %HV	19	19	19	9	9	9	3	3	3	3	3	3
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 21.5	G =	G =	G =	G = 58.5	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 90.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	4	23	83	52	121		122	700	17	23	521	3
Lane Group Capacity, c	259	382	324	309	376		489	1199	1019	356	1199	1019
v/c Ratio, X	0.02	0.06	0.26	0.17	0.32		0.25	0.58	0.02	0.06	0.43	0.00
Total Green Ratio, g/C	0.24	0.24	0.24	0.24	0.24		0.65	0.65	0.65	0.65	0.65	0.65
Uniform Delay, d_1	26.2	26.4	27.8	27.2	28.2		6.6	8.9	5.6	5.8	7.7	5.5
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
	0.50	0.50	0.50	0.50	0.50		0.50	0.50	0.50	0.50	0.50	0.50

Delay Calibration, k												
Incremental Delay, d_2	0.1	0.3	1.9	1.2	2.3		1.2	2.1	0.0	0.3	1.1	0.0
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	26.3	26.8	29.7	28.3	30.5		7.8	11.0	5.6	6.1	8.8	5.5
Lane Group LOS	C	C	C	C	C		A	B	A	A	A	A
Approach Delay	28.9			29.8			10.4			8.7		
Approach LOS	C			C			B			A		
Intersection Delay	13.1			X_c = 0.51			Intersection LOS			B		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	JWD	Intersection	Old Covington @ Salem/Sigman
Agency or Co.	Qk4	Area Type	All other areas
Date Performed	2/20/2008	Jurisdiction	Rockdale County, GA
Time Period	a.m. peak	Analysis Year	2013
		Project ID	2013 traffic, recommended lane and sig. configuration

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	1	1	1	1	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume, V (vph)	4	21	75	47	38	71	110	630	15	21	469	3
% Heavy Vehicles, %HV	19	19	19	9	9	9	3	3	3	3	3	3
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	50	0	0	50	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = 20.6	G =	G =	G =	G = 5.3	G = 54.1	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 95.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	4	23	28	52	65		122	700	17	23	521	3
Lane Group Capacity, c	247	346	441	281	358		486	1051	893	354	1051	893
v/c Ratio, X	0.02	0.07	0.06	0.19	0.18		0.25	0.67	0.02	0.06	0.50	0.00
Total Green Ratio, g/C	0.22	0.22	0.33	0.22	0.22		0.68	0.57	0.57	0.68	0.57	0.57
Uniform Delay, d_1	29.2	29.6	22.1	30.4	30.3		7.0	14.2	8.9	8.7	12.3	8.8
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
	0.50	0.50	0.50	0.50	0.50		0.50	0.50	0.50	0.50	0.50	0.50

Delay Calibration, k												
Incremental Delay, d_2	0.1	0.4	0.3	1.4	1.1		1.2	3.3	0.0	0.4	1.7	0.0
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	29.4	29.9	22.4	31.8	31.4		8.2	17.5	8.9	9.0	13.9	8.8
Lane Group LOS	C	C	C	C	C		A	B	A	A	B	A
Approach Delay	26.0			31.6			16.0			13.7		
Approach LOS	C			C			B			B		
Intersection Delay	16.7			$X_c = 0.56$			Intersection LOS			B		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	JWD	Intersection	Old Covington @ Salem/Sigman
Agency or Co.	Qk4	Area Type	All other areas
Date Performed	2/20/2008	Jurisdiction	Rockdale County, GA
Time Period	p.m. peak	Analysis Year	2013
		Project ID	2013 traffic, existing lane and sig. configuration No Build

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	0	1	0	0	1	0	0	1	0	0	1	0
Lane Group		LTR			LTR			LTR			LTR	
Volume, V (vph)	5	108	288	45	46	42	48	433	22	60	664	8
% Heavy Vehicles, %HV	19	19	19	9	9	9	3	3	3	3	3	3
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up Lost Time, l_1		2.0			2.0			2.0			2.0	
Extension of Effective Green, e		2.0			2.0			2.0			2.0	
Arrival Type, AT		3			3			3			3	
Unit Extension, UE		3.0			3.0			3.0			3.0	
Filtering/Metering, I		1.000			1.000			1.000			1.000	
Initial Unmet Demand, Q_b		0.0			0.0			0.0			0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0			12.0			12.0			12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B		0			0			0			0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 24.5	G =	G =	G =	G = 55.5	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		446			148			558			814	
Lane Group Capacity, c		391			260			992			1042	
v/c Ratio, X		1.14			0.57			0.56			0.78	
Total Green Ratio, g/C		0.27			0.27			0.62			0.62	
Uniform Delay, d_1		32.8			28.2			10.1			12.8	
Progression Factor, PF		1.000			1.000			1.000			1.000	
Delay Calibration, k		0.50			0.50			0.50			0.50	

Incremental Delay, d_2		89.7			8.8			2.3			5.8	
Initial Queue Delay, d_3		0.0			0.0			0.0			0.0	
Control Delay		122.4			37.0			12.4			18.6	
Lane Group LOS		F			D			B			B	
Approach Delay	122.4			37.0			12.4			18.6		
Approach LOS	F			D			B			B		
Intersection Delay	41.8			$X_c = 0.89$			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	JWD	Intersection	Old Covington @ Salem/Sigman
Agency or Co.	Qk4	Area Type	All other areas
Date Performed	2/20/2008	Jurisdiction	Rockdale County, GA
Time Period	p.m. peak	Analysis Year	2013
		Project ID	2013 traffic, recommended lane and sig. configuration

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	1	1	1	1	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume, V (vph)	5	108	288	45	46	42	48	433	22	60	664	8
% Heavy Vehicles, %HV	19	19	19	9	9	9	3	3	3	3	3	3
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 28.2	G =	G =	G =	G = 51.8	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	6	120	320	50	98		53	481	24	67	738	9
Lane Group Capacity, c	347	500	425	371	507		239	1062	902	429	1062	902
v/c Ratio, X	0.02	0.24	0.75	0.13	0.19		0.22	0.45	0.03	0.16	0.69	0.01
Total Green Ratio, g/C	0.31	0.31	0.31	0.31	0.31		0.58	0.58	0.58	0.58	0.58	0.58
Uniform Delay, d_1	21.3	22.9	27.8	22.2	22.6		9.3	11.0	8.2	8.9	13.5	8.2
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
	0.50	0.50	0.50	0.50	0.50		0.50	0.50	0.50	0.50	0.50	0.50

Delay Calibration, k												
Incremental Delay, d_2	0.1	1.1	11.7	0.8	0.8		2.1	1.4	0.1	0.8	3.8	0.0
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	21.4	24.1	39.4	22.9	23.4		11.4	12.4	8.3	9.7	17.3	8.2
Lane Group LOS	C	C	D	C	C		B	B	A	A	B	A
Approach Delay	35.1			23.3			12.1			16.5		
Approach LOS	D			C			B			B		
Intersection Delay	20.0			$X_c = 0.72$			Intersection LOS			B		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	JWD	Intersection	Old Covington @ Salem/Sigman
Agency or Co.	Qk4	Area Type	All other areas
Date Performed	2/20/2008	Jurisdiction	Rockdale County, GA
Time Period	p.m. peak	Analysis Year	2013
		Project ID	2013 traffic, recommended lane and sig. configuration

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	1	1	1	1	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume, V (vph)	5	108	288	45	46	42	48	433	22	60	664	8
% Heavy Vehicles, %HV	19	19	19	9	9	9	3	3	3	3	3	3
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	200	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = 20.1	G =	G =	G =	G = 5.6	G = 59.3	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	6	120	98	50	98		53	481	24	67	738	9
Lane Group Capacity, c	223	321	417	230	325		354	1094	930	544	1094	930
v/c Ratio, X	0.03	0.37	0.24	0.22	0.30		0.15	0.44	0.03	0.12	0.67	0.01
Total Green Ratio, g/C	0.20	0.20	0.31	0.20	0.20		0.70	0.59	0.59	0.70	0.59	0.59
Uniform Delay, d_1	32.1	34.5	25.9	33.4	34.0		9.0	11.2	8.4	5.9	13.8	8.3
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
	0.50	0.50	0.50	0.50	0.50		0.50	0.50	0.50	0.50	0.50	0.50

Delay Calibration, k												
Incremental Delay, d_2	0.2	3.3	1.3	2.2	2.4		0.9	1.3	0.1	0.5	3.3	0.0
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	32.3	37.8	27.2	35.5	36.4		9.9	12.5	8.5	6.4	17.1	8.3
Lane Group LOS	C	D	C	D	D		A	B	A	A	B	A
Approach Delay	33.0			36.1			12.1			16.2		
Approach LOS	C			D			B			B		
Intersection Delay	18.7			X_c = 0.60			Intersection LOS			B		

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Appendix E:

2033 Level of Service Printouts

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	JWD	Intersection	Old Covington @ Salem/Sigman
Agency or Co.	Qk4	Area Type	All other areas
Date Performed	2/20/2008	Jurisdiction	Rockdale County, GA
Time Period	a.m. peak	Analysis Year	2033
		Project ID	2033 traffic, existing lane and sig. configuration- No Build

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	0	1	0	0	1	0	0	1	0	0	1	0
Lane Group		LTR			LTR			LTR			LTR	
Volume, V (vph)	5	30	111	68	55	105	163	934	20	31	695	4
% Heavy Vehicles, %HV	19	19	19	9	9	9	3	3	3	3	3	3
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up Lost Time, l_1		2.0			2.0			2.0			2.0	
Extension of Effective Green, e		2.0			2.0			2.0			2.0	
Arrival Type, AT		3			3			3			3	
Unit Extension, UE		3.0			3.0			3.0			3.0	
Filtering/Metering, I		1.000			1.000			1.000			1.000	
Initial Unmet Demand, Q_b		0.0			0.0			0.0			0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0			12.0			12.0			12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B		0			0			0			0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 24.5	G =	G =	G =	G = 55.5	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		162			254			1241			810	
Lane Group Capacity, c		385			378			837			1041	
v/c Ratio, X		0.42			0.67			1.48			0.78	
Total Green Ratio, g/C		0.27			0.27			0.62			0.62	
Uniform Delay, d_1		26.9			29.2			17.3			12.7	
Progression Factor, PF		1.000			1.000			1.000			1.000	
Delay Calibration, k		0.50			0.50			0.50			0.50	

Incremental Delay, d_2		3.4			9.2			223.6			5.7	
Initial Queue Delay, d_3		0.0			0.0			0.0			0.0	
Control Delay		30.3			38.4			240.9			18.4	
Lane Group LOS		C			D			F			B	
Approach Delay	30.3			38.4			240.9			18.4		
Approach LOS	C			D			F			B		
Intersection Delay	133.2			X_C = 1.23			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	JWD	Intersection	Old Covington @ Salem/Sigman
Agency or Co.	Qk4	Area Type	All other areas
Date Performed	2/20/2008	Jurisdiction	Rockdale County, GA
Time Period	a.m. peak	Analysis Year	2033
		Project ID	2033 traffic, recommended lane and sig. configuration

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	1	0	1	1	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume, V (vph)	5	30	111	68	55	105	163	934	20	31	695	4
% Heavy Vehicles, %HV	19	19	19	9	9	9	3	3	3	3	3	3
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3	3	3	3		3	3		3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	50	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 21.5	G =	G =	G =	G = 58.5	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 90.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	6	33	68	76	178		181	1060		34	776	
Lane Group Capacity, c	217	382	324	306	375		302	1195		107	1198	
v/c Ratio, X	0.03	0.09	0.21	0.25	0.47		0.60	0.89		0.32	0.65	
Total Green Ratio, g/C	0.24	0.24	0.24	0.24	0.24		0.65	0.65		0.65	0.65	
Uniform Delay, d_1	26.2	26.6	27.4	27.7	29.4		9.0	13.0		6.9	9.5	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.50	0.50	0.50	0.50	0.50		0.50	0.50		0.50	0.50	

Incremental Delay, d_2	0.2	0.4	1.5	1.9	4.3		8.5	9.9		7.6	2.7	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	26.5	27.1	28.9	29.6	33.7		17.5	22.9		14.6	12.2	
Lane Group LOS	C	C	C	C	C		B	C		B	B	
Approach Delay	28.2			32.5			22.1			12.3		
Approach LOS	C			C			C			B		
Intersection Delay	20.2			$X_c = 0.78$			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	JWD	Intersection	Old Covington @ Salem/Sigman
Agency or Co.	Qk4	Area Type	All other areas
Date Performed	2/20/2008	Jurisdiction	Rockdale County, GA
Time Period	a.m. peak	Analysis Year	2033
		Project ID	2033 traffic, recommended lane and sig. configuration

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	1	1	1	1	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume, V (vph)	5	30	111	68	55	105	163	934	20	31	695	4
% Heavy Vehicles, %HV	19	19	19	9	9	9	3	3	3	3	3	3
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	50	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = 20.6	G =	G =	G =	G = 5.3	G = 54.1	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 95.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	6	33	68	76	178		181	1038	22	34	772	4
Lane Group Capacity, c	189	346	441	278	341		303	1051	893	176	1051	893
v/c Ratio, X	0.03	0.10	0.15	0.27	0.52		0.60	0.99	0.02	0.19	0.73	0.00
Total Green Ratio, g/C	0.22	0.22	0.33	0.22	0.22		0.68	0.57	0.57	0.68	0.57	0.57
Uniform Delay, d_1	29.3	29.7	22.8	31.0	32.9		12.2	20.1	8.9	20.5	15.1	8.8
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
	0.50	0.50	0.50	0.50	0.50		0.50	0.50	0.50	0.50	0.50	0.50

Delay Calibration, k												
Incremental Delay, d_2	0.3	0.5	0.7	2.4	5.6		8.4	24.9	0.1	2.4	4.6	0.0
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	29.6	30.3	23.5	33.4	38.5		20.7	45.1	9.0	22.9	19.7	8.8
Lane Group LOS	C	C	C	C	D		C	D	A	C	B	A
Approach Delay	25.9			36.9			40.9			19.8		
Approach LOS	C			D			D			B		
Intersection Delay	32.7			X_c = 0.87			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	JWD	Intersection	Old Covington @ Salem/Sigman
Agency or Co.	Qk4	Area Type	All other areas
Date Performed	2/20/2008	Jurisdiction	Rockdale County, GA
Time Period	p.m. peak	Analysis Year	2033
		Project ID	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	0	1	0	0	1	0	0	1	0	0	1	0
Lane Group		LTR			LTR			LTR			LTR	
Volume, V (vph)	6	158	428	59	65	59	71	636	25	87	979	11
% Heavy Vehicles, %HV	19	19	19	9	9	9	3	3	3	3	3	3
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up Lost Time, l_1		2.0			2.0			2.0			2.0	
Extension of Effective Green, e		2.0			2.0			2.0			2.0	
Arrival Type, AT		3			3			3			3	
Unit Extension, UE		3.0			3.0			3.0			3.0	
Filtering/Metering, I		1.000			1.000			1.000			1.000	
Initial Unmet Demand, Q_b		0.0			0.0			0.0			0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0			12.0			12.0			12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B		0			0			0			0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 24.5	G =	G =	G =	G = 55.5	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		659			204			814			1197	
Lane Group Capacity, c		391			148			902			996	
v/c Ratio, X		1.69			1.38			0.90			1.20	
Total Green Ratio, g/C		0.27			0.27			0.62			0.62	
Uniform Delay, d_1		32.8			32.8			14.9			17.3	
Progression Factor, PF		1.000			1.000			1.000			1.000	
Delay Calibration, k		0.50			0.50			0.50			0.50	
Incremental Delay, d_2		319.4			206.8			14.0			100.5	

Initial Queue Delay, d_3		0.0			0.0			0.0			0.0	
Control Delay		352.1			239.5			28.9			117.8	
Lane Group LOS		F			F			C			F	
Approach Delay	352.1			239.5			28.9			117.8		
Approach LOS	F			F			C			F		
Intersection Delay	155.0			X_C = 1.35			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	JWD	Intersection	Old Covington @ Salem/Sigman
Agency or Co.	Qk4	Area Type	All other areas
Date Performed	2/20/2008	Jurisdiction	Rockdale County, GA
Time Period	p.m. peak	Analysis Year	2033
		Project ID	2033 traffic, recommended lane and sig. configuration

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	1	1	1	1	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume, V (vph)	6	158	428	59	65	59	71	636	25	87	979	11
% Heavy Vehicles, %HV	19	19	19	9	9	9	3	3	3	3	3	3
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	200	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 28.2	G =	G =	G =	G = 51.8	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	7	176	253	66	138		79	707	28	97	1088	12
Lane Group Capacity, c	333	500	425	332	507		82	1062	902	261	1062	902
v/c Ratio, X	0.02	0.35	0.60	0.20	0.27		0.96	0.67	0.03	0.37	1.02	0.01
Total Green Ratio, g/C	0.31	0.31	0.31	0.31	0.31		0.58	0.58	0.58	0.58	0.58	0.58
Uniform Delay, d_1	21.4	23.8	26.1	22.6	23.2		18.2	13.1	8.3	10.3	19.1	8.2
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
	0.50	0.50	0.50	0.50	0.50		0.50	0.50	0.50	0.50	0.50	0.50

Delay Calibration, k												
Incremental Delay, d_2	0.1	1.9	6.0	1.3	1.3		89.7	3.3	0.1	4.0	34.0	0.0
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	21.5	25.8	32.1	24.0	24.5		107.9	16.4	8.3	14.3	53.1	8.2
Lane Group LOS	C	C	C	C	C		F	B	A	B	D	A
Approach Delay	29.4			24.3			25.0			49.5		
Approach LOS	C			C			C			D		
Intersection Delay	36.7			$X_c = 0.87$			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	JWD	Intersection	Old Covington @ Salem/Sigman
Agency or Co.	Qk4	Area Type	All other areas
Date Performed	2/20/2008	Jurisdiction	Rockdale County, GA
Time Period	p.m. peak	Analysis Year	2033
		Project ID	2033 traffic, recommended lane and sig. configuration

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	1	1	1	1	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume, V (vph)	6	158	428	59	65	59	71	636	25	87	979	11
% Heavy Vehicles, %HV	19	19	19	9	9	9	3	3	3	3	3	3
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	200	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = 20.1	G =	G =	G =	G = 5.6	G = 59.3	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	7	176	253	66	138		79	707	28	97	1088	12
Lane Group Capacity, c	197	321	417	185	325		172	1094	930	376	1094	930
v/c Ratio, X	0.04	0.55	0.61	0.36	0.42		0.46	0.65	0.03	0.26	0.99	0.01
Total Green Ratio, g/C	0.20	0.20	0.31	0.20	0.20		0.70	0.59	0.59	0.70	0.59	0.59
Uniform Delay, d_1	32.1	35.9	29.5	34.4	34.9		22.8	13.4	8.4	8.8	20.2	8.3
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
	0.50	0.50	0.50	0.50	0.50		0.50	0.50	0.50	0.50	0.50	0.50

Delay Calibration, k												
Incremental Delay, d_2	0.3	6.6	6.4	5.3	4.0		8.6	3.0	0.1	1.7	25.9	0.0
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	32.5	42.5	35.9	39.7	38.9		31.4	16.4	8.5	10.4	46.1	8.4
Lane Group LOS	C	D	D	D	D		C	B	A	B	D	A
Approach Delay	38.5			39.2			17.6			42.8		
Approach LOS	D			D			B			D		
Intersection Delay	34.1			$X_c = 0.86$			Intersection LOS			C		

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Architecture

Engineering

Construction

MEMORANDUM

Conclusions

Based on the assumptions used to arrive at opening year (2013) and design year (2033) traffic projections, the addition of exclusive left-turn lanes on all approaches and right-turn lanes on three approaches would improve the operation and level of service of the intersection to an acceptable level. According to the level of service analysis, if no improvements are made, this intersection will operate acceptably in the opening year, but fail by the design year. The level of service analysis does not take into account safety and operational problems that already occur at this intersection due to the severely sharp intersection angle (47 degrees). It is possible that this intersection will fail by the opening year even though the level of service analysis says it would operate acceptably.

Besides the approach lane additions, this project will include significant realignment of the Old Covington Road approaches to improve the intersection (skew) angle from its existing 47 degrees to a minimum of 60 degrees. Significant improvements to the operation of this intersection will result from this realignment beyond what can be measured from the level of service analysis.

List of Appendices

Appendix A – Existing Traffic Volumes

Appendix B – 2013 Peak Hour Traffic Projections

Appendix C – 2033 Peak Hour Traffic Projections

Appendix D – 2013 Level of Service Printouts

Appendix E – 2033 Level of Service Printouts

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Appendix A:

Existing Traffic Volumes

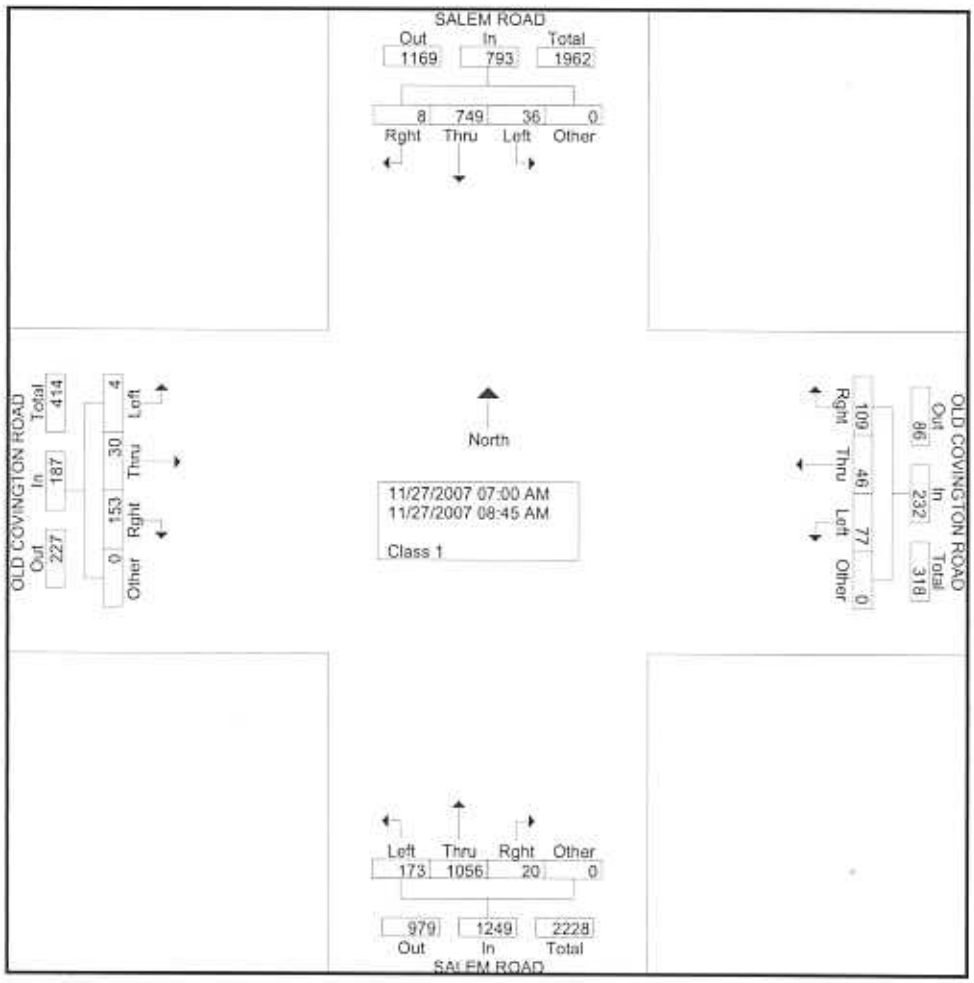
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga 30012
Ph. 404-374-1283

File Name : OldCovRd@SalemRdAM
Site Code : 00000000
Start Date : 11/27/2007
Page No : 1

Groups Printed- Class 1

	SALEM ROAD Southbound					OLD COVINGTON ROAD Westbound					SALEM ROAD Northbound					OLD COVINGTON ROAD Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
07:00 AM	3	81	0	0	84	13	5	10	0	28	16	122	4	0	142	0	4	35	0	39	293
07:15 AM	5	77	2	0	84	9	6	13	0	28	22	137	1	0	160	0	0	21	0	21	293
07:30 AM	6	96	0	0	102	13	6	21	0	40	32	117	2	0	151	1	5	18	0	24	317
07:45 AM	2	108	1	0	111	8	14	16	0	38	24	171	0	0	195	0	5	16	0	21	365
Total	16	362	3	0	381	43	31	60	0	134	94	547	7	0	648	1	14	90	0	105	1268
08:00 AM	4	97	1	0	102	11	7	17	0	35	23	129	4	0	156	2	1	19	0	22	315
08:15 AM	6	112	1	0	119	6	2	7	0	15	19	138	3	0	160	0	8	14	0	22	316
08:30 AM	4	83	1	0	88	8	4	15	0	27	19	135	1	0	155	1	5	12	0	18	288
08:45 AM	6	95	2	0	103	9	2	10	0	21	18	107	5	0	130	0	2	18	0	20	274
Total	20	387	5	0	412	34	15	49	0	98	79	509	13	0	601	3	16	63	0	82	1193
Grand Total	36	749	8	0	793	77	46	109	0	232	173	1056	20	0	1249	4	30	153	0	187	2461
Apprch %	4.5	94.5	1	0		33.2	19.8	47	0		13.9	84.5	1.6	0		2.1	16	81.8	0		
Total %	1.5	30.4	0.3	0	32.2	3.1	1.9	4.4	0	9.4	7	42.9	0.8	0	50.8	0.2	1.2	6.2	0	7.6	

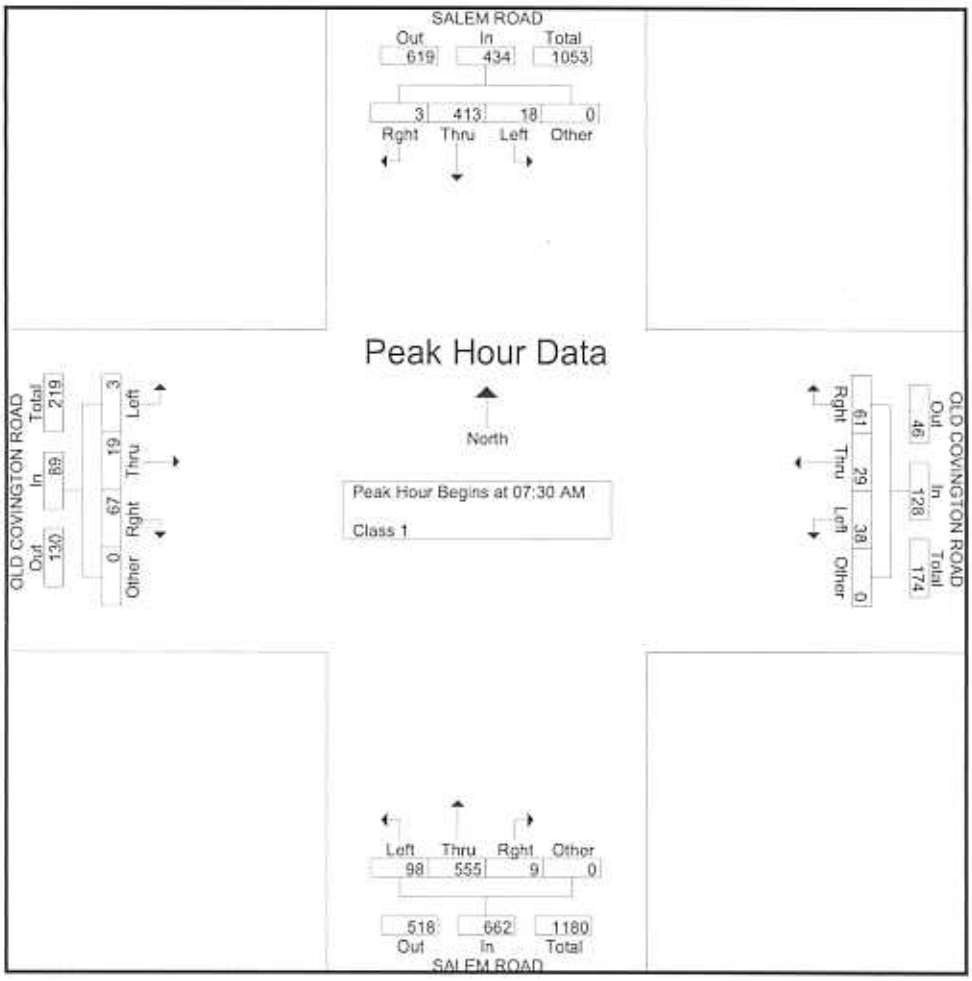


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga 30012
Ph. 404-374-1283

File Name : OldCovRd@SalemRdAM
Site Code : 00000000
Start Date : 11/27/2007
Page No : 2

	SALEM ROAD Southbound					OLD COVINGTON ROAD Westbound					SALEM ROAD Northbound					OLD COVINGTON ROAD Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**6**	96	0	0	102	**13**	6	**21**	0	**40**	**32**	117	2	0	151	1	5	18	0	**24**	317
07:45 AM	2	108	**1**	0	111	8	**14**	16	0	38	24	**171**	0	0	**195**	0	5	16	0	21	**365**
08:00 AM	4	97	1	0	102	11	7	17	0	35	23	129	**4**	0	156	**2**	1	**19**	0	22	315
08:15 AM	6	**112**	1	0	**119**	6	2	7	0	15	19	138	3	0	160	0	**8**	14	0	22	316
Total Volume	18	413	3	0	434	38	29	61	0	128	98	555	9	0	662	3	19	67	0	89	1313
% App. Total	4.1	95.2	0.7	0		29.7	22.7	47.7	0		14.8	83.8	1.4	0		3.4	21.3	75.3	0		
PHF	.750	.922	.750	.000	.912	.731	.518	.726	.000	.800	.766	.811	.563	.000	.849	.375	.594	.882	.000	.927	.899



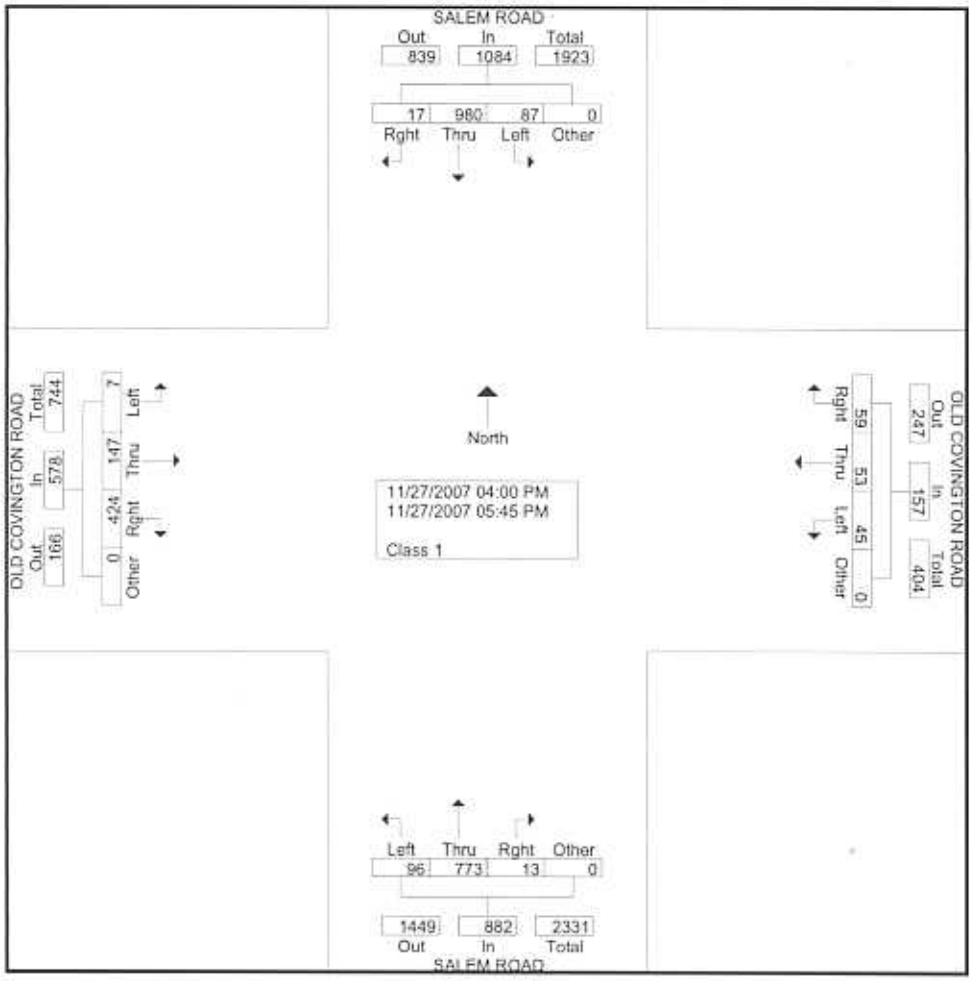
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga 30012
Ph. 404-374-1283

File Name : OldCovRd@SalemRdPM
Site Code : 00000000
Start Date : 11/27/2007
Page No : 1

Groups Printed- Class 1

	SALEM ROAD Southbound					OLD COVINGTON ROAD Westbound					SALEM ROAD Northbound					OLD COVINGTON ROAD Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
04:00 PM	3	142	1	0	146	9	10	9	0	28	15	114	2	0	131	0	10	36	0	46	351
04:15 PM	5	153	1	0	159	5	3	9	0	17	22	111	3	0	136	1	8	51	0	60	372
04:30 PM	18	63	5	0	86	1	9	6	0	16	9	98	2	0	109	1	18	35	0	54	265
04:45 PM	11	87	4	0	102	4	9	4	0	17	7	104	1	0	112	3	20	46	0	69	300
Total	37	445	11	0	493	19	31	28	0	78	53	427	8	0	488	5	56	168	0	229	1288
05:00 PM	17	124	3	0	144	6	5	7	0	18	13	89	1	0	103	1	30	72	0	103	368
05:15 PM	13	147	3	0	163	10	6	9	0	25	6	84	3	0	93	0	23	72	0	95	376
05:30 PM	11	140	0	0	151	6	9	10	0	25	8	87	1	0	96	1	26	62	0	89	361
05:45 PM	9	124	0	0	133	4	2	5	0	11	16	86	0	0	102	0	12	50	0	62	308
Total	50	535	6	0	591	26	22	31	0	79	43	346	5	0	394	2	91	256	0	349	1413
Grand Total	87	980	17	0	1084	45	53	59	0	157	96	773	13	0	882	7	147	424	0	578	2701
Apprch %	8	90.4	1.6	0		28.7	33.8	37.6	0		10.9	87.6	1.5	0		1.2	25.4	73.4	0		
Total %	3.2	36.3	0.6	0	40.1	1.7	2	2.2	0	5.8	3.6	28.6	0.5	0	32.7	0.3	5.4	15.7	0	21.4	

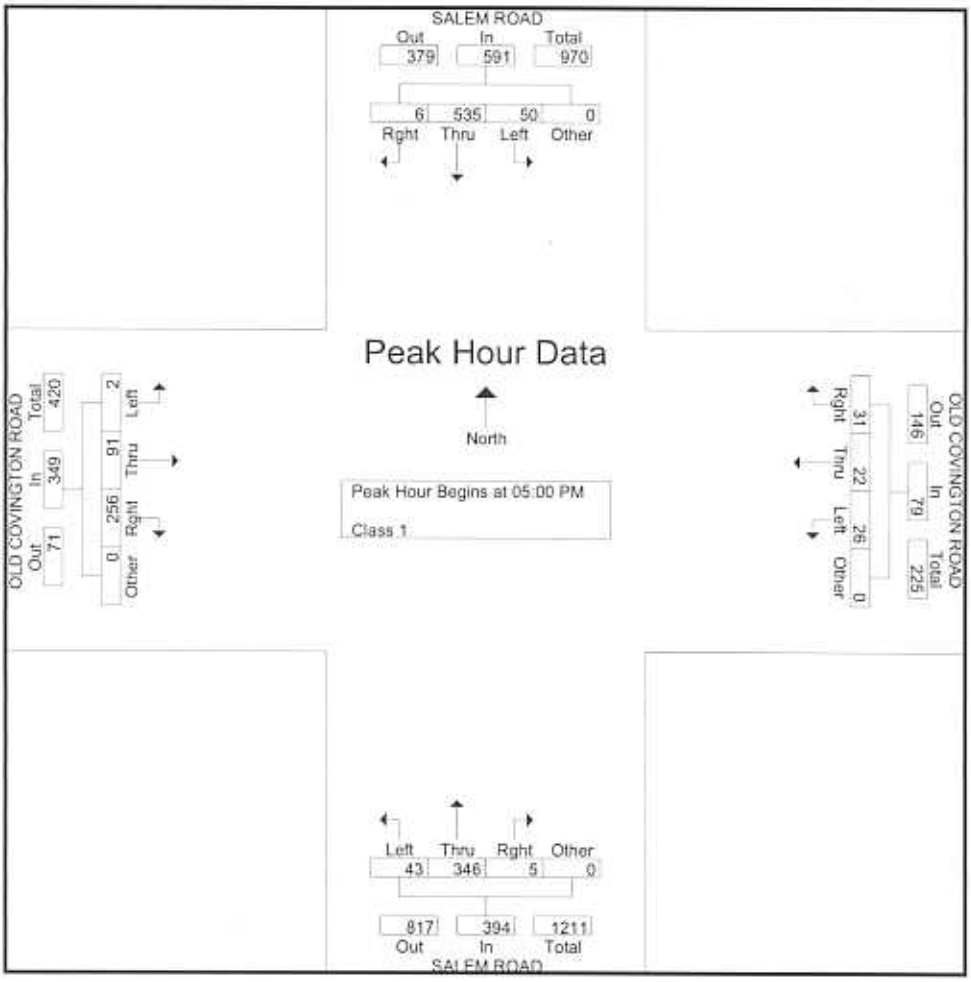


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga 30012
Ph. 404-374-1283

File Name : OldCovRd@SalemRdPM
Site Code : 00000000
Start Date : 11/27/2007
Page No : 2

	SALEM ROAD Southbound					OLD COVINGTON ROAD Westbound					SALEM ROAD Northbound					OLD COVINGTON ROAD Eastbound					
Start Time	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**17**	124	**3**	0	144	6	5	7	0	18	13	**89**	1	0	**103**	**1**	**30**	**72**	0	**103**	368
05:15 PM	13	**147**	3	0	**163**	**10**	6	9	0	**25**	6	84	**3**	0	93	0	23	72	0	95	**376**
05:30 PM	11	140	0	0	151	6	**9**	**10**	0	25	8	87	1	0	96	1	26	62	0	89	361
05:45 PM	9	124	0	0	133	4	2	5	0	11	**16**	86	0	0	102	0	12	50	0	62	308
Total Volume	50	535	6	0	591	26	22	31	0	79	43	346	5	0	394	2	91	256	0	349	1413
% App. Total	8.5	90.5	1	0		32.9	27.8	39.2	0		10.9	87.8	1.3	0		0.6	26.1	73.4	0		
PHF	.735	.910	.500	.000	.906	.650	.611	.775	.000	.790	.672	.972	.417	.000	.956	.500	.758	.889	.000	.847	.939



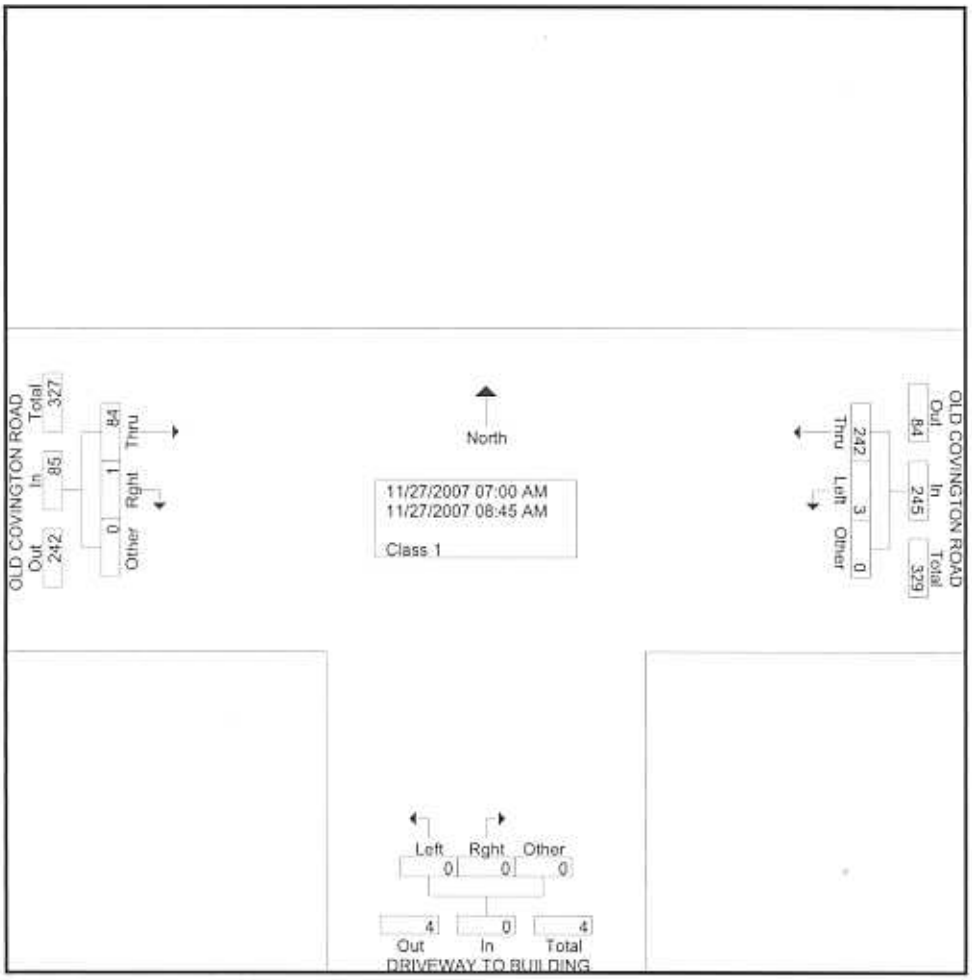
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga 30012
Ph. 404-374-1283

File Name : DrivewayToBldg@OldCovRdAM
Site Code : 00000000
Start Date : 11/27/2007
Page No : 1

Groups Printed- Class 1

	OLD COVINGTON ROAD Westbound				DRIVEWAY TO BUILDING Northbound				OLD COVINGTON ROAD Eastbound				
Start Time	Left	Thru	Other	App. Total	Left	Rght	Other	App. Total	Thru	Rght	Other	App. Total	Int. Total
07:00 AM	1	36	0	37	0	0	0	0	10	0	0	10	47
07:15 AM	2	27	0	29	0	0	0	0	6	0	0	6	35
07:30 AM	0	42	0	42	0	0	0	0	13	1	0	14	56
07:45 AM	0	43	0	43	0	0	0	0	8	0	0	8	51
Total	3	148	0	151	0	0	0	0	37	1	0	38	189
08:00 AM	0	32	0	32	0	0	0	0	7	0	0	7	39
08:15 AM	0	14	0	14	0	0	0	0	15	0	0	15	29
08:30 AM	0	27	0	27	0	0	0	0	12	0	0	12	39
08:45 AM	0	21	0	21	0	0	0	0	13	0	0	13	34
Total	0	94	0	94	0	0	0	0	47	0	0	47	141
Grand Total	3	242	0	245	0	0	0	0	84	1	0	85	330
Apprch %	1.2	98.8	0		0	0	0		98.8	1.2	0		
Total %	0.9	73.3	0	74.2	0	0	0	0	25.5	0.3	0	25.8	

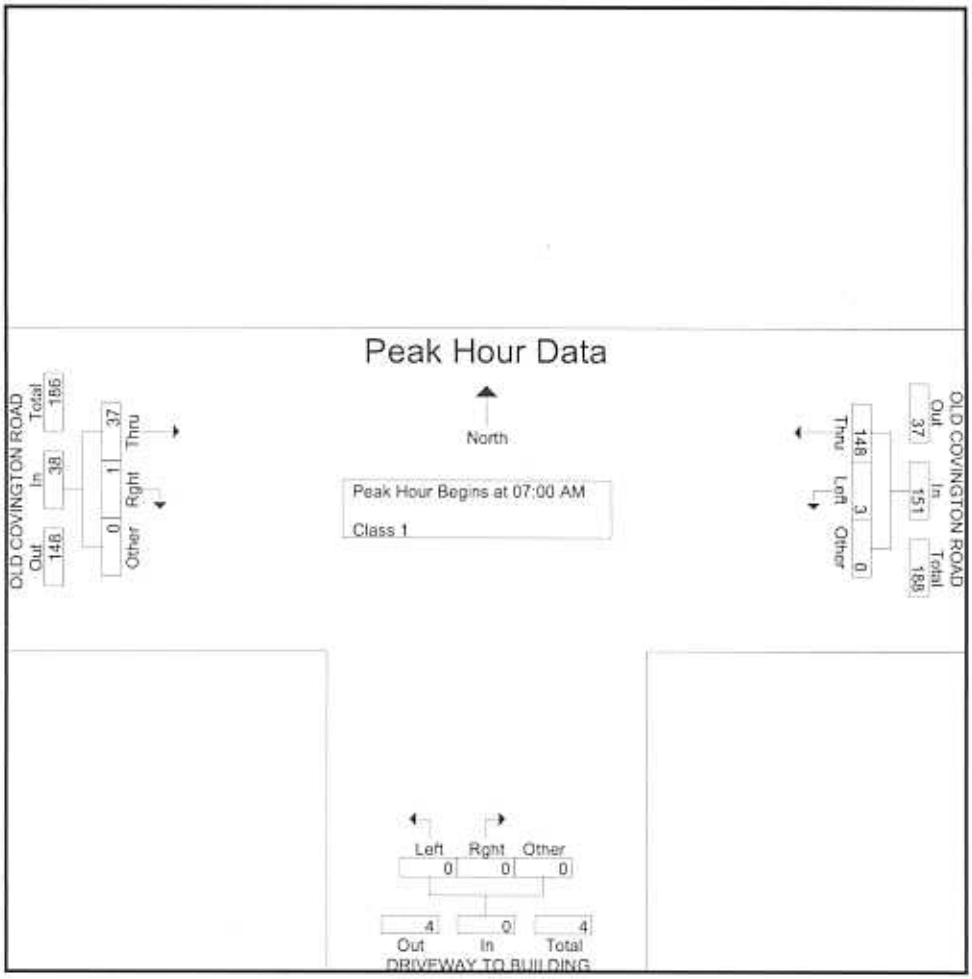


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga 30012
Ph. 404-374-1283

File Name : DrivewayToBldg@OldCovRdAM
Site Code : 00000000
Start Date : 11/27/2007
Page No : 2

	OLD COVINGTON ROAD Westbound				DRIVEWAY TO BUILDING Northbound				OLD COVINGTON ROAD Eastbound				
Start Time	Left	Thru	Other	App. Total	Left	Rght	Other	App. Total	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	1	36	0	37	0	0	0	0	10	0	0	10	47
07:15 AM	**2**	27	0	29	0	0	0	0	6	0	0	6	35
07:30 AM	0	42	0	42	0	0	0	0	**13**	**1**	0	**14**	**56**
07:45 AM	0	**43**	0	**43**	0	0	0	0	8	0	0	8	51
Total Volume	3	148	0	151	0	0	0	0	37	1	0	38	189
% App. Total	2	98	0		0	0	0		97.4	2.6	0		
PHF	.375	.860	.000	.878	.000	.000	.000	.000	.712	.250	.000	.679	.844



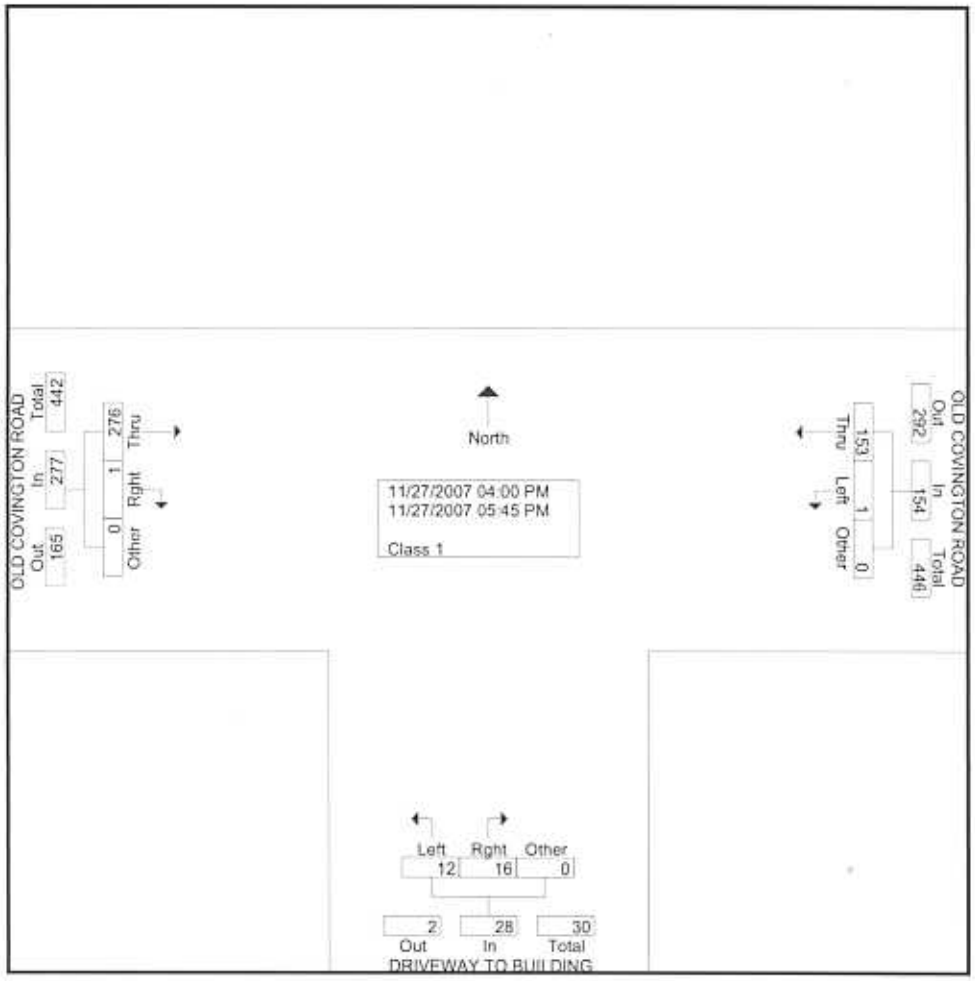
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga 30012
Ph. 404-374-1283

File Name : DrivewayToBldg@OldCovRdPM
Site Code : 00000000
Start Date : 11/27/2007
Page No : 1

Groups Printed- Class 1

	OLD COVINGTON ROAD Westbound				DRIVEWAY TO BUILDING Northbound				OLD COVINGTON ROAD Eastbound				
Start Time	Left	Thru	Other	App. Total	Left	Rght	Other	App. Total	Thru	Rght	Other	App. Total	Int. Total
04:00 PM	0	31	0	31	0	0	0	0	15	0	0	15	46
04:15 PM	0	17	0	17	1	1	0	2	16	0	0	16	35
04:30 PM	0	8	0	8	11	15	0	26	39	0	0	39	73
04:45 PM	0	17	0	17	0	0	0	0	57	1	0	58	75
Total	0	73	0	73	12	16	0	28	127	1	0	128	229
05:00 PM	0	19	0	19	0	0	0	0	48	0	0	48	67
05:15 PM	0	26	0	26	0	0	0	0	39	0	0	39	65
05:30 PM	0	24	0	24	0	0	0	0	41	0	0	41	65
05:45 PM	1	11	0	12	0	0	0	0	21	0	0	21	33
Total	1	80	0	81	0	0	0	0	149	0	0	149	230
Grand Total	1	153	0	154	12	16	0	28	276	1	0	277	459
Apprch %	0.6	99.4	0		42.9	57.1	0		99.6	0.4	0		
Total %	0.2	33.3	0	33.6	2.6	3.5	0	6.1	60.1	0.2	0	60.3	

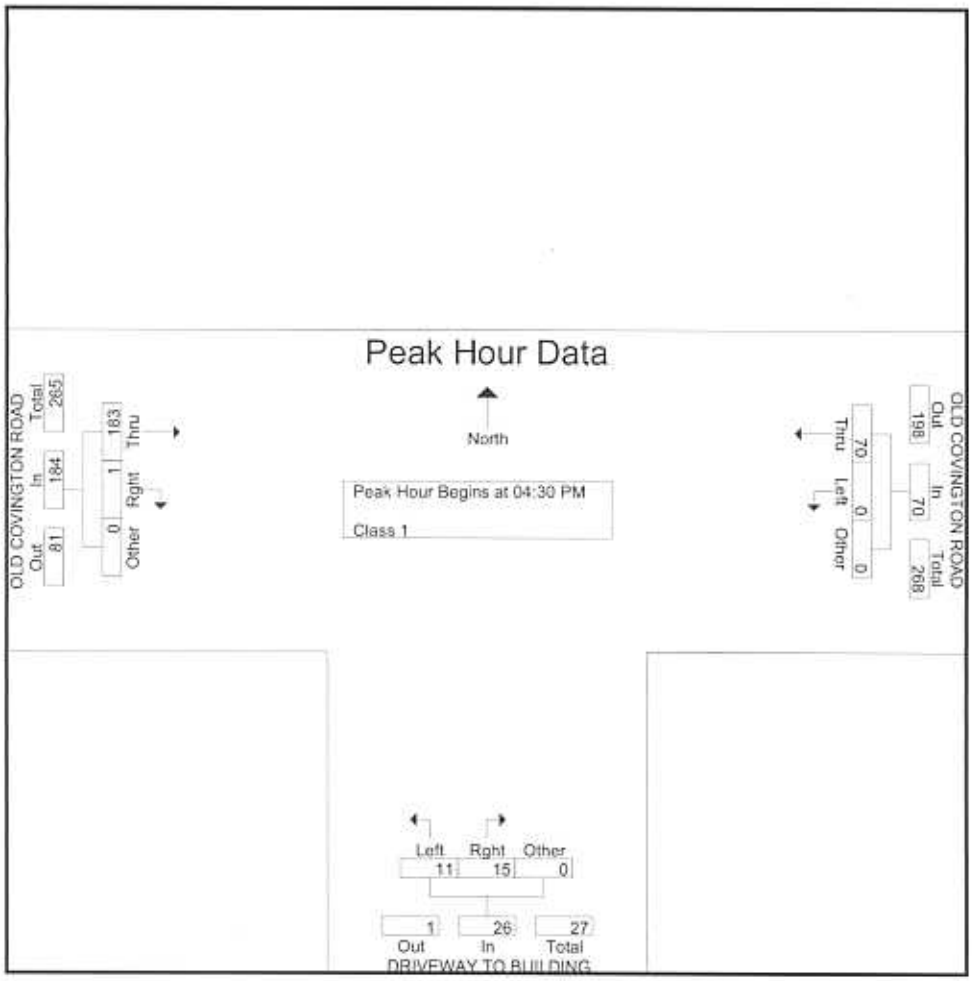


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga 30012
Ph. 404-374-1283

File Name : DrivewayToBldg@OldCovRdPM
Site Code : 00000000
Start Date : 11/27/2007
Page No : 2

	OLD COVINGTON ROAD Westbound				DRIVEWAY TO BUILDING Northbound				OLD COVINGTON ROAD Eastbound				
Start Time	Left	Thru	Other	App. Total	Left	Rght	Other	App. Total	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	8	0	8	**11**	**15**	0	**26**	39	0	0	39	73
04:45 PM	0	17	0	17	0	0	0	0	**57**	**1**	0	**58**	**75**
05:00 PM	0	19	0	19	0	0	0	0	48	0	0	48	67
05:15 PM	0	**26**	0	**26**	0	0	0	0	39	0	0	39	65
Total Volume	0	70	0	70	11	15	0	26	183	1	0	184	280
% App. Total	0	100	0		42.3	57.7	0		99.5	0.5	0		
PHF	.000	.673	.000	.673	.250	.250	.000	.250	.803	.250	.000	.793	.933



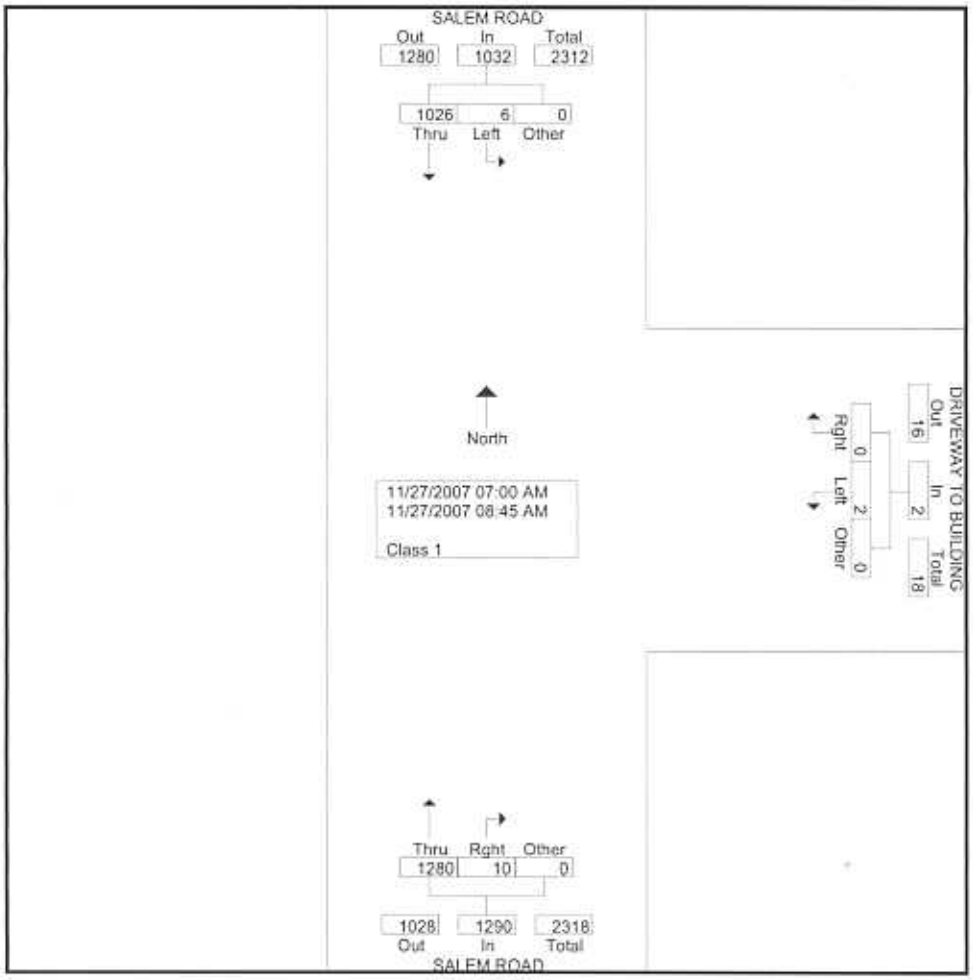
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga 30012
Ph. 404-374-1283

File Name : DrivewayToBldg@SalemRdAM
Site Code : 00000000
Start Date : 11/27/2007
Page No : 1

Groups Printed- Class 1

	SALEM ROAD Southbound				DRIVEWAY TO BUILDING Westbound				SALEM ROAD Northbound				
Start Time	Left	Thru	Other	App. Total	Left	Rght	Other	App. Total	Thru	Rght	Other	App. Total	Int. Total
07:00 AM	4	130	0	134	0	0	0	0	141	4	0	145	279
07:15 AM	0	124	0	124	0	0	0	0	171	1	0	172	296
07:30 AM	1	125	0	126	0	0	0	0	157	1	0	158	284
07:45 AM	0	151	0	151	0	0	0	0	189	1	0	190	341
Total	5	530	0	535	0	0	0	0	658	7	0	665	1200
08:00 AM	0	143	0	143	0	0	0	0	170	0	0	170	313
08:15 AM	0	133	0	133	1	0	0	1	162	1	0	163	297
08:30 AM	0	121	0	121	0	0	0	0	145	0	0	145	266
08:45 AM	1	99	0	100	1	0	0	1	145	2	0	147	248
Total	1	496	0	497	2	0	0	2	622	3	0	625	1124
Grand Total	6	1026	0	1032	2	0	0	2	1280	10	0	1290	2324
Apprch %	0.6	99.4	0		100	0	0		99.2	0.8	0		
Total %	0.3	44.1	0	44.4	0.1	0	0	0.1	55.1	0.4	0	55.5	

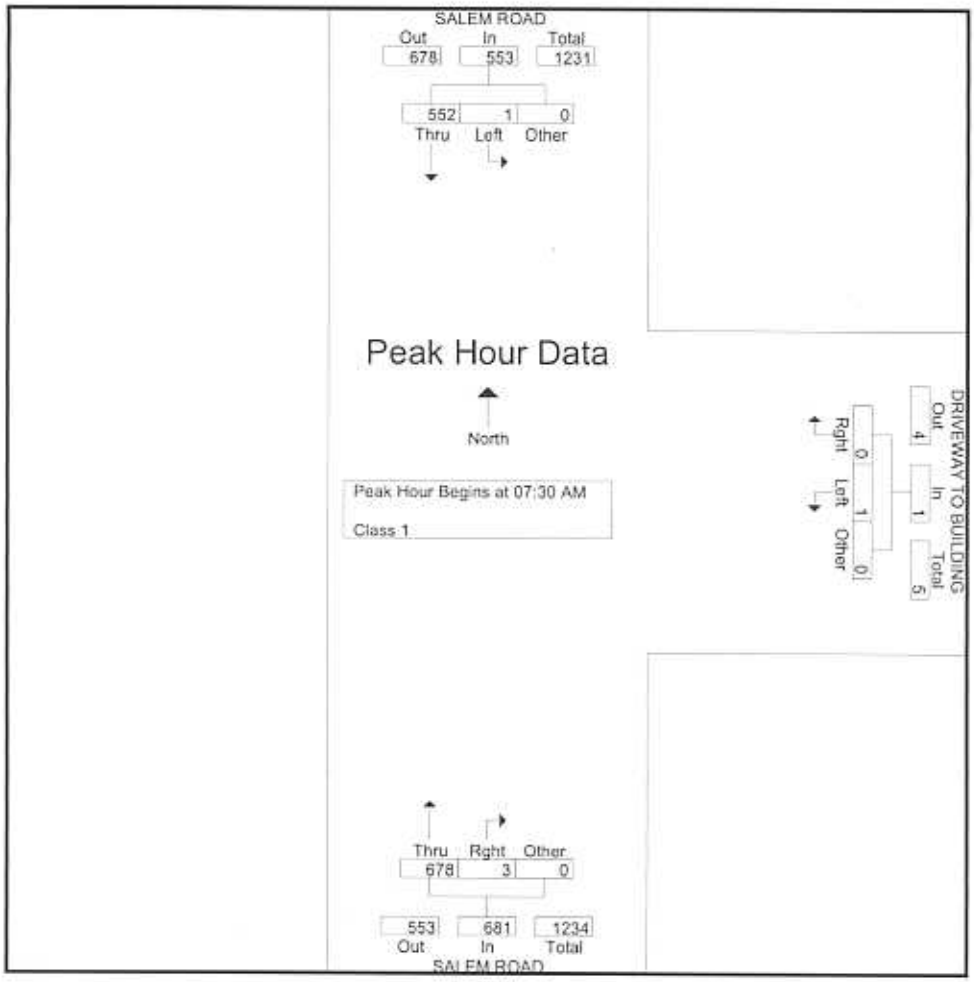


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga 30012
Ph. 404-374-1283

File Name : DrivewayToBldg@SalemRdAM
Site Code : 00000000
Start Date : 11/27/2007
Page No : 2

	SALEM ROAD Southbound				DRIVEWAY TO BUILDING Westbound				SALEM ROAD Northbound				
Start Time	Left	Thru	Other	App. Total	Left	Rght	Other	App. Total	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	1	125	0	126	0	0	0	0	157	1	0	158	284
07:45 AM	0	**151**	0	**151**	0	0	0	0	**189**	1	0	**190**	**341**
08:00 AM	0	143	0	143	0	0	0	0	170	0	0	170	313
08:15 AM	0	133	0	133	1	0	0	1	162	1	0	163	297
Total Volume	1	552	0	553	1	0	0	1	678	3	0	681	1235
% App. Total	0.2	99.8	0		100	0	0		99.6	0.4	0		
PHF	.250	.914	.000	.916	.250	.000	.000	.250	.897	.750	.000	.896	.905



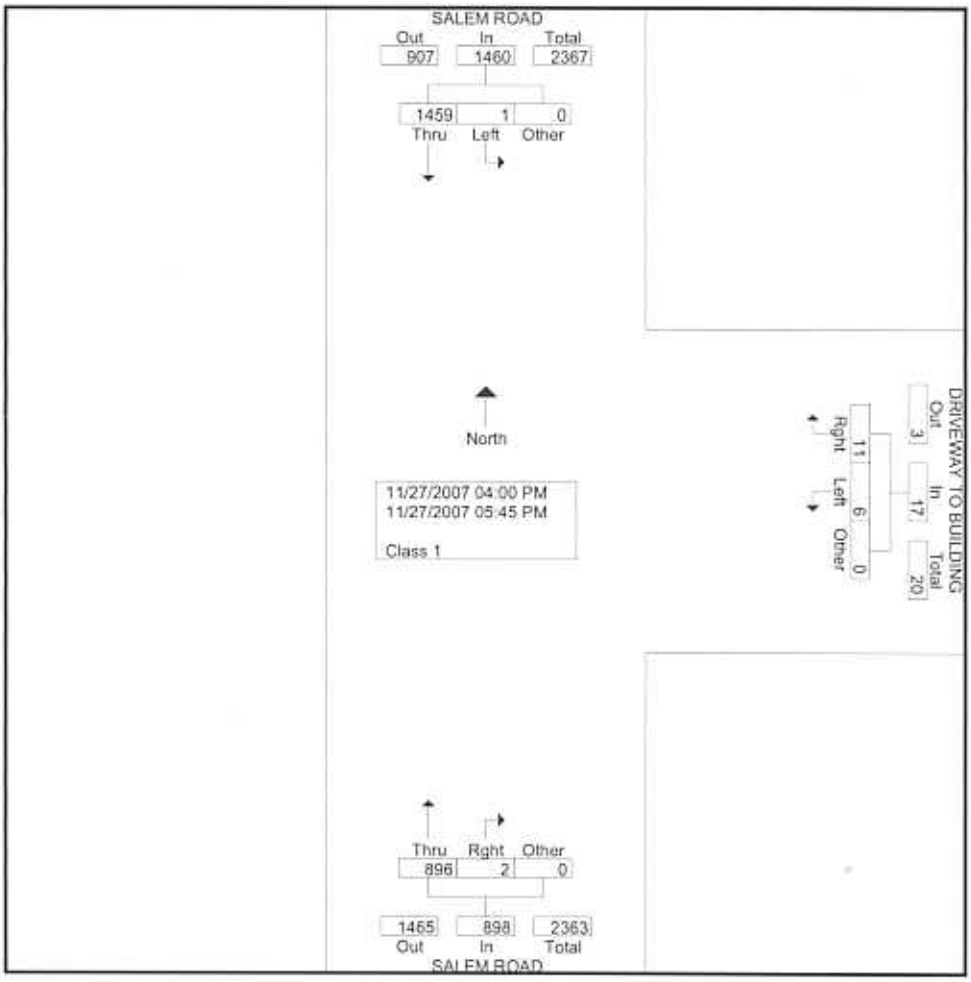
All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga 30012
Ph. 404-374-1283

File Name : DrivewayToBldg@SalemRdPM
Site Code : 00000000
Start Date : 11/27/2007
Page No : 1

Groups Printed- Class 1

	SALEM ROAD Southbound				DRIVEWAY TO BUILDING Westbound				SALEM ROAD Northbound				
Start Time	Left	Thru	Other	App. Total	Left	Rght	Other	App. Total	Thru	Rght	Other	App. Total	Int. Total
04:00 PM	0	190	0	190	0	0	0	0	131	0	0	131	321
04:15 PM	0	204	0	204	1	1	0	2	136	0	0	136	342
04:30 PM	1	103	0	104	5	10	0	15	112	2	0	114	233
04:45 PM	0	136	0	136	0	0	0	0	116	0	0	116	252
Total	1	633	0	634	6	11	0	17	495	2	0	497	1148
05:00 PM	0	205	0	205	0	0	0	0	108	0	0	108	313
05:15 PM	0	235	0	235	0	0	0	0	96	0	0	96	331
05:30 PM	0	206	0	206	0	0	0	0	93	0	0	93	299
05:45 PM	0	180	0	180	0	0	0	0	104	0	0	104	284
Total	0	826	0	826	0	0	0	0	401	0	0	401	1227
Grand Total	1	1459	0	1460	6	11	0	17	896	2	0	898	2375
Apprch %	0.1	99.9	0		35.3	64.7	0		99.8	0.2	0		
Total %	0	61.4	0	61.5	0.3	0.5	0	0.7	37.7	0.1	0	37.8	

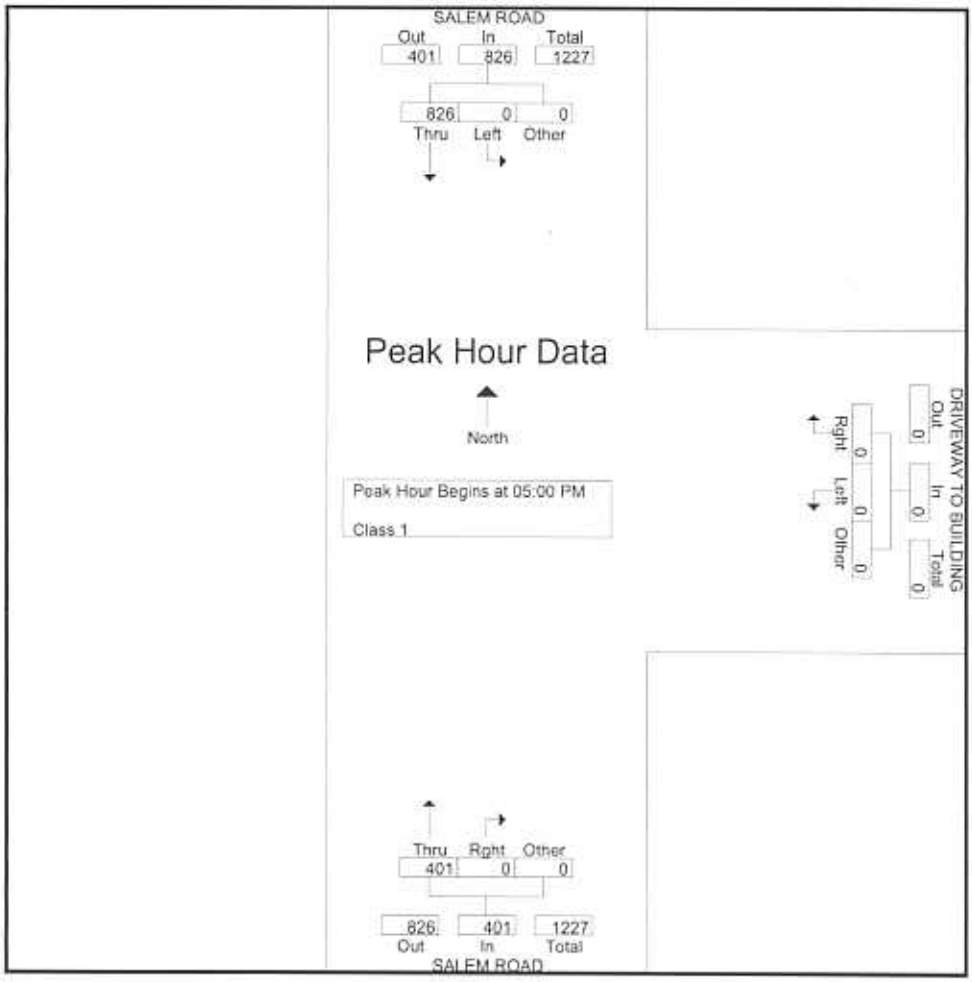


All Traffic Data Services, Inc.

1336 Farmer Road
Conyers, Ga 30012
Ph. 404-374-1283

File Name : DrivewayToBldg@SalemRdPM
Site Code : 00000000
Start Date : 11/27/2007
Page No : 2

	SALEM ROAD Southbound				DRIVEWAY TO BUILDING Westbound				SALEM ROAD Northbound				
Start Time	Left	Thru	Other	App. Total	Left	Rght	Other	App. Total	Thru	Rght	Other	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	205	0	205	0	0	0	0	**108**	0	0	**108**	313
05:15 PM	0	**235**	0	**235**	0	0	0	0	96	0	0	96	**331**
05:30 PM	0	206	0	206	0	0	0	0	93	0	0	93	299
05:45 PM	0	180	0	180	0	0	0	0	104	0	0	104	284
Total Volume	0	826	0	826	0	0	0	0	401	0	0	401	1227
% App. Total	0	100	0		0	0	0		100	0	0		
PHF	.000	.879	.000	.879	.000	.000	.000	.000	.928	.000	.000	.928	.927



All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga. 30012
ph. 404-374-1283

Site Code: A
Station ID: A
SALEM ROAD
SOUTH OF OLD COVINGTON ROAD
Latitude: 0' 0.000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/29/07	0	16	0	0	0	0	0	0	0	0	0	0	0	16
00:15	1	12	0	0	0	0	0	0	0	0	0	0	0	13
00:30	0	10	0	0	0	0	0	0	1	0	0	0	0	11
00:45	0	9	0	0	0	1	0	0	0	0	0	0	0	10
	1	47	0	0	0	1	0	0	1	0	0	0	0	50
01:00	0	6	0	0	0	0	0	0	2	0	0	0	0	8
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	6	0	0	0	0	0	0	1	0	0	0	0	7
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	17	0	0	0	0	0	0	3	0	0	0	0	20
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
02:30	0	4	0	0	0	0	0	0	2	0	0	0	0	6
02:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11
	0	26	1	0	0	0	0	0	2	0	0	0	0	29
03:00	0	10	0	0	0	0	0	0	1	0	0	0	0	11
03:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
03:30	0	6	0	0	0	2	0	0	1	0	0	0	0	9
03:45	0	10	0	0	0	0	0	0	2	0	0	0	0	12
	0	35	0	0	0	2	0	0	4	0	0	0	0	41
04:00	0	7	0	0	1	0	0	0	1	0	0	0	0	9
04:15	0	11	0	0	0	0	0	0	1	0	0	0	0	12
04:30	0	17	0	0	0	0	0	0	1	0	0	0	0	18
04:45	0	34	0	0	0	0	0	0	0	0	0	0	0	34
	0	69	0	0	1	0	0	0	3	0	0	0	0	73
05:00	0	28	0	0	0	0	0	0	2	0	0	0	0	30
05:15	1	50	2	0	0	0	0	0	0	0	0	0	0	53
05:30	0	106	1	0	0	0	0	0	0	0	0	0	0	107
05:45	3	110	0	0	1	0	0	0	1	0	0	0	0	115
	4	294	3	0	1	0	0	0	3	0	0	0	0	305
06:00	1	85	0	0	0	0	0	0	3	0	0	0	0	89
06:15	1	125	4	1	1	1	0	0	0	0	0	0	0	133
06:30	2	147	4	1	1	0	0	0	1	0	0	0	0	156
06:45	0	130	2	0	0	0	0	1	1	0	0	0	0	134
	4	487	10	2	2	1	0	1	5	0	0	0	0	512
07:00	0	147	6	0	1	2	0	0	0	0	0	0	0	156
07:15	0	157	4	0	0	1	0	1	1	0	0	0	0	164
07:30	0	148	5	0	2	0	0	1	0	1	0	0	0	157
07:45	4	157	3	1	0	2	0	0	0	1	0	0	0	168
	4	609	18	1	3	5	0	2	1	2	0	0	0	645
08:00	0	147	8	0	1	1	0	1	1	0	0	0	0	159
08:15	1	143	4	1	2	0	0	0	1	0	0	0	0	152
08:30	1	142	4	0	0	1	0	1	2	0	0	0	0	151
08:45	1	123	4	0	0	1	0	1	0	0	0	0	0	130
	3	555	20	1	3	3	0	3	4	0	0	0	0	592
09:00	2	111	7	0	4	0	0	0	1	0	0	0	0	125
09:15	1	110	1	0	0	1	0	1	3	0	1	0	0	118
09:30	0	96	3	0	2	2	0	1	2	0	0	0	0	106
09:45	2	105	0	0	1	1	0	0	3	0	0	0	0	112
	5	422	11	0	7	4	0	2	9	0	1	0	0	461
10:00	1	92	1	0	0	2	0	0	2	0	0	0	2	100
10:15	3	95	4	0	2	2	0	0	3	0	0	0	0	109
10:30	2	101	1	0	1	0	0	0	1	0	0	0	0	106
10:45	0	106	5	0	0	0	0	0	3	0	0	1	0	115
	6	394	11	0	3	4	0	0	9	0	0	1	2	430
11:00	1	103	4	0	2	1	0	1	1	0	0	0	1	114
11:15	3	92	2	0	2	1	0	0	2	0	0	0	1	103
11:30	1	91	4	0	1	1	0	1	2	0	0	0	0	101
11:45	3	122	5	1	2	2	0	1	1	0	0	1	0	138
	8	408	15	1	7	5	0	3	6	0	0	1	2	456
Total	35	3363	89	5	27	25	0	11	50	2	1	2	4	3614
Percent	1.0%	93.1%	2.5%	0.1%	0.7%	0.7%	0.0%	0.3%	1.4%	0.1%	0.0%	0.1%	0.1%	

All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga. 30012
ph. 404-374-1283

Site Code: A
Station ID: A
SALEM ROAD
SOUTH OF OLD COVINGTON ROAD
Latitude: 0' 0.000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	115	2	0	1	2	0	0	0	0	0	0	0	120
12:15	1	116	2	1	0	1	0	0	3	0	0	0	0	124
12:30	1	103	2	2	1	3	0	0	1	1	0	0	0	114
12:45	0	87	1	0	1	1	0	0	1	0	0	0	0	91
	2	421	7	3	3	7	0	0	5	1	0	0	0	449
13:00	2	131	3	0	0	1	0	1	2	0	0	0	0	140
13:15	2	108	3	0	1	2	0	1	1	0	1	0	0	119
13:30	1	123	4	0	1	1	0	1	2	0	0	0	1	134
13:45	2	117	4	0	0	1	0	1	2	0	0	0	0	127
	7	479	14	0	2	5	0	4	7	0	1	0	1	520
14:00	3	121	3	0	0	0	0	1	2	0	0	0	0	130
14:15	0	109	3	0	2	2	0	1	2	0	0	0	0	119
14:30	2	112	5	0	1	1	0	0	1	0	0	0	0	122
14:45	2	114	2	1	0	1	0	0	1	0	0	0	0	121
	7	456	13	1	3	4	0	2	6	0	0	0	0	492
15:00	1	119	3	0	2	1	0	0	2	0	0	0	0	128
15:15	1	117	1	0	1	1	0	0	2	0	0	0	0	123
15:30	1	126	2	0	1	1	0	0	0	0	0	0	0	131
15:45	1	109	3	1	1	1	0	0	1	0	0	0	0	117
	4	471	9	1	5	4	0	0	5	0	0	0	0	499
16:00	2	105	4	1	1	0	0	0	1	0	0	0	0	114
16:15	2	109	3	0	1	0	0	0	1	0	0	0	0	116
16:30	2	127	5	0	1	1	0	2	0	0	0	0	0	138
16:45	1	97	2	0	1	0	0	0	0	0	0	0	0	101
	7	438	14	1	4	1	0	2	2	0	0	0	0	469
17:00	1	112	4	0	1	0	0	0	3	0	0	0	0	121
17:15	2	108	1	1	1	2	0	0	1	0	0	0	0	116
17:30	1	121	0	0	0	0	0	1	0	0	0	0	0	123
17:45	4	116	1	0	2	0	0	1	0	0	0	0	1	125
	8	457	6	1	4	2	0	2	4	0	0	0	1	485
18:00	3	133	3	0	1	0	0	0	1	0	0	0	0	141
18:15	0	113	0	0	1	0	0	0	2	1	0	0	0	117
18:30	1	85	2	0	0	0	0	0	1	0	0	0	0	89
18:45	1	95	2	0	0	0	0	0	1	0	0	0	0	99
	5	426	7	0	2	0	0	0	5	1	0	0	0	446
19:00	4	79	2	0	1	1	0	0	1	0	0	0	0	88
19:15	0	58	1	0	0	0	0	0	1	0	0	0	0	60
19:30	1	57	1	0	0	0	0	0	0	0	0	0	0	59
19:45	1	63	1	0	0	0	0	0	0	0	0	0	0	65
	6	257	5	0	1	1	0	0	2	0	0	0	0	272
20:00	1	45	0	0	0	0	0	0	0	0	0	0	0	46
20:15	0	62	0	0	0	0	0	0	0	0	0	0	0	62
20:30	2	64	1	0	0	0	0	0	1	0	0	0	0	68
20:45	1	46	0	0	0	0	0	0	1	0	0	0	0	48
	4	217	1	0	0	0	0	0	2	0	0	0	0	224
21:00	1	46	0	0	1	0	0	0	2	0	0	0	0	50
21:15	1	50	0	0	0	0	0	0	0	0	0	0	0	51
21:30	2	49	0	0	0	0	0	0	1	0	0	0	0	52
21:45	1	28	0	0	0	0	0	0	1	0	0	0	0	30
	5	173	0	0	1	0	0	0	4	0	0	0	0	183
22:00	0	45	0	0	0	0	0	0	0	0	0	0	0	45
22:15	0	37	1	0	0	0	0	0	0	0	0	0	0	38
22:30	0	28	1	0	0	0	0	0	0	0	0	0	0	29
22:45	0	43	0	0	0	0	0	0	0	0	0	0	0	43
	0	153	2	0	0	0	0	0	0	0	0	0	0	155
23:00	0	23	0	0	0	0	0	0	0	0	0	0	0	23
23:15	0	16	0	0	0	0	0	0	0	0	0	0	0	16
23:30	0	11	0	0	0	1	0	0	0	0	0	0	0	12
23:45	1	16	0	0	0	1	0	0	1	0	0	0	0	19
	1	66	0	0	0	2	0	0	1	0	0	0	0	70
Total	56	4014	78	7	25	26	0	10	43	2	1	0	2	4264
Percent	1.3%	94.1%	1.8%	0.2%	0.6%	0.6%	0.0%	0.2%	1.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	91	7377	167	12	52	51	0	21	93	4	2	2	6	7878
Percent	1.2%	93.6%	2.1%	0.2%	0.7%	0.6%	0.0%	0.3%	1.2%	0.1%	0.0%	0.0%	0.1%	

All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga. 30012
ph. 404-374-1283

Site Code: A.5
Station ID: A.5
SALEM ROAD
SOUTH OF OLD COVINGTON ROAD
Latitude: 0' 0.000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/29/07	0	28	1	0	0	0	0	0	0	0	0	0	0	29
00:15	0	9	0	0	0	0	0	0	2	0	0	0	0	11
00:30	0	16	0	0	0	0	0	0	1	0	0	0	0	17
00:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11
	0	64	1	0	0	0	0	0	3	0	0	0	0	68
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:15	0	9	0	0	0	1	0	1	0	0	0	0	0	11
01:30	0	1	0	0	0	1	0	0	0	0	0	0	0	2
01:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	0	24	0	0	0	2	0	1	0	0	0	0	0	27
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	10	0	0	0	0	0	0	1	0	0	0	0	11
02:30	0	11	0	0	0	0	0	0	1	0	0	0	0	12
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
	0	26	0	0	0	0	0	0	3	0	0	0	0	29
03:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
03:15	0	9	0	0	0	0	0	0	1	0	0	0	0	10
03:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:45	0	8	1	0	0	0	0	0	2	0	0	0	0	11
	0	31	2	0	0	0	0	0	3	0	0	0	0	36
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	10	1	0	0	1	0	0	1	0	0	0	0	13
04:30	0	11	0	0	0	0	0	0	1	0	0	0	0	12
04:45	0	13	1	0	0	0	0	0	3	0	0	0	0	17
	0	38	2	0	0	1	0	0	5	0	0	0	0	46
05:00	0	17	1	0	1	0	0	0	0	0	0	0	0	19
05:15	1	25	1	0	0	0	0	0	0	0	0	0	0	27
05:30	0	22	1	0	0	0	0	0	3	0	0	0	0	26
05:45	0	57	1	0	0	1	0	0	2	0	0	0	0	61
	1	121	4	0	1	1	0	0	5	0	0	0	0	133
06:00	0	52	4	0	1	0	0	0	1	0	0	0	0	58
06:15	0	66	2	0	0	0	0	0	1	1	0	0	0	70
06:30	0	94	5	0	2	0	0	1	1	1	0	0	0	104
06:45	0	90	4	0	0	0	0	1	3	0	0	0	0	98
	0	302	15	0	3	0	0	2	6	2	0	0	0	330
07:00	2	125	7	0	1	1	0	0	2	0	0	0	0	138
07:15	0	117	4	0	2	1	0	0	0	0	0	0	0	124
07:30	0	125	5	0	2	0	0	0	0	1	0	0	0	133
07:45	0	140	7	0	3	0	0	0	0	0	0	0	0	150
	2	507	23	0	8	2	0	0	2	1	0	0	0	545
08:00	0	116	7	0	1	1	0	2	5	0	0	0	0	132
08:15	1	110	10	0	5	2	0	2	1	0	0	0	0	131
08:30	0	102	7	0	4	0	0	0	1	0	0	0	0	114
08:45	0	107	5	0	1	1	0	0	2	1	0	0	1	118
	1	435	29	0	11	4	0	4	9	1	0	0	1	495
09:00	0	101	10	0	4	0	0	2	2	0	0	0	0	119
09:15	0	97	12	0	0	0	0	0	0	0	0	0	1	110
09:30	0	98	8	0	2	1	0	0	2	0	0	0	0	111
09:45	1	89	2	0	3	0	0	1	3	1	0	0	0	100
	1	385	32	0	9	1	0	3	7	1	0	0	1	440
10:00	0	97	9	0	6	0	0	1	2	0	0	0	0	115
10:15	0	85	7	0	2	1	0	0	7	0	0	0	0	102
10:30	0	112	4	0	1	4	0	1	4	0	0	0	0	126
10:45	0	91	5	0	0	0	0	0	2	0	0	0	0	98
	0	385	25	0	9	5	0	2	15	0	0	0	0	441
11:00	1	96	3	0	3	0	0	2	3	1	0	0	0	109
11:15	0	116	7	0	3	1	0	0	2	0	0	0	1	130
11:30	2	135	6	0	0	0	0	0	0	0	0	0	1	144
11:45	0	150	9	0	3	1	0	0	1	1	0	0	0	165
	3	497	25	0	9	2	0	2	6	2	0	0	2	548
Total	8	2815	158	0	50	18	0	14	64	7	0	0	4	3138
Percent	0.3%	89.7%	5.0%	0.0%	1.6%	0.6%	0.0%	0.4%	2.0%	0.2%	0.0%	0.0%	0.1%	

All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga. 30012
ph. 404-374-1283

Site Code: A.5
Station ID: A.5
SALEM ROAD
SOUTH OF OLD COVINGTON ROAD
Latitude: 0' 0.000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	147	6	0	0	0	0	1	1	0	0	0	0	155
12:15	0	141	1	0	1	0	0	0	3	0	0	0	1	147
12:30	2	120	5	1	1	0	0	1	2	0	0	0	0	132
12:45	0	124	5	0	0	2	0	0	4	0	0	0	0	135
	2	532	17	1	2	2	0	2	10	0	0	0	1	569
13:00	0	128	6	0	1	0	0	0	0	0	0	0	0	135
13:15	0	133	2	0	3	3	0	0	1	1	0	0	1	144
13:30	0	134	5	0	2	0	0	0	2	0	0	0	0	143
13:45	0	121	5	0	2	1	0	1	3	1	0	0	0	134
	0	516	18	0	8	4	0	1	6	2	0	0	1	556
14:00	0	122	5	0	3	0	0	2	2	0	0	0	0	134
14:15	0	129	8	0	4	0	0	0	2	0	0	0	0	143
14:30	1	167	4	0	1	1	0	1	2	0	0	0	0	177
14:45	2	156	8	0	5	0	0	0	1	0	0	0	1	173
	3	574	25	0	13	1	0	3	7	0	0	0	1	627
15:00	4	167	4	0	3	1	0	2	2	0	0	0	0	183
15:15	0	153	1	0	0	0	0	0	3	1	0	0	0	158
15:30	0	230	6	0	2	0	0	0	2	0	0	0	0	240
15:45	0	154	3	0	2	0	0	0	3	1	0	0	0	163
	4	704	14	0	7	1	0	2	10	2	0	0	0	744
16:00	0	177	5	0	1	1	0	0	2	0	0	0	0	186
16:15	1	158	2	0	2	1	0	0	1	0	0	0	0	165
16:30	1	241	6	0	0	0	0	0	2	0	0	0	0	250
16:45	1	246	7	0	0	0	0	1	2	0	0	0	0	257
	3	822	20	0	3	2	0	1	7	0	0	0	0	858
17:00	1	249	2	0	0	1	0	0	1	1	0	0	1	256
17:15	1	247	10	0	0	0	0	0	3	0	0	0	0	261
17:30	4	232	8	0	2	1	0	0	2	0	0	0	0	249
17:45	1	188	3	1	0	0	1	1	1	0	0	0	0	196
	7	916	23	1	2	2	1	1	7	1	0	0	1	962
18:00	0	182	5	0	1	0	0	0	1	0	0	0	0	189
18:15	1	155	6	0	0	0	0	0	1	0	0	0	0	163
18:30	0	144	6	0	2	0	0	0	1	0	0	0	0	153
18:45	1	115	4	0	0	0	0	0	0	0	0	0	0	120
	2	596	21	0	3	0	0	0	3	0	0	0	0	625
19:00	0	109	2	0	0	0	0	0	2	0	0	0	0	113
19:15	0	90	1	0	0	0	0	0	1	0	0	0	0	92
19:30	2	96	2	0	0	0	0	1	0	0	0	0	0	101
19:45	1	59	2	0	0	0	0	0	1	0	0	0	0	63
	3	354	7	0	0	0	0	1	4	0	0	0	0	369
20:00	1	73	1	0	0	0	0	0	3	0	0	0	0	78
20:15	0	59	2	0	1	0	0	1	0	0	0	0	0	63
20:30	1	67	1	0	0	1	0	0	0	0	0	0	0	70
20:45	1	53	1	0	0	0	0	0	1	0	0	0	0	56
	3	252	5	0	1	1	0	1	4	0	0	0	0	267
21:00	0	43	0	0	0	0	0	0	0	0	0	0	0	43
21:15	0	36	2	0	0	0	0	0	0	0	0	0	0	38
21:30	0	46	0	0	1	0	0	0	1	0	0	0	0	48
21:45	2	37	1	0	0	0	0	0	0	0	0	0	0	40
	2	162	3	0	1	0	0	0	1	0	0	0	0	169
22:00	1	38	0	0	0	0	0	0	0	0	0	0	0	39
22:15	0	31	1	0	0	0	0	0	0	0	0	0	0	32
22:30	0	33	1	0	0	0	0	0	1	0	0	0	0	35
22:45	0	25	0	0	0	0	0	0	1	0	0	0	0	26
	1	127	2	0	0	0	0	0	2	0	0	0	0	132
23:00	0	39	0	0	0	0	0	0	0	0	0	0	0	39
23:15	0	33	0	0	0	0	0	0	0	0	0	0	0	33
23:30	1	28	0	0	0	0	0	0	0	0	0	0	0	29
23:45	0	33	0	0	0	0	0	0	0	0	0	0	0	33
	1	133	0	0	0	0	0	0	0	0	0	0	0	134
Total	31	5688	155	2	40	13	1	12	61	5	0	0	4	6012
Percent	0.5%	94.6%	2.6%	0.0%	0.7%	0.2%	0.0%	0.2%	1.0%	0.1%	0.0%	0.0%	0.1%	
Grand Total	39	8503	313	2	90	31	1	26	125	12	0	0	8	9150
Percent	0.4%	92.9%	3.4%	0.0%	1.0%	0.3%	0.0%	0.3%	1.4%	0.1%	0.0%	0.0%	0.1%	

All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga. 30012
ph. 404-374-1283

Site Code: B
Station ID: B
OLD COVINGTON ROAD
EAST OF SALEM RD / SIGMAN RD
Latitude: 0' 0.000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/29/07	0	1	2	0	0	0	0	0	0	0	0	0	0	3
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	7	4	0	0	0	0	0	0	0	0	0	0	11
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	6	1	0	1	0	0	0	0	0	0	0	0	8
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	2	3	0	0	0	0	0	0	0	0	0	0	5
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	5	4	0	0	0	0	0	0	0	0	0	0	9
06:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
06:15	0	3	1	0	2	0	0	0	0	0	0	0	0	6
06:30	0	3	0	2	0	0	0	0	0	0	0	0	0	5
06:45	0	5	0	0	0	0	0	0	1	0	0	0	0	6
	0	13	2	2	3	0	0	0	1	0	0	0	0	21
07:00	0	5	2	1	1	0	0	0	1	0	0	0	0	10
07:15	0	2	1	0	2	0	0	0	0	0	0	0	0	5
07:30	0	6	5	0	3	0	0	0	0	0	0	0	0	14
07:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	0	19	9	1	6	0	0	0	1	0	0	0	0	36
08:00	0	1	4	0	2	0	0	1	0	0	0	0	0	8
08:15	0	4	6	0	1	0	0	2	0	0	0	0	0	13
08:30	0	6	6	0	0	0	0	1	0	0	0	0	0	13
08:45	0	1	7	0	3	0	0	0	1	0	0	0	0	12
	0	12	23	0	6	0	0	4	1	0	0	0	0	46
09:00	0	1	5	0	2	0	0	1	0	0	0	0	0	9
09:15	0	5	6	0	0	1	0	0	0	0	0	0	0	12
09:30	0	3	3	0	1	0	0	0	0	0	0	0	0	7
09:45	0	4	5	0	2	1	0	0	0	0	0	0	0	12
	0	13	19	0	5	2	0	1	0	0	0	0	0	40
10:00	0	8	6	0	1	0	0	0	0	0	0	0	0	15
10:15	0	6	6	0	1	0	0	0	1	0	0	0	0	14
10:30	0	7	4	0	0	0	0	0	0	0	0	0	0	11
10:45	0	7	4	0	1	1	0	0	0	0	0	0	0	13
	0	28	20	0	3	1	0	0	1	0	0	0	0	53
11:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
11:15	0	10	5	0	2	1	0	0	0	0	0	0	0	18
11:30	0	7	2	0	1	0	0	1	0	0	0	0	0	11
11:45	0	6	5	0	1	0	0	1	1	0	0	0	0	14
	0	31	16	0	4	1	0	2	1	0	0	0	0	55
Total	0	139	103	3	28	4	0	7	5	0	0	0	0	289
Percent	0.0%	48.1%	35.6%	1.0%	9.7%	1.4%	0.0%	2.4%	1.7%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga. 30012
ph. 404-374-1283

Site Code: B
Station ID: B
OLD COVINGTON ROAD
EAST OF SALEM RD / SIGMAN RD
Latitude: 0' 0.000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>5 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	6	6	0	2	2	0	1	0	0	0	0	0	17
12:15	0	8	4	0	0	0	0	0	0	0	0	0	0	12
12:30	0	9	4	1	0	0	0	1	0	0	0	0	0	15
12:45	0	4	3	0	0	1	0	0	0	0	0	0	0	8
	0	27	17	1	2	3	0	2	0	0	0	0	0	52
13:00	0	8	4	0	2	0	0	0	0	0	0	0	0	14
13:15	0	3	5	0	0	0	0	0	0	0	0	0	0	8
13:30	0	16	3	0	3	0	0	0	0	0	0	0	0	22
13:45	0	9	4	0	1	0	0	1	0	0	0	0	0	15
	0	36	16	0	6	0	0	1	0	0	0	0	0	59
14:00	0	8	5	0	3	0	0	0	0	0	0	0	0	16
14:15	0	7	3	0	1	1	0	1	0	0	0	0	0	13
14:30	0	14	6	0	1	0	0	0	0	0	0	0	0	21
14:45	0	4	6	0	1	1	0	0	0	0	0	0	0	12
	0	33	20	0	6	2	0	1	0	0	0	0	0	62
15:00	1	13	3	1	0	0	0	0	0	0	0	0	0	18
15:15	0	7	4	0	0	0	0	0	0	0	0	0	0	11
15:30	0	11	3	2	1	0	0	0	0	0	0	0	0	17
15:45	0	22	9	0	2	0	0	0	0	0	0	0	0	33
	1	53	19	3	3	0	0	0	0	0	0	0	0	79
16:00	0	13	9	0	4	0	0	1	0	0	0	0	0	27
16:15	0	6	1	0	1	0	0	0	0	0	0	0	0	8
16:30	0	12	7	0	0	0	0	0	0	0	0	0	0	19
16:45	0	16	6	0	0	0	0	0	0	0	0	0	0	22
	0	47	23	0	5	0	0	1	0	0	0	0	0	76
17:00	0	21	12	0	0	0	0	0	1	0	0	0	0	34
17:15	0	26	5	0	0	0	0	0	0	0	0	0	0	31
17:30	0	28	6	0	0	0	0	0	0	0	0	0	0	34
17:45	0	25	9	0	0	0	0	0	0	0	0	0	0	34
	0	100	32	0	0	0	0	0	1	0	0	0	0	133
18:00	0	12	8	0	0	0	0	0	0	0	0	0	0	20
18:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16
18:30	0	14	2	0	2	0	0	0	0	0	0	0	0	18
18:45	0	7	5	0	0	0	0	0	0	0	0	0	0	12
	0	45	19	0	2	0	0	0	0	0	0	0	0	66
19:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
19:15	0	8	1	0	1	0	0	0	0	0	0	0	0	10
19:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
19:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	0	42	9	0	1	0	0	0	0	0	0	0	0	52
20:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
20:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
20:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
20:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	20	9	0	0	0	0	0	0	0	0	0	0	29
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
21:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3
21:30	0	9	0	0	0	0	0	1	0	0	0	0	0	10
21:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	0	19	4	0	1	0	0	1	0	0	0	0	0	25
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	0	14	4	0	0	0	0	0	0	0	0	0	0	18
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Total	1	448	173	4	26	5	0	6	1	0	0	0	0	664
Percent	0.2%	67.5%	26.1%	0.6%	3.9%	0.8%	0.0%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	
Grand Total	1	587	276	7	54	9	0	13	6	0	0	0	0	953
Percent	0.1%	61.6%	29.0%	0.7%	5.7%	0.9%	0.0%	1.4%	0.6%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Service, Inc
1336 Farmer Road
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Site Code: B
Station ID: B
OLD COVINGTON ROAD
EAST OF SALEM RD / SIGMAN RD
Latitude: 0' 0.000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/29/07	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	1	0	1	0	0	0	0	0	0	0	0	3
	0	1	1	0	1	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	3	3	0	1	0	0	0	0	0	0	0	0	7
05:30	0	9	4	0	0	0	0	0	0	0	0	0	0	13
05:45	0	14	1	0	1	0	0	1	0	0	0	0	0	17
	0	28	8	0	2	0	0	1	0	0	0	0	0	39
06:00	0	14	7	0	1	0	0	0	0	0	0	0	0	22
06:15	0	18	8	0	2	0	0	0	0	0	0	0	0	28
06:30	0	19	9	0	3	0	0	0	0	0	0	0	0	31
06:45	1	22	5	1	4	0	0	0	0	0	0	0	0	33
	1	73	29	1	10	0	0	0	0	0	0	0	0	114
07:00	0	19	8	0	3	0	0	0	0	0	0	0	0	30
07:15	1	20	8	1	2	0	0	0	0	0	0	0	0	32
07:30	0	20	12	0	0	0	0	0	1	0	0	0	0	33
07:45	0	40	8	0	2	0	0	0	0	0	0	0	0	50
	1	99	36	1	7	0	0	0	1	0	0	0	0	145
08:00	0	21	6	2	2	0	0	0	2	0	0	0	0	33
08:15	0	11	5	0	2	0	0	1	0	0	0	0	0	19
08:30	0	16	6	0	1	1	0	1	0	0	0	0	0	25
08:45	0	12	8	0	2	0	0	0	0	0	0	0	0	22
	0	60	25	2	7	1	0	2	2	0	0	0	0	99
09:00	0	7	6	0	1	0	0	1	1	0	0	0	0	16
09:15	0	11	8	0	0	0	0	1	0	0	0	0	0	20
09:30	0	11	9	0	4	0	0	1	0	0	0	0	0	25
09:45	0	7	8	0	1	0	0	0	1	0	0	0	0	17
	0	36	31	0	6	0	0	3	2	0	0	0	0	78
10:00	1	12	10	0	1	0	0	0	0	0	0	0	0	24
10:15	0	7	9	0	2	0	0	0	0	0	0	0	0	18
10:30	0	11	5	0	0	0	0	0	0	0	0	0	0	16
10:45	0	8	11	0	0	0	0	1	1	0	0	0	0	21
	1	38	35	0	3	0	0	1	1	0	0	0	0	79
11:00	0	7	8	0	2	0	0	0	0	0	0	0	0	17
11:15	1	8	4	0	1	1	0	0	0	0	0	0	0	15
11:30	0	5	11	0	2	0	0	0	0	0	0	0	0	18
11:45	0	14	10	0	3	1	0	1	0	0	0	0	0	29
	1	34	33	0	8	2	0	1	0	0	0	0	0	79
Total	4	380	202	4	44	3	0	8	6	0	0	0	0	651
Percent	0.6%	58.4%	31.0%	0.6%	6.8%	0.5%	0.0%	1.2%	0.9%	0.0%	0.0%	0.0%	0.0%	

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Site Code: B
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Latitude: 0' 0.000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	15	9	0	2	0	0	0	0	0	0	0	0	26
12:15	0	10	6	0	1	0	0	2	0	0	0	0	0	19
12:30	0	21	7	0	1	0	0	0	1	0	0	0	0	30
12:45	0	10	8	1	1	1	0	0	0	0	0	0	0	21
	0	56	30	1	5	1	0	2	1	0	0	0	0	96
13:00	0	22	9	0	2	0	0	0	0	0	0	0	0	33
13:15	0	5	8	1	0	0	0	0	0	0	0	0	0	14
13:30	0	11	12	1	2	0	0	1	1	0	0	0	0	28
13:45	0	13	4	0	2	0	0	1	0	0	0	0	0	20
	0	51	33	2	6	0	0	2	1	0	0	0	0	95
14:00	0	12	11	0	6	0	0	1	0	0	0	0	0	30
14:15	0	11	11	2	2	1	0	0	0	0	0	0	0	27
14:30	0	15	5	1	0	0	0	0	0	0	0	0	0	21
14:45	0	19	12	0	3	0	0	0	0	0	0	0	0	34
	0	57	39	3	11	1	0	1	0	0	0	0	0	112
15:00	1	16	3	0	3	1	0	0	0	0	0	0	0	24
15:15	0	10	8	0	0	0	0	0	0	0	0	0	0	18
15:30	0	8	6	0	0	0	0	1	0	0	0	0	0	15
15:45	0	18	4	1	1	0	0	1	0	0	0	0	0	25
	1	52	21	1	4	1	0	2	0	0	0	0	0	82
16:00	0	10	14	0	3	2	0	0	0	0	0	0	0	29
16:15	0	14	8	1	2	0	0	0	0	0	0	0	0	25
16:30	0	23	9	0	1	0	0	1	0	0	0	0	0	34
16:45	0	15	12	0	1	0	0	0	0	0	0	0	0	28
	0	62	43	1	7	2	0	1	0	0	0	0	0	116
17:00	0	14	7	0	0	0	0	0	0	0	0	0	0	21
17:15	0	16	7	0	0	0	0	0	0	0	0	0	0	23
17:30	0	13	3	0	1	0	0	0	1	0	0	0	0	18
17:45	0	13	6	0	1	0	0	0	1	0	0	0	0	21
	0	56	23	0	2	0	0	0	2	0	0	0	0	83
18:00	0	11	9	0	0	0	0	1	0	0	0	0	0	21
18:15	1	15	9	0	3	0	0	0	0	0	0	0	0	28
18:30	0	12	5	0	1	0	0	1	0	0	0	0	0	19
18:45	0	6	9	0	2	0	0	0	0	0	0	0	0	17
	1	44	32	0	6	0	0	2	0	0	0	0	0	85
19:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
19:15	0	6	2	0	0	0	0	1	0	0	0	0	0	9
19:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
19:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	0	38	10	0	0	0	0	1	0	0	0	0	0	49
20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
20:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
20:30	0	7	1	0	1	0	0	0	0	0	0	0	0	9
20:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5
	0	25	5	0	2	0	0	0	0	0	0	0	0	32
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
21:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
21:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
21:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	0	22	7	0	0	0	0	0	0	0	0	0	0	29
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	15	3	0	0	0	0	0	0	0	0	0	0	18
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	6	2	0	0	0	0	0	0	0	0	0	0	8
Total	2	484	248	8	43	5	0	11	4	0	0	0	0	805
Percent	0.2%	60.1%	30.8%	1.0%	5.3%	0.6%	0.0%	1.4%	0.5%	0.0%	0.0%	0.0%	0.0%	
Grand Total	6	864	450	12	87	8	0	19	10	0	0	0	0	1456
Percent	0.4%	59.3%	30.9%	0.8%	6.0%	0.5%	0.0%	1.3%	0.7%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc.
1336 Farmer Road
Conyers, Ga. 30012
ph. 404-374-1283

Site Code: C
Station ID: C
SIGMAN ROAD
NORTH OF OLD COVINGTON ROAD
Latitude: 0' 0.000 Undefined

Start Time	04-Dec-07 Tue	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		18	101		
12:15		10	108		
12:30		4	108		
12:45		7	118	39	435
01:00		11	129		
01:15		6	98		
01:30		5	110		
01:45		1	112	23	449
02:00		5	99		
02:15		8	104		
02:30		6	107		
02:45		7	91	26	401
03:00		4	130		
03:15		4	120		
03:30		7	113		
03:45		6	106	21	469
04:00		7	97		
04:15		4	104		
04:30		13	103		
04:45		23	83	47	387
05:00		21	84		
05:15		51	113		
05:30		85	103		
05:45		110	115	267	415
06:00		66	88		
06:15		86	73		
06:30		100	92		
06:45		126	76	378	329
07:00		133	69		
07:15		112	58		
07:30		136	47		
07:45		162	41	543	215
08:00		131	55		
08:15		120	41		
08:30		116	40		
08:45		109	35	476	171
09:00		102	45		
09:15		98	48		
09:30		100	31		
09:45		121	33	421	157
10:00		77	27		
10:15		93	30		
10:30		87	31		
10:45		92	26	349	114
11:00		80	23		
11:15		95	16		
11:30		98	19		
11:45		106	17	379	75
Total		2969	3617		
Percent		45.1%	54.9%		
Grand Total		2969	3617		
Percent		45.1%	54.9%		
ADT		Not Calculated			

All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga. 30012
ph. 404-374-1283

Site Code: C.5
Station ID: C.5
SIGMAN ROAD
NORTH OF OLD COVINGTON ROAD
Latitude: 0' 0.000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/29/07	0	19	1	0	0	0	0	0	0	0	0	0	0	20
00:15	0	6	0	0	0	0	0	0	1	0	0	0	0	7
00:30	0	15	0	0	0	0	0	0	1	0	0	0	0	16
00:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	0	47	1	0	0	0	0	0	2	0	0	0	0	50
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	8	0	0	1	0	0	0	0	0	0	0	0	9
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	16	0	0	1	0	0	0	0	0	0	0	0	17
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:45	0	0	0	0	0	1	0	0	1	0	0	0	0	2
	0	19	0	0	0	1	0	0	1	0	0	0	0	21
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	5	0	0	0	0	0	0	1	0	0	0	0	6
03:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:45	0	6	1	0	0	0	0	0	2	0	0	0	0	9
	0	21	2	0	0	0	0	0	3	0	0	0	0	26
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:15	0	10	1	0	0	1	0	0	0	0	0	0	0	12
04:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
04:45	0	10	1	0	0	0	0	0	2	0	0	0	0	13
	0	34	2	0	0	1	0	0	2	0	0	0	0	39
05:00	0	17	1	0	1	0	0	0	0	0	0	0	0	19
05:15	1	20	1	0	0	0	0	0	0	0	0	0	0	22
05:30	0	21	1	0	0	0	0	0	3	0	0	0	0	25
05:45	0	41	1	0	0	1	0	0	2	0	0	0	0	45
	1	99	4	0	1	1	0	0	5	0	0	0	0	111
06:00	0	40	3	0	1	0	0	0	0	0	0	0	0	44
06:15	0	52	2	0	0	0	0	0	1	0	0	0	0	55
06:30	0	76	6	0	1	0	0	1	1	0	0	0	0	85
06:45	0	80	1	0	0	0	0	1	2	0	0	0	0	84
	0	248	12	0	2	0	0	2	4	0	0	0	0	268
07:00	1	82	7	0	1	1	0	0	2	0	0	0	0	94
07:15	1	84	5	0	1	1	0	0	0	0	0	0	0	92
07:30	2	107	5	0	2	0	0	1	0	0	0	0	0	117
07:45	0	120	3	0	2	0	0	0	0	0	0	0	0	125
	4	393	20	0	6	2	0	1	2	0	0	0	0	428
08:00	1	95	8	0	0	1	0	1	2	0	0	0	0	108
08:15	1	101	7	0	2	2	0	2	1	0	0	0	0	116
08:30	1	81	6	0	5	0	0	0	2	1	0	0	0	96
08:45	1	90	4	0	0	2	0	0	2	0	0	0	1	100
	4	367	25	0	7	5	0	3	7	1	0	0	1	420
09:00	0	93	11	0	5	0	0	2	0	0	0	0	0	111
09:15	0	88	10	0	0	0	0	0	0	0	0	0	0	98
09:30	0	82	4	0	2	1	0	0	0	0	0	0	0	89
09:45	1	82	3	0	2	1	0	1	1	1	0	0	0	92
	1	345	28	0	9	2	0	3	1	1	0	0	0	390
10:00	0	70	7	0	6	0	0	0	2	0	0	0	1	86
10:15	0	85	5	0	1	0	0	0	3	0	0	0	0	94
10:30	0	95	1	0	0	2	0	1	1	0	1	0	0	101
10:45	0	69	1	0	0	2	0	0	1	0	0	0	0	73
	0	319	14	0	7	4	0	1	7	0	1	0	1	354
11:00	1	86	1	0	2	0	0	1	4	0	0	0	0	95
11:15	0	95	7	0	1	0	0	0	1	0	0	0	0	104
11:30	2	109	3	0	0	0	0	0	0	0	0	0	0	114
11:45	0	118	5	0	2	2	0	1	1	0	0	0	0	129
	3	408	16	0	5	2	0	2	6	0	0	0	0	442
Total	13	2316	124	0	38	18	0	12	40	2	1	0	2	2566
Percent	0.5%	90.3%	4.8%	0.0%	1.5%	0.7%	0.0%	0.5%	1.6%	0.1%	0.0%	0.0%	0.1%	

All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga. 30012
ph. 404-374-1283

Site Code: C.5
Station ID: C.5
SIGMAN ROAD
NORTH OF OLD COVINGTON ROAD
Latitude: 0' 0.000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	3	113	3	0	0	1	0	1	0	0	0	0	0	121
12:15	0	119	3	0	0	0	0	0	2	0	0	0	1	125
12:30	5	86	3	0	1	1	0	0	0	0	0	0	0	96
12:45	2	86	3	0	1	3	0	2	0	0	0	0	0	97
	10	404	12	0	2	5	0	3	2	0	0	0	1	439
13:00	0	83	6	0	0	0	0	0	0	0	0	0	0	89
13:15	1	104	1	0	2	2	0	0	1	0	0	0	0	111
13:30	0	111	6	0	2	0	0	0	2	0	0	0	0	121
13:45	0	91	3	0	1	1	0	1	3	0	0	0	0	100
	1	389	16	0	5	3	0	1	6	0	0	0	0	421
14:00	0	91	4	0	4	0	0	1	1	0	0	0	0	101
14:15	1	95	8	0	3	0	0	0	1	0	0	0	0	108
14:30	2	132	3	0	0	1	0	0	1	0	0	0	0	139
14:45	1	116	4	0	2	0	0	0	1	0	0	0	0	124
	4	434	19	0	9	1	0	1	4	0	0	0	0	472
15:00	3	126	3	0	1	0	0	0	2	0	0	0	0	135
15:15	1	112	2	0	0	0	0	0	1	0	1	0	0	117
15:30	1	148	5	0	0	0	0	0	1	0	0	0	0	155
15:45	2	119	3	0	2	1	0	0	1	0	0	0	0	128
	7	505	13	0	3	1	0	0	5	0	1	0	0	535
16:00	0	145	6	0	1	0	0	0	2	0	0	0	0	154
16:15	1	124	0	0	0	0	0	0	2	0	0	0	0	127
16:30	3	181	1	0	0	0	0	0	1	0	0	0	1	187
16:45	2	176	2	0	0	0	0	0	1	0	0	0	0	181
	6	626	9	0	1	0	0	0	6	0	0	0	1	649
17:00	2	199	1	0	0	1	0	0	1	0	0	0	0	204
17:15	4	169	3	0	0	0	0	0	0	0	0	0	0	176
17:30	3	165	3	0	0	0	0	0	0	0	0	0	0	171
17:45	3	161	3	0	0	0	0	0	2	0	0	0	0	169
	12	694	10	0	0	1	0	0	3	0	0	0	0	720
18:00	2	144	1	0	3	0	0	0	0	0	0	0	1	151
18:15	1	109	4	0	0	1	0	0	1	0	0	0	0	116
18:30	0	102	1	0	2	0	0	0	0	0	0	0	0	105
18:45	2	80	2	0	0	0	0	0	0	0	0	0	0	84
	5	435	8	0	5	1	0	0	1	0	0	0	1	456
19:00	0	83	1	0	0	0	0	0	3	0	0	0	0	87
19:15	2	70	0	0	0	0	0	0	1	0	0	0	0	73
19:30	1	66	1	0	0	0	0	0	0	0	0	0	0	68
19:45	0	44	1	0	0	0	0	0	1	0	0	0	0	46
	3	263	3	0	0	0	0	0	5	0	0	0	0	274
20:00	2	51	0	0	0	0	0	0	3	0	0	0	0	56
20:15	0	44	2	0	1	0	0	0	0	0	0	0	0	47
20:30	1	61	0	0	0	1	0	0	0	0	0	0	0	63
20:45	1	41	1	0	0	0	0	0	0	0	0	0	0	43
	4	197	3	0	1	1	0	0	3	0	0	0	0	209
21:00	0	35	0	0	0	0	0	0	0	0	0	0	0	35
21:15	0	27	2	0	0	0	0	0	1	0	0	0	0	30
21:30	1	37	0	0	1	0	0	0	0	0	0	0	0	39
21:45	1	34	1	0	0	0	0	0	1	0	0	0	0	37
	2	133	3	0	1	0	0	0	2	0	0	0	0	141
22:00	0	37	0	0	0	0	0	0	0	0	0	0	0	37
22:15	0	21	1	0	0	0	0	0	0	0	0	0	0	22
22:30	0	24	1	0	0	0	0	0	0	0	0	0	0	25
22:45	0	19	0	0	0	0	0	0	0	0	0	0	0	19
	0	101	2	0	0	0	0	0	0	0	0	0	0	103
23:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24
23:15	0	29	0	0	0	0	0	0	0	0	0	0	0	29
23:30	2	24	0	0	0	0	0	0	0	0	0	0	0	26
23:45	0	24	0	0	0	0	0	0	0	0	0	0	0	24
	2	101	0	0	0	0	0	0	0	0	0	0	0	103
Total	56	4282	98	0	27	13	0	5	37	0	1	0	3	4522
Percent	1.2%	94.7%	2.2%	0.0%	0.6%	0.3%	0.0%	0.1%	0.8%	0.0%	0.0%	0.0%	0.1%	
Grand Total	69	6598	222	0	65	31	0	17	77	2	2	0	5	7088
Percent	1.0%	93.1%	3.1%	0.0%	0.9%	0.4%	0.0%	0.2%	1.1%	0.0%	0.0%	0.0%	0.1%	

All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga. 30012
ph. 404-374-1283

Site Code: D
Station ID: D
OLD COVINGTON ROAD
WEST OF SALEM ROAD / SIGMAN ROAD
Latitude: 0' 0.000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/29/07	0	7	3	0	1	0	0	0	0	0	0	0	0	11
00:15	0	3	0	0	1	0	0	0	1	0	0	0	0	5
00:30	0	3	1	0	2	0	0	0	0	0	0	0	0	6
00:45	0	1	1	0	1	0	0	0	0	0	0	0	0	3
	0	14	5	0	5	0	0	0	1	0	0	0	0	25
01:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
01:15	0	2	2	0	0	1	0	0	0	0	0	0	0	5
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45	0	3	2	0	1	0	0	0	0	0	0	0	0	6
	0	8	5	0	2	2	0	0	0	0	0	0	0	17
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	3	0	0	0	0	0	1	0	0	0	0	5
02:30	0	1	2	0	0	0	0	1	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	5	0	0	0	0	1	1	0	0	0	0	9
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	4	6	0	1	0	0	0	0	0	0	0	0	11
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	0	0	1	0	0	0	0	2
04:30	0	0	4	0	1	0	0	0	1	0	0	0	0	6
04:45	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	0	0	5	0	1	0	0	1	2	0	0	0	0	9
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15	0	1	2	0	1	0	0	0	0	0	0	0	0	4
05:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:45	0	3	1	0	2	0	0	0	0	0	0	0	0	6
	0	6	5	0	3	0	0	0	0	0	0	0	0	14
06:00	0	0	4	0	2	0	0	0	1	0	0	0	0	7
06:15	0	4	3	0	3	0	0	0	0	0	0	0	0	10
06:30	1	14	4	2	2	0	0	0	0	0	0	0	0	23
06:45	0	9	6	0	2	0	0	0	1	0	0	0	0	18
	1	27	17	2	9	0	0	0	2	0	0	0	0	58
07:00	0	22	12	1	3	0	0	0	0	0	0	0	0	38
07:15	0	13	8	1	4	0	0	0	0	0	0	0	0	26
07:30	0	12	8	1	3	0	0	0	0	0	0	0	0	24
07:45	0	9	3	0	7	0	0	0	0	0	0	0	0	19
	0	56	31	3	17	0	0	0	0	0	0	0	0	107
08:00	0	4	8	1	6	0	0	0	0	0	0	0	0	19
08:15	0	4	7	2	7	0	0	2	0	0	0	0	0	22
08:30	0	4	10	0	4	0	0	0	0	0	0	0	0	18
08:45	0	3	11	1	4	0	0	2	1	0	0	0	0	22
	0	15	36	4	21	0	0	4	1	0	0	0	0	81
09:00	0	5	5	0	3	0	0	1	2	0	0	0	0	16
09:15	0	2	2	0	2	0	0	0	1	0	0	0	0	7
09:30	0	4	5	0	6	0	0	0	2	0	0	0	0	17
09:45	0	9	3	1	3	0	0	0	1	0	0	0	0	17
	0	20	15	1	14	0	0	1	6	0	0	0	0	57
10:00	0	12	11	0	5	1	0	0	0	0	0	0	0	29
10:15	0	8	9	0	4	0	0	0	5	0	0	0	0	26
10:30	0	3	12	1	9	3	0	0	0	0	0	0	0	28
10:45	0	9	10	0	8	0	0	0	1	0	0	0	0	28
	0	32	42	1	26	4	0	0	6	0	0	0	0	111
11:00	0	12	10	1	3	0	0	0	0	0	0	0	0	26
11:15	0	16	10	1	9	0	0	0	2	0	0	0	0	38
11:30	1	7	10	0	7	0	0	0	0	0	0	0	0	25
11:45	0	13	14	0	1	0	0	0	1	0	0	0	0	29
	1	48	44	2	20	0	0	0	3	0	0	0	0	118
Total	2	232	216	13	119	6	0	7	22	0	0	0	0	617
Percent	0.3%	37.6%	35.0%	2.1%	19.3%	1.0%	0.0%	1.1%	3.6%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga. 30012
ph. 404-374-1283

Site Code: D
Station ID: D
OLD COVINGTON ROAD
WEST OF SALEM ROAD / SIGMAN ROAD
Latitude: 0' 0.000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	7	11	0	5	0	0	1	0	0	0	0	0	24
12:15	0	18	14	1	1	1	0	0	1	0	0	0	0	36
12:30	0	10	18	0	6	0	0	0	0	0	0	0	0	34
12:45	0	8	7	0	5	1	0	0	1	0	0	0	0	22
	0	43	50	1	17	2	0	1	2	0	0	0	0	116
13:00	0	15	15	0	5	0	0	0	0	0	0	0	0	35
13:15	0	15	17	1	4	0	0	1	1	0	0	0	0	39
13:30	0	15	12	0	3	0	0	0	1	0	0	0	0	31
13:45	0	10	11	0	5	0	0	1	1	0	0	0	0	28
	0	55	55	1	17	0	0	2	3	0	0	0	0	133
14:00	0	14	17	0	4	0	0	0	0	0	0	0	0	35
14:15	0	10	14	0	10	0	0	0	1	0	0	0	0	35
14:30	0	17	20	1	6	0	0	0	1	0	0	0	0	45
14:45	0	16	18	1	9	0	0	0	1	0	0	0	0	45
	0	57	69	2	29	0	0	0	3	0	0	0	0	160
15:00	0	23	20	3	8	0	0	1	1	0	0	0	0	56
15:15	1	25	20	2	3	0	0	0	0	0	0	0	0	51
15:30	0	42	36	0	7	0	0	0	1	0	0	0	0	86
15:45	0	16	22	0	6	0	0	0	0	0	0	0	0	44
	1	106	98	5	24	0	0	1	2	0	0	0	0	237
16:00	0	25	12	0	9	0	0	1	0	0	0	0	0	47
16:15	0	17	18	1	10	1	0	0	0	0	0	0	0	47
16:30	1	28	29	0	9	0	0	0	0	0	0	0	0	67
16:45	0	26	36	0	16	0	0	3	1	0	0	0	0	82
	1	96	95	1	44	1	0	4	1	0	0	0	0	243
17:00	1	39	41	0	10	1	0	0	1	0	0	0	0	93
17:15	0	35	40	0	15	0	0	2	3	0	0	0	0	95
17:30	0	41	31	1	16	0	0	1	1	0	0	0	0	91
17:45	0	24	20	0	4	0	0	0	0	0	0	0	0	48
	1	139	132	1	45	1	0	3	5	0	0	0	0	327
18:00	0	26	23	0	1	0	0	2	0	0	0	0	0	52
18:15	0	23	21	0	2	0	0	0	1	0	0	0	0	47
18:30	0	17	18	0	9	1	0	0	0	0	0	0	0	45
18:45	0	19	15	0	6	0	0	0	0	0	0	0	0	40
	0	85	77	0	18	1	0	2	1	0	0	0	0	184
19:00	0	16	12	0	4	0	0	0	0	0	0	0	0	32
19:15	0	15	8	0	4	0	0	0	0	0	0	0	0	27
19:30	0	20	14	0	2	0	0	0	0	0	0	0	0	36
19:45	0	8	8	0	2	0	0	0	1	0	0	0	0	19
	0	59	42	0	12	0	0	0	1	0	0	0	0	114
20:00	0	11	10	0	4	0	0	0	0	0	0	0	0	25
20:15	0	6	5	0	2	0	0	0	0	0	0	0	0	13
20:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5
20:45	0	5	5	0	0	0	0	0	0	0	0	0	0	10
	0	26	20	0	7	0	0	0	0	0	0	0	0	53
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
21:15	0	0	5	0	2	0	0	0	0	0	0	0	0	7
21:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
21:45	0	1	1	0	1	0	0	0	0	0	0	0	0	3
	0	6	11	0	3	0	0	0	0	0	0	0	0	20
22:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:15	0	4	1	0	0	1	0	0	0	0	0	0	0	6
22:30	0	8	3	0	0	0	0	0	1	0	0	0	0	12
22:45	0	1	8	0	0	0	0	0	1	0	0	0	0	10
	0	17	14	0	0	1	0	0	2	0	0	0	0	34
23:00	0	6	5	0	4	0	0	0	0	0	0	0	0	15
23:15	0	5	1	0	1	0	0	0	0	0	0	0	0	7
23:30	0	5	2	0	1	0	0	0	0	0	0	0	0	8
23:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	0	20	10	0	6	0	0	0	0	0	0	0	0	36
Total	3	709	673	11	222	6	0	13	20	0	0	0	0	1657
Percent	0.2%	42.8%	40.6%	0.7%	13.4%	0.4%	0.0%	0.8%	1.2%	0.0%	0.0%	0.0%	0.0%	
Grand Total	5	941	889	24	341	12	0	20	42	0	0	0	0	2274
Percent	0.2%	41.4%	39.1%	1.1%	15.0%	0.5%	0.0%	0.9%	1.8%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Service, Inc
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ph. 404-374-1283

Site Code: D
Station ID: D
OLD COVINGTON ROAD
WEST OF SALEM ROAD / SIGMAN ROAD
Latitude: 0' 0.000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/29/07	0	1	2	0	0	0	0	0	0	0	0	0	0	3
00:15	0	1	3	0	1	0	0	0	0	0	0	0	0	5
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	2	7	0	1	0	0	0	0	0	0	0	0	10
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	1	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:45	0	3	2	0	1	1	0	0	0	0	0	0	0	7
	0	4	6	0	1	1	0	0	0	0	0	0	0	12
03:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
03:15	0	1	3	0	0	0	0	0	0	0	0	0	0	4
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	3	7	0	0	0	0	0	0	0	0	0	0	10
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	3	0	1	0	0	0	0	0	0	0	0	6
04:45	0	2	4	0	1	0	0	0	0	0	0	0	0	7
	0	6	8	0	2	0	0	0	0	0	0	0	0	16
05:00	0	1	7	0	0	0	0	0	0	0	0	0	0	8
05:15	0	0	2	0	2	0	0	0	0	0	0	0	0	4
05:30	0	2	4	0	5	0	0	0	0	0	0	0	0	11
05:45	0	5	6	0	4	0	0	0	0	0	0	0	0	15
	0	8	19	0	11	0	0	0	0	0	0	0	0	38
06:00	0	2	8	0	6	0	0	1	0	0	0	0	0	17
06:15	0	9	15	1	7	0	0	0	0	0	0	0	0	32
06:30	0	17	29	0	7	0	0	0	1	0	0	0	0	54
06:45	0	11	18	0	10	0	0	0	0	0	0	0	0	39
	0	39	70	1	30	0	0	1	1	0	0	0	0	142
07:00	0	9	12	0	6	0	0	0	0	0	0	0	0	27
07:15	0	4	12	1	8	0	0	0	0	0	0	0	0	25
07:30	0	10	13	2	9	0	0	0	0	0	0	0	0	34
07:45	0	10	17	0	11	0	0	0	0	0	0	0	0	38
	0	33	54	3	34	0	0	0	0	0	0	0	0	124
08:00	0	6	20	2	6	0	0	1	0	0	0	0	0	35
08:15	0	2	10	1	5	0	0	0	0	0	0	0	0	18
08:30	0	5	12	0	5	1	0	0	0	0	0	0	0	23
08:45	0	5	9	0	6	0	1	2	0	0	0	0	0	23
	0	18	51	3	22	1	1	3	0	0	0	0	0	99
09:00	0	5	12	0	5	0	0	1	1	0	0	0	0	24
09:15	0	2	9	0	4	0	0	1	0	0	0	0	0	16
09:30	0	6	12	1	2	0	0	0	0	0	0	0	0	21
09:45	0	9	9	0	3	0	0	0	0	0	0	0	0	21
	0	22	42	1	14	0	0	2	1	0	0	0	0	82
10:00	0	6	12	0	0	0	0	0	1	0	0	0	0	19
10:15	0	6	8	0	3	0	0	1	2	0	0	0	0	20
10:30	0	3	8	0	2	0	0	0	0	0	0	0	0	13
10:45	0	5	11	0	0	0	0	1	0	0	0	0	0	17
	0	20	39	0	5	0	0	2	3	0	0	0	0	69
11:00	0	4	11	1	5	0	0	1	0	0	0	0	0	22
11:15	0	9	9	0	3	0	0	0	0	0	0	0	0	21
11:30	0	9	11	0	5	0	0	0	1	0	0	0	0	26
11:45	0	5	18	0	2	0	0	1	0	0	0	0	0	26
	0	27	49	1	15	0	0	2	1	0	0	0	0	95
Total	0	183	353	9	136	2	1	10	6	0	0	0	0	700
Percent	0.0%	26.1%	50.4%	1.3%	19.4%	0.3%	0.1%	1.4%	0.9%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga. 30012
ph. 404-374-1283

Site Code: D
Station ID: D
OLD COVINGTON ROAD
WEST OF SALEM ROAD / SIGMAN ROAD
Latitude: 0' 0.000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	6	19	0	4	0	0	0	0	0	0	0	0	29
12:15	1	9	14	0	3	0	0	2	0	0	0	0	0	29
12:30	0	9	4	0	1	0	0	0	3	0	0	0	0	17
12:45	0	4	6	1	2	1	0	1	0	0	0	0	0	15
	1	28	43	1	10	1	0	3	3	0	0	0	0	90
13:00	1	8	19	1	9	0	0	1	1	0	0	0	0	40
13:15	0	5	10	1	4	0	0	0	1	0	1	0	0	22
13:30	0	9	13	0	3	0	0	0	3	0	0	0	0	28
13:45	0	8	14	0	6	0	0	1	0	0	0	0	0	29
	1	30	56	2	22	0	0	2	5	0	1	0	0	119
14:00	0	10	17	0	6	0	0	0	1	0	0	0	0	34
14:15	0	6	14	0	9	1	0	1	1	0	0	0	0	32
14:30	1	12	12	2	8	0	0	0	1	0	0	0	0	36
14:45	0	11	11	0	7	0	0	1	0	0	0	0	0	30
	1	39	54	2	30	1	0	2	3	0	0	0	0	132
15:00	0	9	13	0	6	0	0	0	0	0	0	0	0	28
15:15	0	10	15	0	5	1	0	0	0	0	0	0	0	31
15:30	0	10	14	0	4	0	0	1	0	0	0	0	0	29
15:45	0	5	11	1	7	0	0	1	0	0	0	0	0	25
	0	34	53	1	22	1	0	2	0	0	0	0	0	113
16:00	0	6	13	0	8	0	0	0	1	0	0	0	0	28
16:15	1	10	15	0	6	1	0	0	1	0	0	0	0	34
16:30	0	7	19	2	7	0	0	1	0	0	0	0	0	36
16:45	0	12	11	0	2	0	0	0	0	0	0	0	0	25
	1	35	58	2	23	1	0	1	2	0	0	0	0	123
17:00	0	2	14	0	1	0	0	0	2	0	0	0	0	19
17:15	0	11	14	0	5	0	0	0	0	0	0	0	0	30
17:30	0	4	11	0	4	0	0	0	0	0	0	0	0	19
17:45	0	8	15	0	6	0	0	0	0	0	0	0	0	29
	0	25	54	0	16	0	0	0	2	0	0	0	0	97
18:00	0	4	11	0	5	0	0	0	0	0	0	0	0	20
18:15	0	11	22	1	2	0	0	0	0	0	0	0	0	36
18:30	1	9	15	0	4	0	0	0	1	0	0	0	0	30
18:45	0	10	16	0	7	0	0	1	0	0	0	0	0	34
	1	34	64	1	18	0	0	1	1	0	0	0	0	120
19:00	0	5	7	1	3	0	0	0	1	0	0	0	0	17
19:15	0	5	11	0	0	0	0	0	1	0	0	0	0	17
19:30	0	6	4	0	1	0	0	0	0	0	0	0	0	11
19:45	0	5	8	0	1	0	0	0	0	0	0	0	0	14
	0	21	30	1	5	0	0	0	2	0	0	0	0	59
20:00	0	2	6	0	3	0	0	0	0	0	0	0	0	11
20:15	0	2	4	0	0	0	0	0	0	0	0	0	0	6
20:30	0	1	5	0	0	0	0	0	1	0	0	0	0	7
20:45	0	2	2	0	4	0	0	0	0	0	0	0	0	8
	0	7	17	0	7	0	0	0	1	0	0	0	0	32
21:00	0	5	4	0	0	0	0	0	1	0	0	0	0	10
21:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6
21:30	0	8	4	0	1	0	0	0	0	0	0	0	0	13
21:45	0	2	4	0	2	0	0	0	1	0	0	0	0	9
	0	18	15	0	3	0	0	0	2	0	0	0	0	38
22:00	0	3	5	0	0	0	0	0	0	0	0	0	0	8
22:15	0	5	6	0	0	0	0	0	0	0	0	0	0	11
22:30	0	4	5	0	0	0	0	0	0	0	0	0	0	9
22:45	0	9	9	0	3	0	0	0	0	0	0	0	0	21
	0	21	25	0	3	0	0	0	0	0	0	0	0	49
23:00	0	0	5	0	0	0	0	0	0	0	0	0	0	5
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:45	0	2	2	0	0	1	0	0	1	0	0	0	0	6
	0	4	9	0	0	1	0	0	1	0	0	0	0	15
Total	5	296	478	10	159	5	0	11	22	0	1	0	0	987
Percent	0.5%	30.0%	48.4%	1.0%	16.1%	0.5%	0.0%	1.1%	2.2%	0.0%	0.1%	0.0%	0.0%	
Grand Total	5	479	831	19	295	7	1	21	28	0	1	0	0	1687
Percent	0.3%	28.4%	49.3%	1.1%	17.5%	0.4%	0.1%	1.2%	1.7%	0.0%	0.1%	0.0%	0.0%	

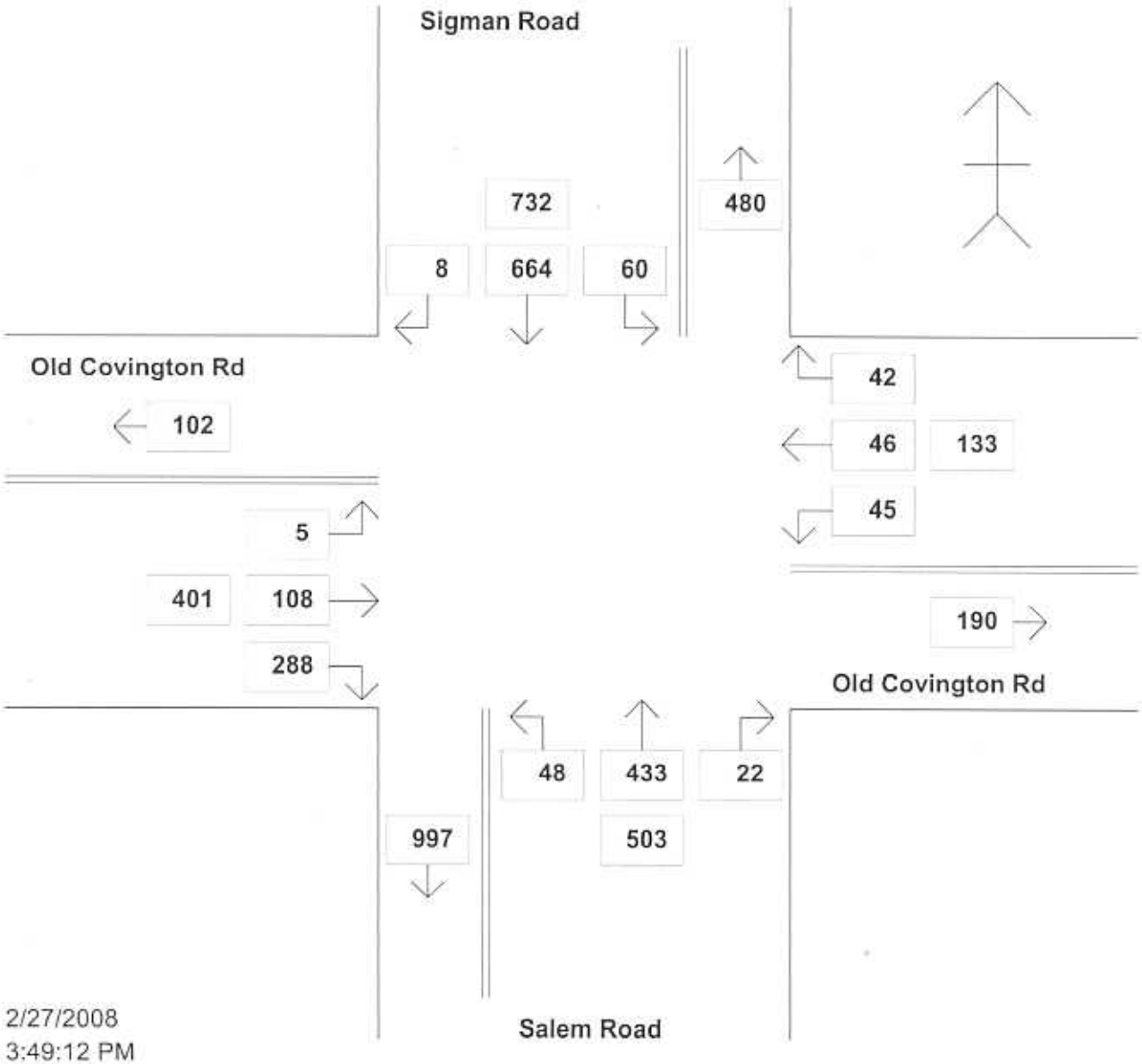
Intersection Turning Movements

Project: Old Covington Rd @ Salem Rd/Sigman Rd
Scenario: 2013 Opening Year Traffic Projections
Time Period: p.m. peak

Intersection Name: Old Covington Rd @ Sigman Rd/Salem Rd
Intersection ID: 1

Type: Future
Displayed: Volumes

Next Node North: 8
Next Node East: 9
Next Node South: 2
Next Node West: 5



2/27/2008
3:49:12 PM
V:\Eng-Land Proj Files\08600 N. Salem-Sigman@ Old Covington Rd\WinTASS\Sigman PM - 2013.wt1

Appendix B:

2013 Peak Hour Traffic Projections

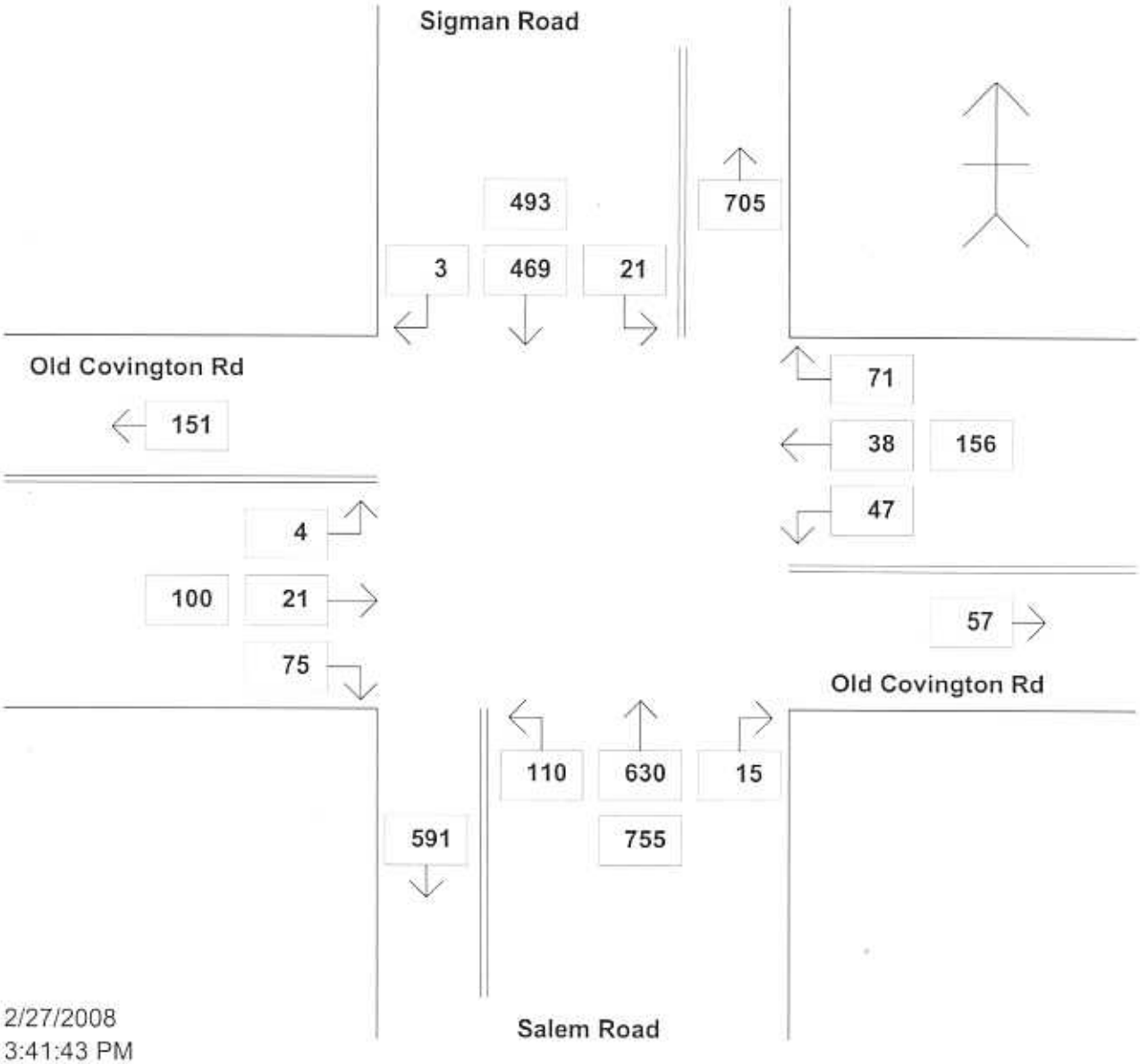
Intersection Turning Movements

Project: Old Covington Rd @ Salem Rd/Sigman Rd
Scenario: 2013 Opening Year Traffic Projections
Time Period: a.m. peak

Intersection Name: Old Covington Rd @ Sigman Rd/Salem Rd
Intersection ID: 1

Type: Future
Displayed: Volumes

Next Node North: 8
Next Node East: 9
Next Node South: 2
Next Node West: 5



2/27/2008
3:41:43 PM
V:\Eng-Land Proj Files\08600 N. Salem-Sigman@ Old Covington Rd\WinTASS\Sigman AM - 2013.wt1

Appendix C:

2033 Peak Hour Traffic Projections

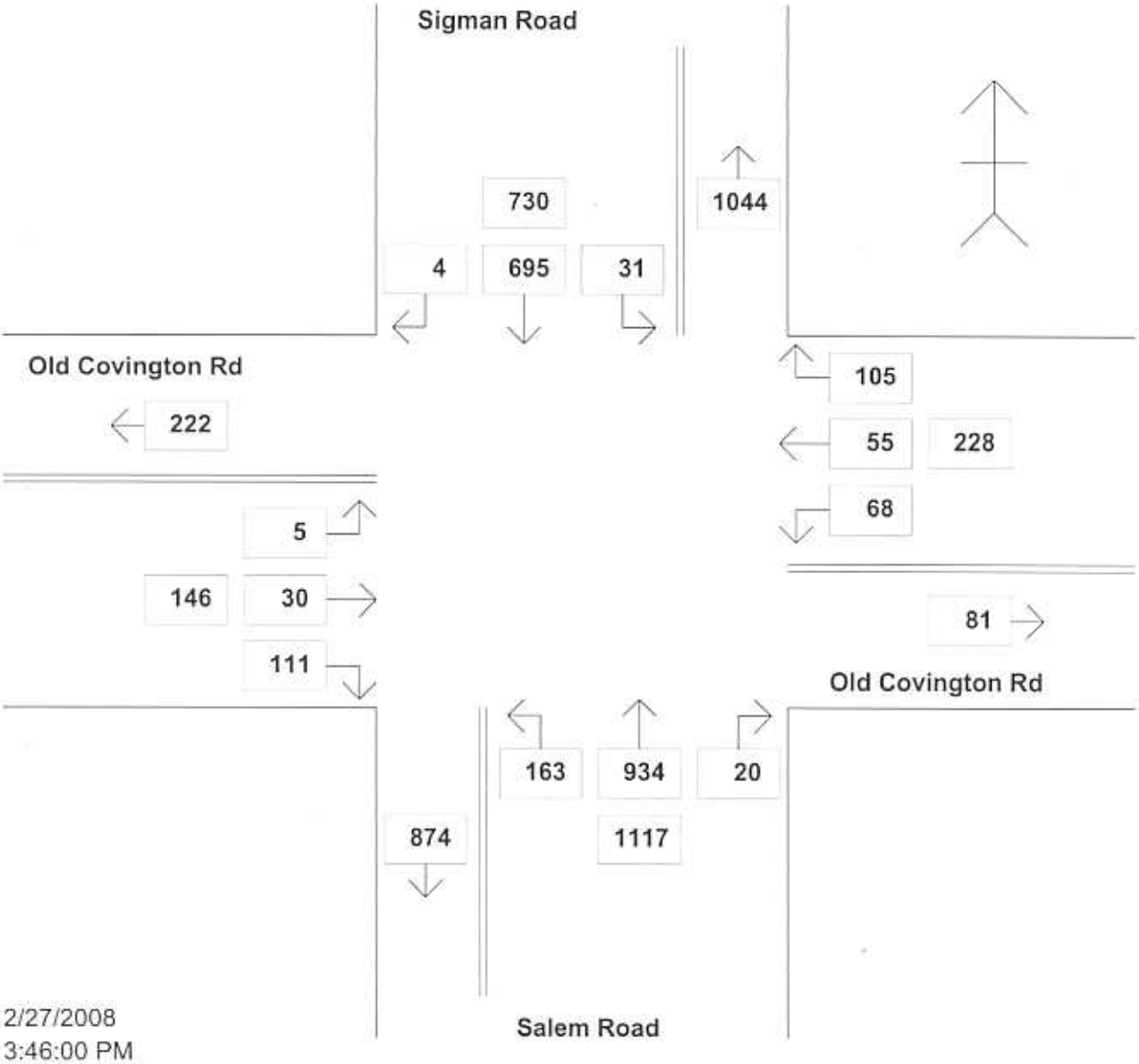
Intersection Turning Movements

Project: Old Covington Rd @ Salem Rd/Sigman Rd
Scenario: 2033 Design Year Traffic Projections
Time Period: a.m. peak

Intersection Name: Old Covington Rd @ Sigman Rd/Salem Rd
Intersection ID: 1

Type: Future
Displayed: Volumes

Next Node North: 8
Next Node East: 9
Next Node South: 2
Next Node West: 5



2/27/2008
3:46:00 PM
V:\Eng-Land Proj Files\08600 N. Salem-Sigman@ Old Covington Rd\WinTASS\Sigman AM - 2033.wt1

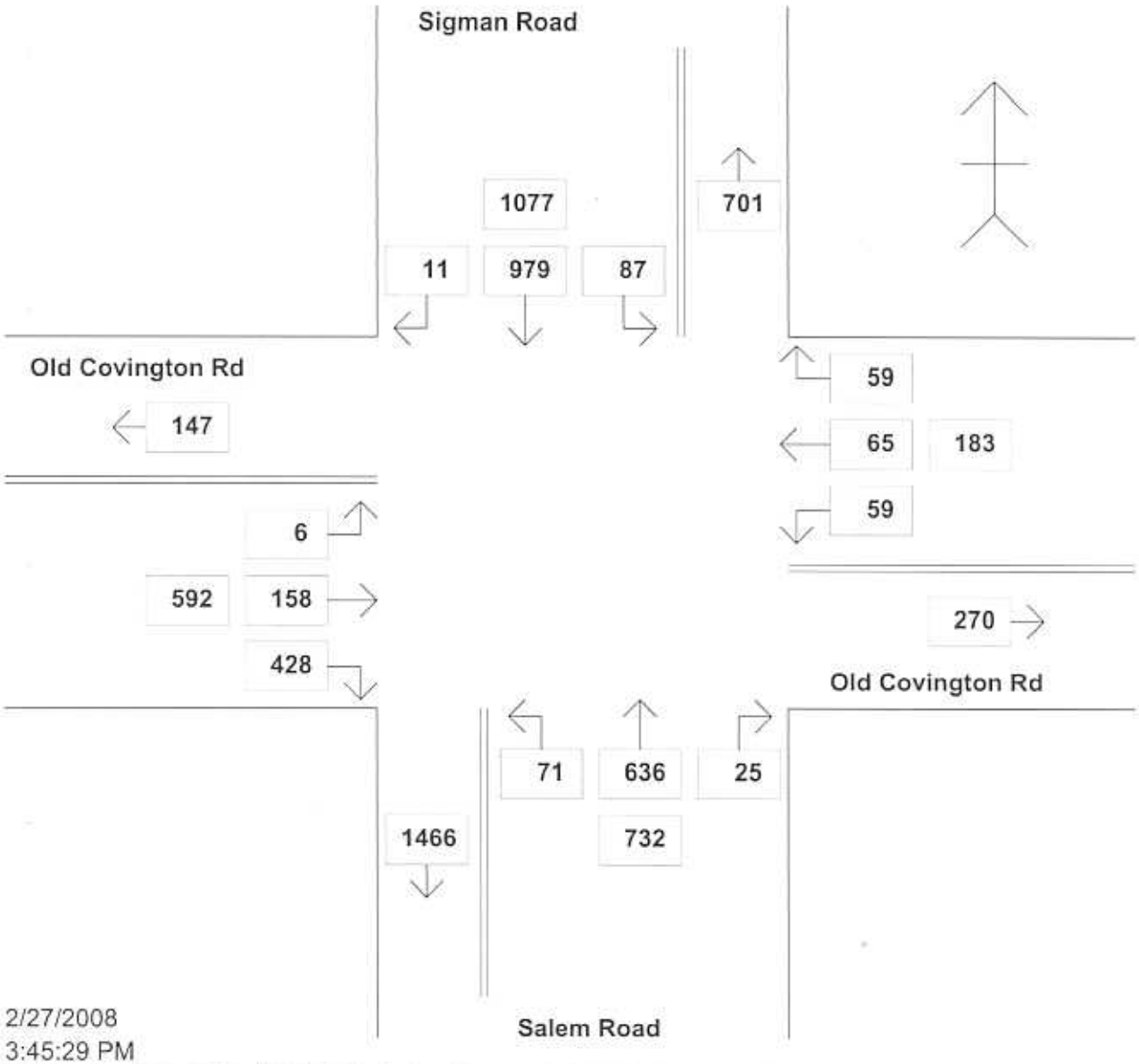
Intersection Turning Movements

Project: Old Covington Rd @ Salem Rd/Sigman Rd
Scenario: 2033 Design Traffic Projections
Time Period: p.m. peak

Intersection Name: Old Covington Rd @ Sigman Rd/Salem Rd
Intersection ID: 1

Type: Future
Displayed: Volumes

Next Node North: 8
Next Node East: 9
Next Node South: 2
Next Node West: 5



2/27/2008
3:45:29 PM
V:\Eng-Land Proj Files\08600 N. Salem-Sigman@ Old Covington Rd\WinTASS\Sigman PM - 2033.wt1