

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0008121 & 0012789 **OFFICE** Design Policy & Support
CSTEE-0008-00(121)
DeKalb County
GDOT District 7 - Metro Atlanta **DATE** 2/27/2015
CR 7938/Rockbridge Road Improvements -
from Allgood Road to Roland Road

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
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Richard Cobb, Statewide Location Bureau Chief
Kathy Zahul, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Carleton Fisher, Project Manager
Jeanne Kerney, Project Manager
BOARD MEMBER - 4th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type: Reconstruction/ Rehabilitation	P.I. Number: 0008121, 0012789
GDOT District: 7	County: DeKalb
Federal Route Number: N/A	State Route Number: N/A

Project Description: The proposed project consists of improvements along Rockbridge Road from Allgood Road to Rowland Road located in DeKalb County, Georgia. The proposed improvements include widening the existing two-lane roadway to a three-lane roadway, consisting of two 12-foot travel lanes with a 12-foot turn lane. Bicycle lanes and concrete sidewalks are to be constructed along the south side of the roadway.

Submitted for approval:

<u>Beth Ann Schwartz</u> Beth Ann Schwartz, PE – Michael Baker Jr., Inc.	<u>11/20/2014</u> DATE
<u>David Pelton</u> David Pelton, PE – DeKalb County	<u>12/18/2014</u> DATE
<u>Albert Shelby</u> State Program Delivery Engineer	<u>1-15-15</u> DATE
<u>Carleton Fisher</u> Carleton Fisher, GDOT Project Manager	<u>1-13-2015</u> DATE

Recommendation for approval:

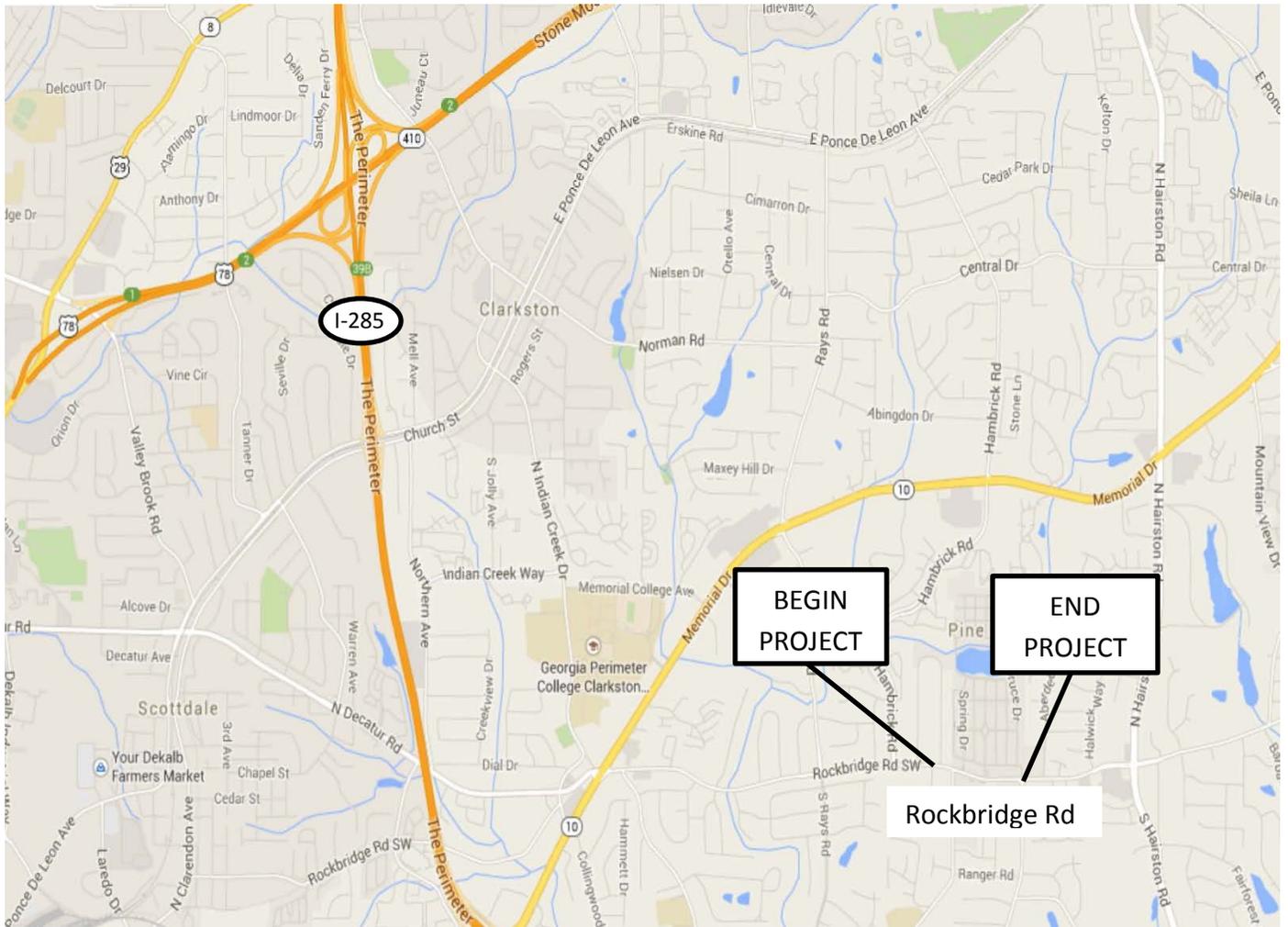
<u>BEN RABON*/EKP</u> Program Control Administrator	<u>10/14/2014</u> DATE
<u>HIRAL PATEL*/EKP</u> STATE BRIDGE ENGINEER State Environmental Administrator	<u>10/6/2014</u> DATE
<u>KATHY ZAHUL*/EKP</u> State Traffic Engineer	<u>10/20/2014</u> DATE
<u>LISA MYERS*/EKP</u> Project Review Engineer	<u>10/14/2014</u> DATE
<u>JUN BIRNKAMMER*/EKP</u> FOR State Utilities Engineer	<u>10/8/2014</u> DATE
<u>RACHEL BROWN*/EKP</u> District Engineer	<u>10/22/2014</u> DATE
State Transportation Financial Management Administrator	DATE

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

<u>CINDY VANDUYKE*/EKP</u> State Transportation Planning Administrator	<u>10/8/2014</u> DATE
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* - RECOMMENDATION ON FILE

PROJECT VICINTY MAP



Uptown Pine Lake Improvements – Phase II
Rockbridge Road from Allgood Road to Rowland Road
DeKalb County, Georgia
P.I. 0008121

PROJECT LOCATION MAP



Uptown Pine Lake Improvements – Phase II
Rockbridge Road from Allgood Road to Rowland Road
DeKalb County, Georgia
P.I. 0008121

PLANNING AND BACKGROUND

Project Justification Statement: □

Currently, Rockbridge Road serves as one of the east-west connectors between major thoroughfares such as Memorial Drive (SR 10), South Hairston Road, South Stone Mountain Lithonia Road, and Rock Chapel Road (SR 124) in DeKalb County. Rockbridge Road is classified as an urban minor arterial roadway. It is currently a two-lane road with mostly residential uses along the corridor with areas of retail and commercial uses at the major intersections. Residential and commercial growth as well as land use changes along Rockbridge Road has reflected an increase in vehicular, pedestrian, and bike traffic. Properties that were once zoned as residential are now commercial businesses such as hair salons, restaurants, and churches. Mobility along Rockbridge Road has been affected with these changes.

One cause of diminished mobility/level of service along the Rockbridge Road corridor is the lack of capability to make protected left turns throughout the corridor except at certain improved intersections. There is evidence of pedestrians utilizing the existing shoulders as a way to travel along the Rockbridge Road corridor. Concrete sidewalks are not present for a majority of the corridor and bicyclists utilize the travel lanes and the grassed shoulders as a means of traveling along Rockbridge Road.

Based on the current year (2013) AADT of 18,000 for Rockbridge Road, the intersection of Rockbridge Road at Allgood Road operates at a LOS B, but the intersection of Rockbridge Road at Rowland Road operates at a LOS C with a volume of 17,720 vpd. Traffic volumes are projected to increase to a design year (2038) AADT of 23,090 along for Rockbridge Road. Without improvements, the LOS is projected to continue to decrease at Allgood Road to a LOS C and at Rowland Road will remain a LOS C in 2038.

The four intersections along Rockbridge Road at Allgood Road, Spring Drive, Clubhouse Drive and Rowland Road/Poplar Road combined experienced 484 crashes per 100MVM with 55% of those being rear end crashes from 2008 to 2012. Comparing the accident rates along Rockbridge Road to the statewide averages for an urban minor arterial, Rockbridge Road has an average crash rate that is 20% higher than the statewide average (404 crashes per 100MVM).

This project will be designed and constructed in conjunction with the traffic enhancement project, PI 0012789. The purpose of both projects, PI No. 0008121 & 0012789, is to improve the operation of the intersections along Rockbridge Road, reduce the frequency and severity of crashes, and facilitate travel for bicyclists and pedestrians. The proposed project limits along Rockbridge Road are between Allgood Road and Rowland Road for both PI 0008121 and 0012789. These limits will be confirmed during the development of the NEPA document. Another project (PI 0002906 & 0008401) is programmed to widen Rockbridge Road between Memorial Drive/SR10/SR154 and South Stone Mountain Lithonia Road.

Existing conditions:

Currently, Rockbridge Road is a two-lane facility with travel lane widths varying from 11-foot wide to 12-foot wide. The existing four-foot wide bike lane and twelve-foot wide shoulder including curb and gutter and five-foot wide sidewalks on the north side will remain. The existing shoulder on the south side varies from a rural grassed shoulder to an urban grassed shoulder with curb and gutter. A worn foot path has been created thus demonstrating a need for sidewalk. The project length is approximately 1500 linear feet (0.285 miles). The posted speed of Rockbridge Road is 35 mph. Several steel power transmission poles are located on the south side along with wooden utility poles. Left turn lanes are provided at the intersection of Rockbridge Road and Allgood Road, Rockbridge Road and Rowland Road, and Rockbridge Road at Spring Drive.

Other projects in the area:

PI 0012789 – Rockbridge Road between Allgood Road and Rowland Road – Transportation Enhancement which is in connection with this PI 0008121 project. The TE project will provide the sidewalks, bike lanes, curb and gutter, and upgraded urban shoulders on the south side of Rockbridge Road. The PI 0008121 project will provide the roadway widening and signalization.

PI 0002906 – Rockbridge Road between Stone Mountain/Lithonia Road to Memorial Drive-The proposed project consists of a series of improvements along 4.2 miles of Rockbridge Road. Bicycle lanes and concrete sidewalks are to be constructed along both sides of the roadway under this project, PI 0002906. The proposed improvements include widening the existing two-lane roadway to a three-lane typical section consisting of two 11-foot travel lanes with a 14-foot flush median under project, PI 0008401.

PI 0008401– Rockbridge Road between Stone Mountain/Lithonia Road to Memorial Drive-The proposed project consists of a series of improvements along 4.2 miles of Rockbridge Road. The proposed improvements include widening the existing two-lane roadway to a three-lane typical section consisting of two 11-foot travel lanes with a 14-foot flush median under this project, PI 0008401. Bicycle lanes and concrete sidewalks are to be constructed along both sides of the roadway under project, PI 0002906.

MPO: Atlanta TMA

MPO Project ID: DK-413

Regional Commission: Atlanta Regional Commission

RC Project ID

Congressional District(s): 4

Federal Oversight: Full Oversight Exempt State Funded Other

Projected Traffic: AADT

Current Year (2013): 18,000 Open Year (2018): 18,775 Design Year (2038): 22,905
Traffic Projections Performed by: Bowler Engineers, Inc.

Functional Classification (Mainline): Urban Minor Arterial Street

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: None Bicycle Pedestrian Transit

Bicycle Warrants

- Project is located in an urbanized commercial/residential area with transit bus stops.
- Freedom Middle School and Rockbridge Elementary School are located less than a mile of the project.
- Project is located on an identified bike route corridor.
- Existing bike lane is located on the north side.

Pedestrian Warrants

- Project is located in an urbanized commercial/residential area with transit bus stops.
- An existing worn foot path has been created on the south side.
- Existing sidewalk with pedestrian facilities located along the north side.
- Project is located on an identified bike path corridor.

Transit Warrants

County: DeKalb

- 1. Project is located on a fixed-route transit corridor with bus stops.
- 2. An existing worn foot path has been created between bus stops.
- 3. Project is located on an identified bike path corridor.

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project?

No Yes

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? No Yes
 Preliminary Pavement Type Selection Report Required? No Yes
 Feasible Pavement Alternatives: HMA PCC HMA & PCC

DESIGN AND STRUCTURAL

Description of the proposed project:

The limits of this project fall within an overall larger project, P.I. No. 0008401, that extends along Rockbridge Road from SR 10 to Stone Mountain-Lithonia Road, that proposes to add a center auxiliary lane, additional turning lanes, and bike lanes. The typical section proposed as part of this project (0008121) would match the proposed typical section of the larger project (0008401). This project scope of work consists of widening Rockbridge Road from a two-lane roadway section to a three-lane roadway section from Allgood Road to Rowland Road in DeKalb County, Georgia. The project length is approximately 1500 linear feet (0.285 miles). The existing four-foot wide bike lane and twelve-foot wide shoulder including curb and gutter and five-foot wide sidewalks on the north side will remain. As part of the TEE funded portion of the project (PI 0012789), additional improvements along the corridor includes the addition of a four-foot wide bike lane and twelve-foot wide shoulder which will include 8 inch x 30 inch type 2 curb and gutter, two-foot wide stamped concrete strip, ADA compliant six-foot sidewalks and 30-inch wide grass strip at the back of sidewalk on the south side from Allgood Road to Rowland Road. The project design will conform to the provisions of the American Disabilities Act (ADA).

Major Structures:

Structure	Existing	Proposed
Retaining walls	Mortar Rubble Masonry Gravity Wall	Mortar Rubble Masonry Gravity Wall

Mainline Design Features: Rockbridge Road/CR 7938 /Urban Minor Arterial Street

Feature	Existing	Standard*	Proposed
Typical Section			
- <input type="checkbox"/> Number of Lanes	2 to 3	2 to 3	3
- <input type="checkbox"/> Lane Width(s)	11'-12'	11'-12'	12'
- <input type="checkbox"/> Median Width & Type	N/A	Two Way Center Left Turn Lane/Left Turn Lane	Two Way Center Left Turn Lane/Left Turn Lane
- <input type="checkbox"/> Outside Shoulder or Border Area Width	4'-10'	10'-16'	12'
- <input type="checkbox"/> Outside Shoulder Slope	0%-8%	2%	2%
- <input type="checkbox"/> Inside Shoulder Width	N/A	N/A	N/A
- <input type="checkbox"/> Sidewalks	5'	5'	6'
- <input type="checkbox"/> Auxiliary Lanes	11'-12'	10'-16'	12'
- <input type="checkbox"/> Bike Lanes	4'	4'	4'
Posted Speed	35		35
Design Speed	N/A	45	45

County: DeKalb

Feature	Existing	Standard*	Proposed
Typical Section			
Min Horizontal Curve Radius	800	711	800
Maximum Superelevation Rate	4%	4%	4%
Maximum Grade	6%	8%	6%
Access Control	Partial	Partial	Partial
Design Vehicle	WB-40	WB-40	WB-40
Pavement Type	Asphalt	Asphalt	Asphalt

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: Rockbridge at Allgood Road, Rockbridge Road at Spring Drive, and Rockbridge Road at Rowland Road

Lighting required: No Yes

Off-site Detours Anticipated: No Undetermined Yes

Transportation Management Plan [TMP] Required: No Yes
 If Yes: Project classified as: Non-Significant Significant
 TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undetermined	Yes	Appvl Date (if applicable)
1. <input type="checkbox"/> Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. <input type="checkbox"/> Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. <input type="checkbox"/> Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. <input type="checkbox"/> Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. <input type="checkbox"/> Horizontal Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. <input type="checkbox"/> Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. <input type="checkbox"/> Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. <input type="checkbox"/> Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. <input type="checkbox"/> Stopping Sight Distance	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. <input type="checkbox"/> Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. <input type="checkbox"/> Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. <input type="checkbox"/> Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. <input type="checkbox"/> Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

The project is matching the existing vertical alignment but one crest curve (K=40.46) meets the posted 35 mph speed limit but not 45 mph design speed for k-factor or stopping sight distance. Since the north side of the road is being maintained improving the vertical alignment k-factor and stopping sight distance is not feasible. The corridor is fully developed as well so commercial impacts such as loss of parking, signage conflicts, and walls would be cost prohibitive.

County: DeKalb

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	Anticipated			Appvl Date (if applicable)
		No	Undeter-- mined	Yes	
1. <input type="checkbox"/> Access Control/Median Openings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. <input type="checkbox"/> Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. <input type="checkbox"/> Intersection Skew Angle	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. <input type="checkbox"/> Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. <input type="checkbox"/> Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. <input type="checkbox"/> Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. <input type="checkbox"/> Median Usage*	DP&S	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. <input type="checkbox"/> Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. <input type="checkbox"/> Complete Streets	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. <input type="checkbox"/> ADA & PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. <input type="checkbox"/> GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. <input type="checkbox"/> GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. <input type="checkbox"/> GDOT Bridge & Structural Manual	Bridges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

*Using 12' center two way left turn lane/left turn lane instead of GDOT preferred 14' wide median width.

VE Study anticipated: No Yes Completed – Date:

UTILITY AND PROPERTY

Temporary State Route needed: No Yes Undetermined

Railroad Involvement: N/A

Utility Involvements:

- Power – Georgia Power
- Power – Georgia Transmission
- Gas – Atlanta Gas Light
- Water and Sewer – DeKalb County Watershed Management
- Cable – Comcast
- Communications – AT&T
- Communications – Zayo
- Communications – Verizon
- Communications – AT&T Legacy
- Traffic Signal – DeKalb County

SUE Required: No Yes Undetermined

Public Interest Determination Policy and Procedure recommended (Utilities)? No Yes

Right-of-Way (ROW): Existing width: 50-75 ft Proposed width: 75-80 ft
 Required Right-of-Way anticipated: None Yes Undetermined
 Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels: 8
 Displacements anticipated: Businesses: 0
 Residences: 0
 Other: 0
 Total Displacements: 0

Location and Design approval: Not Required Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern:

The north side of the road has been upgraded to provide a bike lane and concrete sidewalk but the south side is lacking both a bike lane and a sidewalk which inhibits users of the facility. Since Rockbridge Road is a MARTA bus route and this project is located less than 1 mile from two schools, pedestrian/bike mobility is desired. Due to the elevation difference and close proximity of the businesses and homes to the existing pavement, impacts will be necessary to these properties with the proposed improvements. Another potential impact requiring additional required right of way is compliance with Georgia's Municipal NPDES MS4 permit for storm water management and discharge.

Context Sensitive Solutions Proposed:

1. Construct continuous ADA-complaint sidewalks along the south side with adequate wheelchair ramps for safe roadway crossing and mobility.
2. Bike lanes will be constructed on the south side to improve pedestrian safety and to tie into the overall Rockbridge widening project (PI 0008401) which will then provide a full bike pathway along Rockbridge Road in both directions.
3. Mortar rubble masonry gravity walls will be required to minimize impact to commercial properties and avoid impact to driveways and parking.
4. Stormwater will be collected and treatment of the stormwater will require the use of ponds and swales/ditches. Placement of these BMP's will be located to minimize property impacts where practicable.

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE EA/FONSI EIS

MS4 Permit Compliance – Is the project located in a MS4 area? No Yes

Existing Conditions

The intersection of Rockbridge Road and Allgood Road is a high point shedding stormwater to the west and east. Runoff travels the entire length of the subject corridor to Rowland Road and beyond. Rockbridge road is crowned along its centerline sending water to the north and south along its length in this section.

The northern side of Rockbridge road has curb and gutter but no existing drainage features. The stormwater currently travels from Allgood Road towards Rowland Road in the gutter and discharges rain water at each of the side streets (Spring Drive, Clubhouse Drive, and all the business driveways in between). On the south side of Rockbridge Road, the absence of curb and gutter allows the stormwater to flow into roadside ditches. Sporadic swales and culverts collect and convey the stormwater along Rockbridge towards Rowland Road. Just before Rowland Road, an 18" RCP collects the stormwater and carries it through the intersection.

Proposed Solutions

The Rockbridge Road corridor is heavily developed with only a few open tracts for stormwater BMPs. With the roadway expansion plan into an already highly developed region, the availability of space to meet MS4 compliance is very limited.

Along the southern side of Rockbridge Road, there are a couple undeveloped tracts that could potentially

County: DeKalb

be used for stormwater BMPs. However, the northern side is not feasible. As mentioned above, the north side of the road contains curb and gutter with no drainage inlets to capture the stormwater. In order to collect, treat and detain this runoff, inlets would have to be installed and directed to the southern end at some point(s), the proposed road would have to be super-elevated to sheet flow water to the south, or stormwater BMPs would have to be installed along the northern side streets.

The southern side of Rockbridge Road has stormwater flowing from west to east, MS4 compliance could be accomplished in one stormwater pond. There is an existing gas station in the tract just west of the Rowland Road intersection but a vacant parcel exists adjacent to it on the western side of the gas station. A wet extended detention pond could handle the water quality, channel protection, overbank flood protection and extreme flood protection. Preliminary calculations show that an approximate 15,000-18,000cf pond would meet DeKalb County stormwater requirements. This theoretical pond would fit in the footprint of approximately 55ft x 85ft x 6ft deep. A dam or retaining wall would require additional area. The length, width and depth of this pond can be modified per right-of-way and existing feature constraints. Underground storage is an option but is typically not as efficient and cost-effective as above ground ponds.

Another possible option for a second pond could be constructed in a vacant parcel located to the east of Allgood Road adjacent to the auto repair business. This would reduce the size of the downstream pond but would add additional safety, maintenance, right-of-way, etc. concerns.

Also if the northern side of Rockbridge Road were to be directed to the south into the proposed pond or ponds, the size of the pond or ponds would need to be increased approximately 50%-75%.

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. <input type="checkbox"/> U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. <input type="checkbox"/> Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. <input type="checkbox"/> CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. <input type="checkbox"/> Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. <input type="checkbox"/> Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. <input type="checkbox"/> Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. <input type="checkbox"/> NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	EPD
8. <input type="checkbox"/> FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. <input type="checkbox"/> Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. <input type="checkbox"/> Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. <input type="checkbox"/> Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. <input type="checkbox"/> Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: A National Environmental Policy Act (NEPA) Categorical Exclusion is anticipated for this project.

Ecology: An Ecology Assessment is underway. No habitat for protected species was identified.

County: DeKalb

History: A historic resource survey report has been prepared. No resources have been recommended eligible; however, State Historic Preservation Officer (SHPO) concurrence on these recommendations has not yet been obtained.

Archeology: An archaeological short form for negative findings was prepared but has not been approved.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area?

No Yes

Is the project located in an Ozone Non-attainment area?

No Yes

Is a Carbon Monoxide hotspot analysis required?

No Yes

Noise Effects: Noise Impact Assessment would be completed for the proposed project. This project is not a Type I project; therefore, a Traffic Noise Model is not required. The proposed project would not result in additional noise impacts.

Public Involvement: A public meeting is not required therefore there are not any plans to conduct a PIOH. The PI 0002906 and PI 0008401 projects have already held PIOHs. Typically though, DeKalb County will conduct a property owner’s meeting prior to ROW acquisition.

Major stakeholders: Homeowners along Rockbridge Road, business owners along Rockbridge Road, the traveling public, City of Pine Lake, GDOT, and DeKalb County.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule:

Morning and afternoon peak hour traffic volume may require specific work hours to limit construction during these peak hours. The roadway is anticipated to remain open to traffic during construction.

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Concept Meeting: March 10, 2014

Other coordination to date: N/A

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT, DeKalb County, Michael Baker
Design	DeKalb County and Michael Baker
Right-of-Way Acquisition	DeKalb County
Utility Relocation	DeKalb County
Letting to Contract	DeKalb County
Construction Supervision	DeKalb County
Providing Material Pits	Undetermined
Providing Detours	Undetermined
Environmental Studies, Documents, & Permits	DeKalb County and Michael Baker
Environmental Mitigation	DeKalb County and Michael Baker
Construction Inspection & Materials Testing	DeKalb County

County: DeKalb

Project Cost Estimate Summary and Funding Responsibilities for PI 0008121:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	DeKalb County	DeKalb County	DeKalb County	DeKalb County	DeKalb County	\$1,590,630.93 ^{\$1,590,636.18 EKP}
\$ Amount	\$150,000	\$375,000	\$685,000	\$364,630.93** ^{\$380,636.18 EKP}	N/A	\$1,574,630.93
Date of Estimate	8/2012	11/2014	11/2014	11/2014		

*CST Cost includes: Construction, Contingency, CEI, and Liquid AC Cost Adjustment.

Project Cost Estimate Summary and Funding Responsibilities for PI 0012789:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	DeKalb County	DeKalb County	DeKalb County	DeKalb County	DeKalb County	\$557,077.50 ^{\$594,340.97 EKP}
\$ Amount	\$0	\$0	\$0	\$557,077.50**	N/A	\$557,077.50
Date of Estimate	8/2012	11/2014	11/2014	11/2014		

*CST Cost includes: Construction, Contingency, CEI, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: <i>Three-Lane Roadway with Bike Lanes, Curb and Gutter and Concrete Sidewalks</i> ^{\$2,184,977.15 EKP}			
Estimated Property Impacts:	8	Estimated Total Cost:	\$1,802,123.63
Estimated ROW Cost:	\$375,000	Estimated CST Time:	9 months
Rationale: This preferred alternative will address the need and purpose of the project by providing safety improvements for vehicular, pedestrian and bicycle users of the facility. The construction of left turn lanes and two-way left turn lanes will allow left turning vehicles to be removed from the through lane thus improving operations and reducing accidents. Due to the existing bike lane, curb and gutter and sidewalk on the north side, the widening is proposed for the south side. Rockbridge Road is currently a MARTA bus route containing several bus stops within the project limits and there is an existing worn foot-path on the south side. Adding a bike lane and sidewalk on the south side while maintaining the bike lane and sidewalk on the north side will provide a continuous path in each direction for pedestrians and bicyclists. The 2038 Build scenario analysis will improve the Level of Service (LOS) from a LOS F to LOS D.			

No-Build Alternative: <i>Existing Two-Lane Roadway with Bike Lanes and Concrete Sidewalk on One Side Only</i>			
Estimated Property Impacts:	0	Estimated Total Cost:	N/A
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: This alternative does not address the project need and purpose.			

Comments: N/A

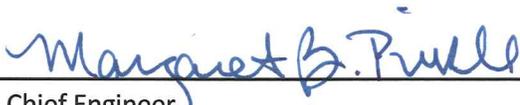
County: DeKalb

LIST OF ATTACHMENTS/SUPPORTING DATA

- 1. Concept Layout
- 2. Typical sections
- 3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment forms
 - c. Right-of-Way
 - d. Utilities
- 4. Concept Team Meeting Minutes – March 10, 2014
- 5. MS-4 Conceptual Sketch
- 6. Accident Analysis
- 7. Traffic diagrams
- 8. Traffic Report
- 9. Preliminary Pavement Evaluation Summary Report

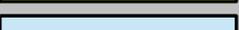
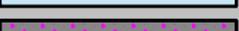
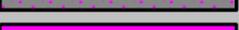
APPROVALS

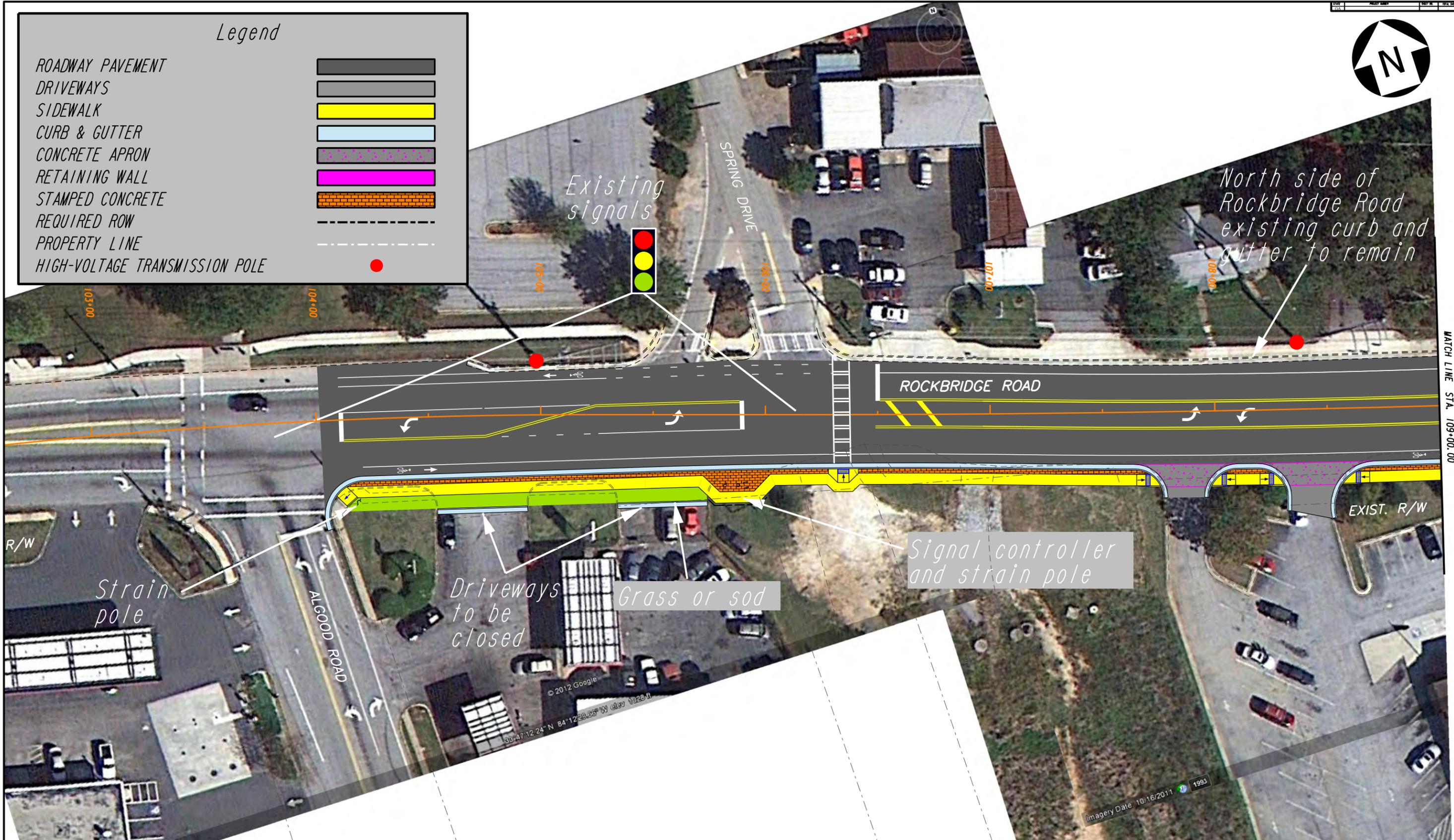
Concur: 
Director of Engineering

Approve: 
Chief Engineer

2-12-15
Date

Legend

- ROADWAY PAVEMENT 
- DRIVEWAYS 
- SIDEWALK 
- CURB & GUTTER 
- CONCRETE APRON 
- RETAINING WALL 
- STAMPED CONCRETE 
- REQUIRED ROW 
- PROPERTY LINE 
- HIGH-VOLTAGE TRANSMISSION POLE 



Michael Baker
INTERNATIONAL
3595 ENGINEERING DRIVE
NORCROSS, GEORGIA 30092
(770) 263-9118

SCALE IN FEET
0 20 40 80
DATE: Nov. 2014

REVISION DATES	

DEKALB COUNTY PUBLIC WORKS
DEPARTMENT OF TRANSPORTATION
ROCKBRIDGE ROAD RECONSTRUCTION
DRAWING NO.
RP-01



MATCH LINE STA. 109+00.00

MATCH LINE STA. 114+50.00

CLUBHOUSE DRIVE

North side of Rockbridge Road existing curb and gutter to remain

Impact to Georgia Power transmission power poles (typ 3)

EXIST. R/W

EXIST. R/W

EXIST. R/W

Potential retaining walls

33°47'11.15" N 84°12'24.24" W elev 1019 ft

33°47'10.69" N 84°12'18.72" W elev 1019 ft

Imagery Date: 10/16/2011 1993



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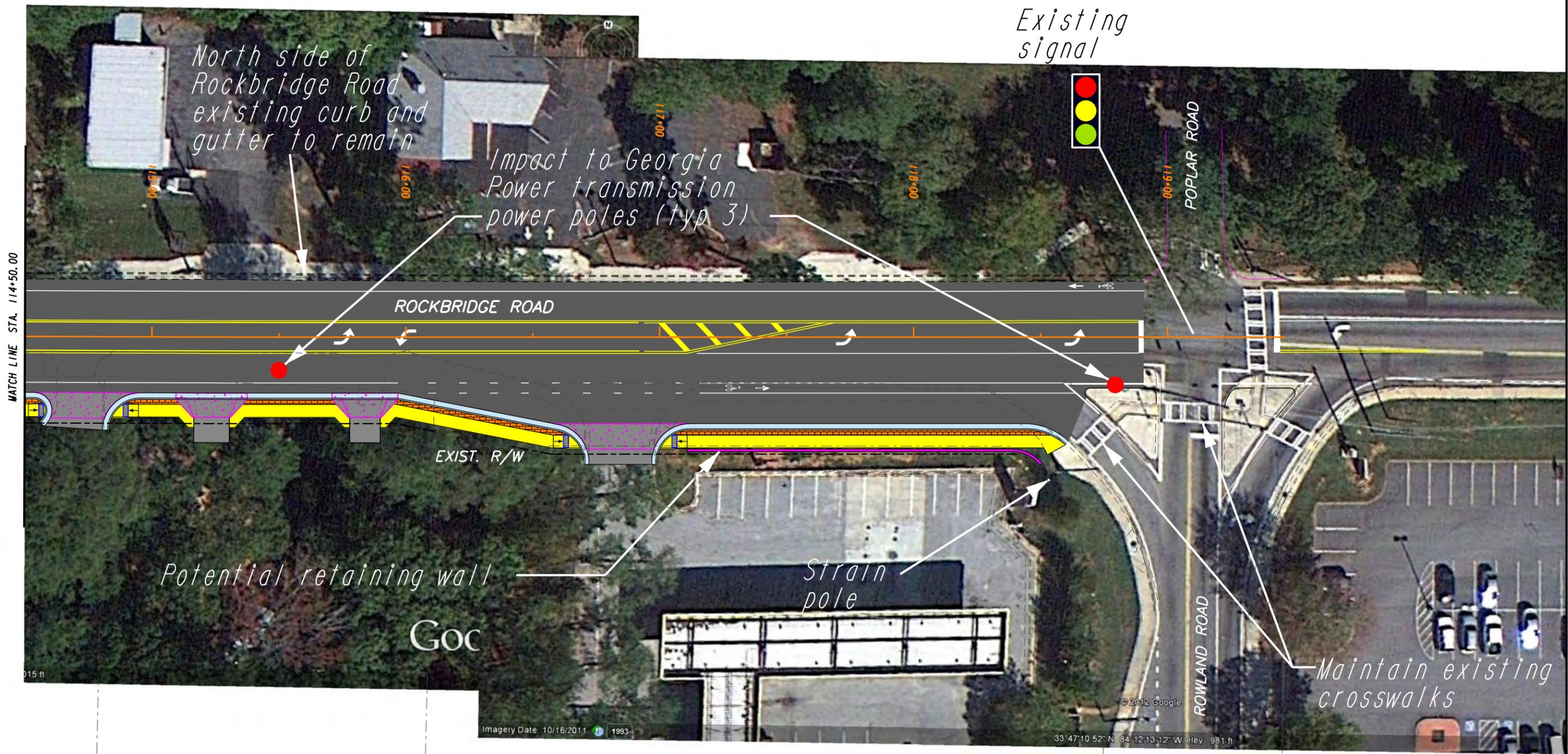
DATE: Nov. 2014

REVISION DATES	

DEKALB COUNTY PUBLIC WORKS
DEPARTMENT OF TRANSPORTATION

ROCKBRIDGE ROAD RECONSTRUCTION

DRAWING NO.
RP-02



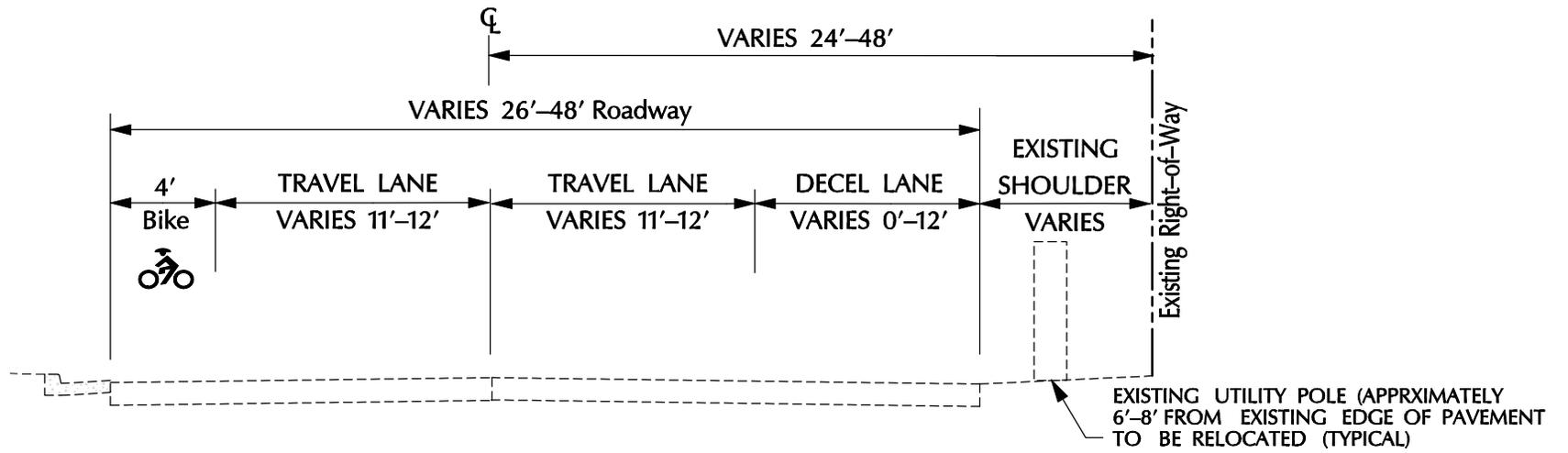
Michael Baker
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SCALE IN FEET
0 20 40 80
DATE: Nov. 2014

REVISION DATES	

DEKALB COUNTY PUBLIC WORKS
DEPARTMENT OF TRANSPORTATION
ROCKBRIDGE ROAD RECONSTRUCTION
DRAWING NO. RP-03

EXISTING ROADWAY TYPICAL SECTION



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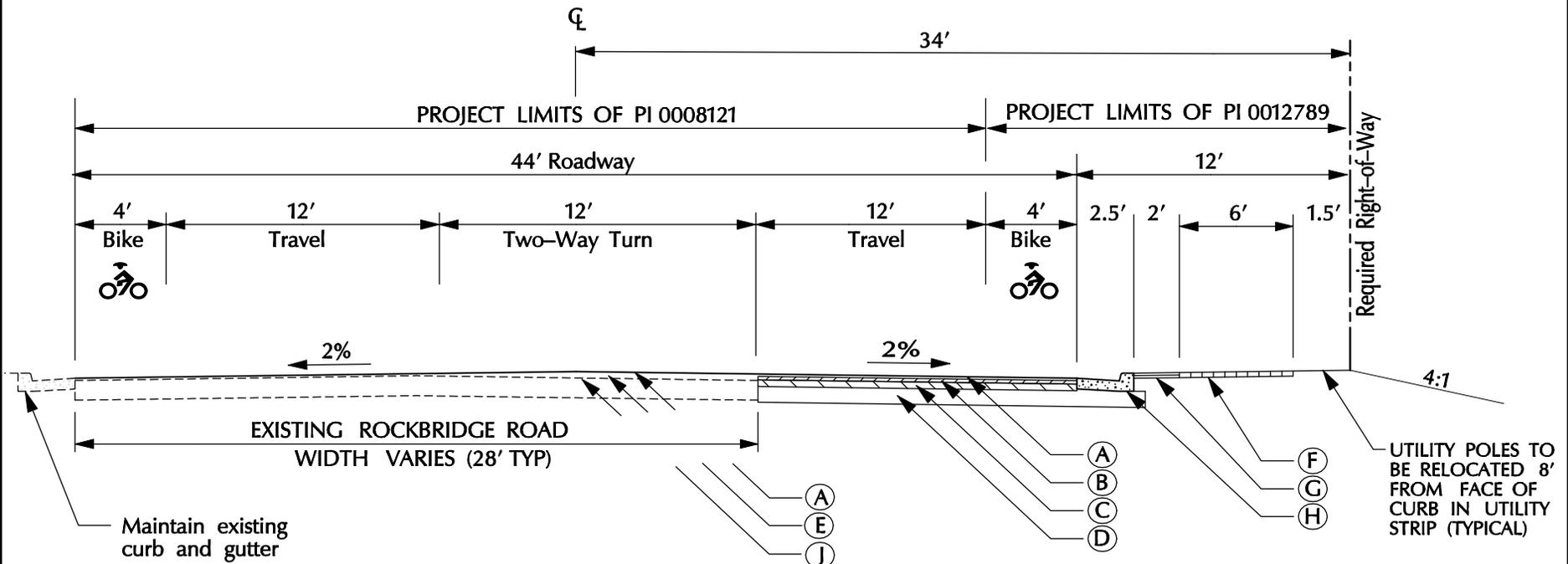
REVISION DATES

DEKALB COUNTY
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

DRAWING NO.
5-01

PROPOSED ROADWAY TYPICAL SECTION



- (A) RECYCLED ASPH CONC 12.5 mm SUPERPAVE, 165 LB/SY
- (B) RECYCLED ASPH CONC 19 mm SUPERPAVE, 220 LB/SY
- (C) RECYCLED ASPH CONC 25 mm SUPERPAVE, 770 LB/SY
- (D) GRADED AGGREGATE BASE, 12"
- (E) RECYCLED ASPH CONC LEVELING, AS DIRECTED BY ENGINEER
- (F) CONC SIDEWALK, 4 IN THICK (8 IN THICK FOR ADA LOCATIONS)
- (G) STAMPED CONCRETE PAVING
- (H) CONCRETE CURB & GUTTER 8"x 30" GDOT STD. 9032 B, TYPE 2
- (I) MORTAR RUBBLE MASONRY GRAVITY WALL, GDOT STD. 9031L
- (J) MILL ASPH CONC PVT, VARIABLE DEPTH

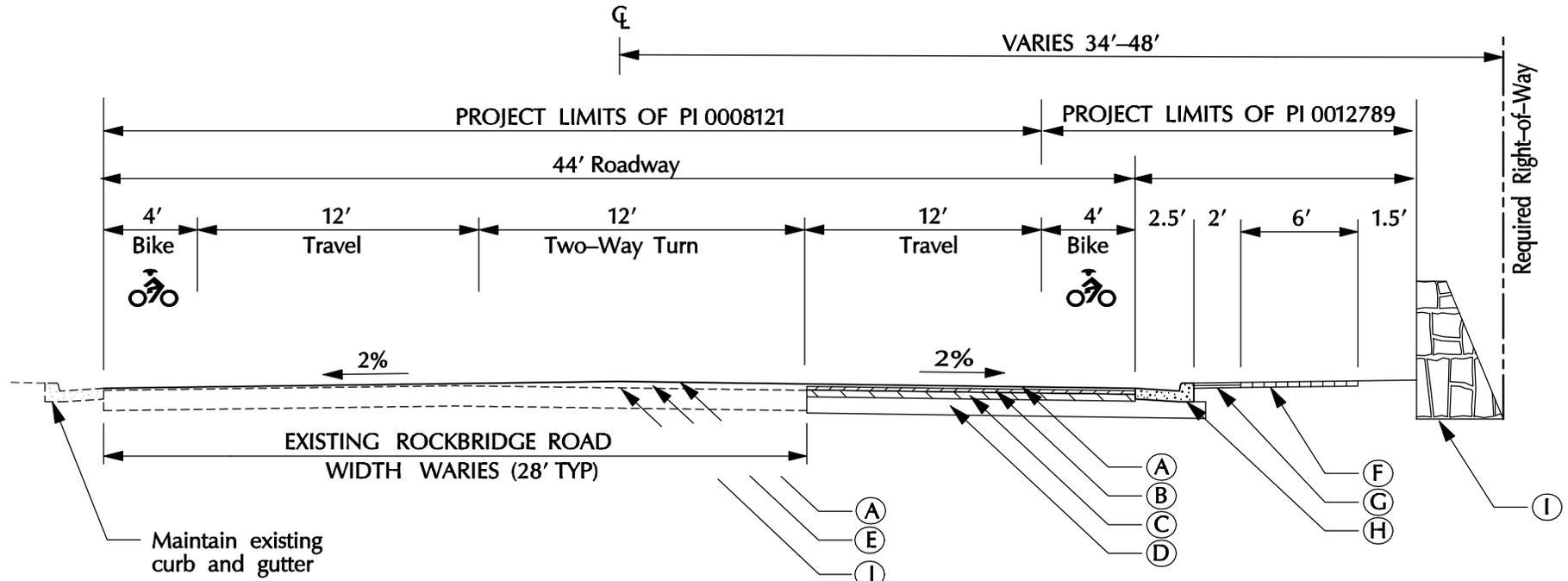
Michael Baker
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3505 ENGINEERING DRIVE
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(770) 263-9116

REVISION DATES	

DEKALB COUNTY
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS

DRAWING NO.
5-02

PROPOSED ROADWAY TYPICAL SECTION



- (A) RECYCLED ASPH CONC 12.5 mm SUPERPAVE, 165 LB/SY
- (B) RECYCLED ASPH CONC 19 mm SUPERPAVE, 220 LB/SY
- (C) RECYCLED ASPH CONC 25 mm SUPERPAVE, 770 LB/SY
- (D) GRADED AGGREGATE BASE, 12"
- (E) RECYCLED ASPH CONC LEVELING, AS DIRECTED BY ENGINEER
- (F) CONC SIDEWALK, 4 IN THICK (8 IN THICK FOR ADA LOCATIONS)
- (G) STAMPED CONCRETE PAVING
- (H) CONCRETE CURB & GUTTER 8"x 30" GDOT STD. 9032 B, TYPE 2
- (I) MORTAR RUBBLE MASONRY GRAVITY WALL, GDOT STD. 9031L
- (J) MILL ASPH CONC PVMT, VARIABLE DEPTH

Maintain existing curb and gutter

Michael Baker
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3545 ENGINEERING DRIVE
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(770) 283-9118

REVISION DATES

DEKALB COUNTY
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

DRAWING NO.
5-03

Section ROADWAY				PI 0012789		PI 0008121	
Item Number	Item Description	Units	Unit Price	Quantity	Cost	Quantity	Cost
150-1000	TRAFFIC CONTROL	LS	\$75,000.00	1	\$50,000	1	\$25,000
210-0100	GRADING COMPLETE	LS	\$200,000.00	1	\$100,000	1	\$100,000
310-1101	GR AGGR BASE CRS, INCL MATL	TN	\$20.00	560	\$11,200	1,200	\$24,000
318-3000	AGGR SURF CRS	TN	\$20.00	100	\$2,000	100	\$2,000
402-1812	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	TN	\$65.00	-	\$0	110	\$7,150
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	TN	\$65.00	180	\$11,700	600	\$39,000
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	\$65.00	320	\$20,800	660	\$42,900
402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	\$65.00	90	\$5,850	190	\$12,350
413-1000	BITUM TACK COAT	GL	\$3.00	75	\$225	285	\$855
432-0206	MILL ASPH CONC PVMT, VARIABLE DEPTH	SY	\$5.00	-	\$0	6,000	\$30,000
441-0018	DRIVEWAY CONCRETE, 8 IN TK	SY	\$50.00	200	\$10,000	-	\$0
441-0104	CONC SIDEWALK, 4 IN	SY	\$25.00	1,200	\$30,000	-	\$0
441-0108	CONC SIDEWALK, 8 IN (NEAR INTERSECTIONS)	SY	\$35.00	150	\$5,250	-	\$0
441-0740	CONCRETE MEDIAN, 4 IN (PAY ITEM FOR STAMPED CONCRETE)	SY	\$35.00	275	\$9,625	-	\$0
441-4030	CONC VALLEY GUTTER, 8 IN	SY	\$45.00	180	\$8,100	-	\$0
441-6222	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	LF	\$20.00	2,000	\$40,000	-	\$0
500-3107	CLASS A CONCRETE, RETAINING WALL	CY	\$500.00	13	\$6,500	-	\$0
500-3800	CLASS A CONCRETE, INCL REINF STEEL	CY	\$750.00	50	\$37,500	-	\$0
500-9999	CLASS B CONC, BASE OR PVMT WIDENING	CY	\$160.00	25	\$4,000	-	\$0
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	\$32.00	1,000	\$32,000	-	\$0
634-1200	RIGHT OF WAY MARKERS	EA	\$85.00	12	\$1,020	-	\$0
668-1100	CATCH BASIN, GP 1	EA	\$2,200.00	5	\$11,000	-	\$0
668-4300	STORM SEWER MANHOLE, TP 1	EA	\$2,000.00	3	\$6,000	-	\$0
Section Sub Total:					\$402,770		\$283,255
Section PERMANENT EROSION CONTROL							
Item Number	Item Description	Units	Unit Price	Quantity	Cost	Quantity	Cost
700-6910	PERMANENT GRASSING	AC	\$700.00	0.20	\$140	-	\$0
700-7000	AGRICULTURAL LIME	TN	\$55.00	6	\$330	-	\$0
700-8000	FERTILIZER MIXED GRADE	TN	\$400.00	1	\$400	-	\$0
700-8100	FERTILIZER NITROGEN CONTENT	LB	\$3.00	50	\$150	-	\$0
700-9300	SOD	SY	\$5.00	4,800	\$24,000	-	\$0
716-2000	EROSION CONTROL MATS, SLOPES	SY	\$1.00	1,250	\$1,250	-	\$0
999-3110	DETENTION PONDS	EA	\$40,000.00	2	\$80,000	-	\$0
Section Sub Total:					\$106,270		\$0
Section TEMPORARY EROSION CONTROL							
Item Number	Item Description	Units	Unit Price	Quantity	Cost	Quantity	Cost
163-0232	TEMPORARY GRASSING	AC	\$300.00	1	\$300	-	\$0
163-0240	MULCH	TN	\$150.00	25	\$3,750	-	\$0
163-0300	CONSTRUCTION EXIT	EA	\$1,000.00	1	\$1,000	-	\$0
163-0520	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	LF	\$20.00	100	\$2,000	-	\$0
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	\$150.00	8	\$1,200	-	\$0
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	\$1.00	1,000	\$1,000	-	\$0
165-0101	MAINTENANCE OF CONSTRUCTION EXIT	EA	\$500.00	1	\$500	-	\$0
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	\$55.00	8	\$440	-	\$0
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	\$3.00	1,000	\$3,000	-	\$0
Section Sub Total:					\$13,190		\$0
Section SIGNAL							
Item Number	Item Description	Units	Unit Price	Quantity	Cost	Quantity	Cost
615-1200	DIRECTIONAL BORE	LF	\$10.00	-	\$0	100	\$1,000
647-1000	TRAFFIC SIGNAL INSTALLATION NO-1	LS	\$30,000.00	-	\$0	1	\$30,000
682-6233	CONDUIT, NONMETL, TP 3, 2 IN	LF	\$3.00	-	\$0	100	\$300
Section Sub Total:					\$0		\$31,300

Construction Cost Estimate - CR 7938/Rockbridge Road from Allgood Road to Rowland Road

Section ROADWAY				PI 0012789		PI 0008121	
Item Number	Item Description	Units	Unit Price	Quantity	Cost	Quantity	Cost
Section SIGNING & MARKING							
Item Number	Item Description	Units	Unit Price	Quantity	Cost	Quantity	Cost
636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	SF	\$14.00	50	\$700	-	\$0
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	\$18.00	50	\$900	-	\$0
636-2070	GALV STEEL POSTS, TP 7	LF	\$10.00	100	\$1,000	-	\$0
636-2090	GALV STEEL POSTS, TP 9	LF	\$10.00	100	\$1,000	-	\$0
652-0091	PAVEMENT MARKING, SYMBOL, TP 1	EA	\$30.00	8	\$240	-	\$0
652-0094	PAVEMENT MARKING, SYMBOL, TP 4	EA	\$35.00	8	\$280	-	\$0
652-5301	SOLID TRAFFIC STRIPE, 6 IN, WHITE	LF	\$0.50	3,000	\$1,500	-	\$0
652-5451	SOLID TRAFFIC STRIPE, 5 IN, WHITE	LF	\$0.50	3,000	\$1,500	-	\$0
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	\$75.00	-	\$0	12	\$900
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	\$0.50	-	\$0	600	\$300
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	\$0.50	-	\$0	3,700	\$1,850
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	\$4.00	-	\$0	100	\$400
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	\$2.00	600	\$1,200	-	\$0
653-3502	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	LF	\$0.50	-	\$0	3,700	\$1,850
654-1001	RAISED PVMT MARKERS TP 1	EA	\$5.00	-	\$0	50	\$250
654-1003	RAISED PVMT MARKERS TP 3	EA	\$5.00	-	\$0	50	\$250
Section Sub Total:					\$8,320		\$5,550
Total Estimated Cost:					\$530,550.00		\$320,105.00
Subtotal Construction Cost					\$530,550.00		\$320,105.00
Engineering					\$0.00		\$150,000.00
5% Contingency					\$26,527.50		\$16,005.25
CEI Rate 5%					\$26,527.50		\$16,005.25
Fuel and AC Index					\$10,735.97		\$28,520.68
Inflation Rate 0.0 % @ 0 Years					\$0.00		\$0.00
Total Construction Cost					\$557,077.50		\$514,630.93
80% Federal Contribution					\$441,600.00		
Right Of Way*					\$0.00		\$375,000.00
Relmb. Utilities** (subject to prior rights claim)					\$0.00		\$685,000.00
Total Project Cost					\$557,077.50		\$1,574,630.93
Grand Total Project Cost							\$2,131,708.43

PROJ. NO.

CSTEE-0008-00(121)

CALL NO.

P.I. NO.

0012789

DATE

11/11/2014

INDEX (TYPE)

REG. UNLEADED

DATE

Nov-14

INDEX

\$ 2.859

DIESEL

\$ 3.539

LIQUID AC

\$ 600.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)

10620

\$

10,620.00

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 960.00

Monthly Asphalt Cement Price month project let (APL)

\$ 600.00

Total Monthly Tonnage of asphalt cement (TMT)

29.5

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	180	5.0%	9
9.5 mm SP		5.0%	0
25 mm SP	320	5.0%	16
19 mm SP	90	5.0%	4.5
	590		29.5

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 115.97

\$

115.97

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 960.00

Monthly Asphalt Cement Price month project let (APL)

\$ 600.00

Total Monthly Tonnage of asphalt cement (TMT)

0.322132569

Bitum Tack

Gals	gals/ton	tons
75	232.8234	0.32213257

PROJ. NO.

CSTEE-0008-00(121)

CALL NO.

P.I. NO.

0012789

DATE

11/11/2014

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	960.00			
Monthly Asphalt Cement Price month project let (APL)				\$	600.00			
Total Monthly Tonnage of asphalt cement (TMT)					0			

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT							\$	10,735.97
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PROJ. NO.

CSTEE-0008-00(121)

CALL NO.

P.I. NO.

0008121

DATE

11/11/2014

INDEX (TYPE)

REG. UNLEADED

Nov-14

\$ 2.859

DIESEL

\$ 3.539

LIQUID AC

\$ 600.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)

28080

\$

28,080.00

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 960.00

Monthly Asphalt Cement Price month project let (APL)

\$ 600.00

Total Monthly Tonnage of asphalt cement (TMT)

78

ASPHALT	Tons	%AC	AC ton
Leveling	110	5.0%	5.5
12.5 OGFC		5.0%	0
12.5 mm	600	5.0%	30
9.5 mm SP		5.0%	0
25 mm SP	660	5.0%	33
19 mm SP	190	5.0%	9.5
	1560		78

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 440.68

\$

440.68

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 960.00

Monthly Asphalt Cement Price month project let (APL)

\$ 600.00

Total Monthly Tonnage of asphalt cement (TMT)

1.224103763

Bitum Tack

Gals	gals/ton	tons
285	232.8234	1.22410376

PROJ. NO.

CSTEE-0008-00(121)

CALL NO.

P.I. NO.

0008121

DATE

11/11/2014

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	960.00			
Monthly Asphalt Cement Price month project let (APL)				\$	600.00			
Total Monthly Tonnage of asphalt cement (TMT)					0			

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	\$	28,520.68
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GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 11/11/2014
Revised:

Project: CSTEE-0008-00(121)
County: DeKalb
PI: 0008121

Description: Rockbridge Road
Project Termini: Allgood Road to Rowland Road

Parcels: 8 Existing ROW:
Required ROW: 0.21 ac

Land and Improvements _____ \$205,668.00

Proximity Damage \$0.00
Consequential Damage \$0.00
Cost to Cures \$0.00
Trade Fixtures \$0.00
Improvements \$0.00

Valuation Services _____ \$20,000.00

Legal Services _____ \$12,900.00

Relocation _____ \$0.00

Demolition _____ \$0.00

Administrative _____ \$135,880.00

TOTAL ESTIMATED COSTS _____ \$374,448.00

TAL ESTIMATED COSTS (ROUNDED) _____ \$375,000.00

Preparation Credits	Hours	Signature

Prepared By: Beth Ann Schwartz CG# _____ (DATE) 11/11/2014
Approved By: _____ CG# _____ (DATE) _____

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

Preliminary Utility Cost (Estimate)

Date: 11/11/2014

Project: CSTEE-0008-00(121), DeKalb County

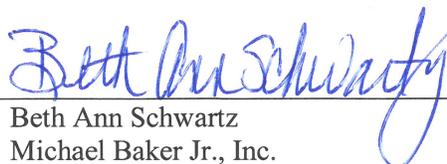
P.I. Number: 0008121

Project Description: CR 7938/Rockbridge Road from Allgood Road to Rowland Road

Below is a preliminary utility cost estimate for each utility with facilities potentially located within the project limits on Rockbridge Road from Allgood Road to Rowland Road.

Facility Owner	Type of Relocation	Non-Reimbursable	Reimbursable
Georgia Power	6 poles		\$60,000
Georgia Power Transmission	5 poles		\$600,000
Atlanta Gas Light	N/A		
DeKalb County Watershed Management	Fire Hydrant, Water Meter Boxes, Valve Boxes		\$5,000
Comcast	Fiber		\$10,000
AT&T	Fiber		\$10,000
Zayo	N/A		
Verizon	N/A		
DeKalb County – traffic signal	N/A		
TOTAL Non-reimbursable Cost		\$0	
TOTAL Reimbursable Cost			\$685,000

Prepared By:


Beth Ann Schwartz
Michael Baker Jr., Inc.

CONCEPT TEAM MEETING
PI 0008121, 0012789
DeKalb County
March 10, 2014

Meeting notes from the March 10, 2014 concept meeting at the District Seven Conference Room for the Rockbridge Road/CR 7938 from Allgood Road to Rowland Road.

Attendees:

Carleton Fisher	GDOT Office of Program Delivery	404-631-1981	cfisher@dot.ga.gov
LaShawn Gipson	DeKalb Traffic	404-297-4423	imgipson@dekalbcountyga.gov
Lester Harris	Comcast	404-557-6625	lester_harris@cable.comcast.com
LaCresha Johnson	DeKalb County Watershed	770-621-7256	ladjohnson@dekalbcountyga.gov
Desmore Joseph	GDOT District 7, Area 1	404-299-4386	djoseph@dot.ga.gov
Jeanne Kerney	Moreland Altobelli	678-728-9027	jkerney@maai.net
Scott Lee	GDOT District 7 Preconstruction	770-986-1261	slee@dot.ga.gov
Mike Lobdell	GDOT District 7	770-986-1765	mlobdell@dot.ga.gov
Nikki Reutlinger	Atkins/DeKalb County	770-933-0280	nicole.reutlinger@atkinsglobal.com
Jenelle Sams	GDOT Environmental	x1184	jesams@dot.ga.gov
Matt Sanders	GDOT Engineering Services	404-631-1752	msanders@dot.ga.gov
Beth Ann Schwartz	Michael Baker	770-263-9118	bschwartz@mbakercorp.com
Havard Seldon	Moreland Altobelli	678-521-2187	hseldon@maai.net
Pam Sewell	GDOT District 7 Local Govt	770-986-3982	psewell@dot.ga.gov
Ken Werho	GDOT-T.O. TMC	404-635-2859	kwerho@dot.ga.gov
Patrick Werho	GDOT District 7 Traffic Ops	770-986-1773	pwerho@dot.ga.gov
Wade Woodard	GDOT District7 Utilities	770-986-1117	wwoodard@dot.ga.gov

Meeting Notes:

1. Carleton Fisher, GDOT Project Manager, opened the meeting and introductions were given.
2. A history of the project to date was given by Nikki Reutlinger representing DeKalb County. Originally PI 0008121 contained the TE funding and the concept report and environmental document had been approved. Once the TE funds were moved under a new PI number, 00012789 then the original PI 0008121 contains the roadway improvements along Rockbridge Road only. The TE funding under the PI 0012789 will construct the bike lane and shoulder improvements including sidewalk on the south side.
3. MOU & NTP should be issued soon by Moreland Altobelli to DeKalb County regarding the TE project.
4. Beth Ann Schwartz gave an overview of the project intention and limits. The north side of Rockbridge Road recently was upgraded to add a bike lane and sidewalk. In order to avoid impact to this new construction all improvements and minor pavement widening will be constructed on the south side. To complicate matters even further, there is another project along Rockbridge Road between Stone Mountain/Lithonia Road and

County: DeKalb

Memorial Drive. This project requires one lane in each direction with a center turn lane. Since PI 0008121 falls in this bigger project, the typical section will match the overall future Rockbridge Road typical section.

5. DeKalb County is reviewing which PI number the proposed required right of way and easements will be acquired under but both PI numbers, 0008121 & 0012789, will be listed on the plans. Unfortunately the original right of way plans were never officially approved by GDOT for PI 0008121 therefore a revision cannot be issued.
6. DeKalb County will coordinate with GDOT to determine if a utility phase needs to be added to the proposed schedule and project. Three transmission poles will need to be relocated but due to the layout of the existing poles a few more poles may need to be relocated. GDOT mentioned the utilities may exceed \$1M and depending on let date the utility relocation may delay the construction schedule because power can only be relocated during the spring or fall seasons. Coordination with the power company will be critical.
7. All proposed gravity walls should be verified that the wall will not impact any underground utilities.
8. GDOT recommended that the water backflow preventers be relocated outside of the existing right-of-way but the property owners will need to be reimbursed. DeKalb County will consider this during plan development and design.
9. The Design Exceptions table should be modified to include Stopping Sight Distance and Vertical Alignment due to substandard vertical curve. A paragraph should also be added to the bottom of the chart to explain the rationale behind the design exception request.
10. Under Design Features, GDOT suggested DeKalb County consider changing the design vehicle from the WB-40 to WB-67. Upon further investigation, accommodating this larger size truck would create severe right-of-way impacts due to the urban nature of this area. The GDOT Policy Manual only requires a WB-40 or BUS-40 for an urban minor arterial. The proposed project will improve the radii where practical to accommodate larger vehicles.
11. Since the corridor covers two PI numbers the construction cost estimate will be modified to include both projects to clearly denote which project is paying for which item.
12. A pavement evaluation has not been completed but increasing the graded aggregate base (GAB) from 8" to 10" is suggested due to Rockbridge being a MARTA bus route. Also the existing pavement has cracking and potholes therefore a 1 ½ inch milling and overlay may not correct the substandard pavement sections. Pavement patching will be necessary along with variable milling.
13. The construction number will be removed from the concept report.
14. Gas and water utility owners may desire to upgrade their existing facilities so coordination will be required.
15. Eight parcels should be able to be acquired within 12 months as noted in the concept report.
16. Only one environmental document will be required for the project even though there are two PI numbers for this safety improvement project. All specialty reports to GDOT-OES for review and approval and copies of

County: DeKalb

transmittal will be sent to Moreland, as TE program managers. The specialty studies have been completed and waiting on concept approval for submission and review.

17. The existing traffic signals will be maintained along the corridor. GDOT suggested adding a flashing yellow at Rowland/Poplar/Rockbridge intersection due to crash history of angle incidents.

18. Design Specifics

- a. Project is proposing to close off at least one existing driveways for the parcel located in the south east corner of the intersection at Allgood Road and Rockbridge Road. The parcel has 2 existing driveways along Rockbridge Road and 2 existing driveways along Allgood Road. The current business is a used car lot and the driveways along Rockbridge Road have been utilized for parking cars instead of access driveways. The second driveway to the east along Rockbridge Road contains a fence across it and thus the driveway cannot be accessed. The first driveway is located in close proximity to the existing intersection therefore DeKalb County recommends closing both driveways along Rockbridge Road.
- b. A potential future Family Dollar may be constructed along the Rockbridge Road. DeKalb County is monitoring any development requests.
- c. There is an existing gas station in the southwest corner of Rockbridge/Rowland/Poplar therefore a Phase 1 and 2 will be required.
- d. GDOT suggested DeKalb County consider the addition a Flashing Yellow Arrow at the intersection of Rockbridge Road and Rowland Road.

ROCKBRIDGE RD

10/9/13

PRELIM STORMWATER
IDEAS



AREA TREATED BY
POND

Rockbridge Road Reconstruction
from Allgood Road to Rowland Road
DeKalb County, Georgia

BYPASS POND AREA



Legend

ROADWAY PAVEMENT	
DRIVEWAYS	
SIDEWALK	
CURB & GUTTER	
CONCRETE APRON	
RETAINING WALL	
STAMPED CONCRETE	
REQUIRED ROW	
PROPERTY LINE	
HIGH-VOLTAGE TRANSMISSION POLE	

OPTION 1

ONE LARGE POND

55' x 85' x 6'
SURFACE POND

ROCK BRIDGE ROAD
10/9/13
PRELIM STORMWATER
IDEAS



POND #1

POND #2

OPTION 2
TWO PONDS

Accident History and Analysis

1. Accidents

The accident data used for this analysis was obtained from the GDOT accident database for the years 2008 through 2012. There were a total of 60 accidents at the four intersections in this project. The predominate type of accidents in the project limits were rear end collisions. They accounted for 50% of the total accidents. The breakdown of accidents by type is shown in Table 1.

Location	Type of Accident				
	rear end	angle	sideswipe	head on	other
Rowland	23	12	8	2	2
Allgood	5	1	2	0	0
Spring	1	2	0	0	0
Club House	1	1	0	0	0

Table 1.

2. Crash Rates

Crash rates are useful tools because they can be compared to average crash rates along similar corridors to determine the need for improvements in the corridor. Crash rates are calculated using the number of crashes along the particular roadway segment, the number of years in the analysis period, and the average daily traffic (ADT) along the roadway segment. The following formula is used to calculate crash rates:

$$\text{Crash Rate} = \frac{(\text{Number of Crashes}) * (100000000)}{(\text{ADT}) * (\text{Number of Years}) * (365) * (\text{length in miles})}$$

The crash rate for urban minor arterials statewide was obtained from the Atlanta to Athens: Connectivity and Mobility Study which included data for DeKalb County. The statewide average crash rate was 404 crashes per 100MVM. The crash rate for this project is 484 crashes per 100MVM and is 20% higher than the average for an Urban Minor Arterial.

3. Accident Analysis Findings

The addition of dedicated left turn lanes at the Rowland and Allgood intersections should significantly reduce the number of rear end collisions. In addition, the two lane left turn lane should have the same effect on the minor intersections at Spring Drive and Clubhouse Drive. Upgraded signal displays and left turn signals should decrease the angle collisions at Rowland and Allgood.

Therefore the proposed improvements should reduce the crash rate below the average for an urban minor arterial.

Attached are Georgia DOT Accident Reports for the four intersecting roads along Rockbridge Road.

Allgood Road

AccidentNo	AccidentNumber	Date	Time	County	Route	Milelog	IntersectingRoute	Injuries	Fatalities	MannerOfCollision
352535	352535	9/23/2009	8:32:00	DEKALB	ROCKBRIDGE RD	0	ALLGOOD RD	0	0	Rear End
411746	411746	1/2/2010	6:00:00	DEKALB	ROCKBRIDGE RD	0	ALLGOOD RD	0	0	Rear End
495217	495217	2/4/2008	8:02:00	DEKALB	ROCKBRIDGE RD	0	ALLGOOD DR	0	0	Sideswipe-Opposite Direction
568735	568735	3/21/2008	20:59:00	DEKALB	ALLGOOD RD	0	ROCKBRIDGE RD	0	0	Sideswipe-Opposite Direction
3622199	3622199	5/28/2010	17:57:00	DEKALB	ALLGOOD RD	0	ROCKBRIDGE RD	0	0	Angle
3740208	3740208	3/18/2011	18:15:00	DEKALB	ROCKBRIDGE RD	0	ALLGOOD RD	0	0	Rear End
3778952	3778952	6/26/2010	20:51:00	DEKALB	ROCKBRIDGE RD	0	ALLGOOD RD	0	0	Rear End
4348468	4348468	2/7/2013	12:43:00	DEKALB	ROCKBRIDGE RD	0	ALLGOOD RD	1	0	Rear End

Allgood Road

LocationOfImpact	FirstHarmfulEvent	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	MicrofilmNo	LatDecimal	LongDecimal
On Roadway	Motor Vehicle In Motion	Daylight	Dry	East	East	Straight	Straight	94150265	33.7868	-84.20992
On Roadway	Motor Vehicle In Motion	Dark-Lighted	Dry	Southeast	Southeast	Straight	Entering/Leaving Parking	A0060151	33.7868	-84.20992
On Roadway	Motor Vehicle In Motion	Daylight	Wet	North	East	Turning Left	Straight	80410279	-1	-1
On Roadway	Motor Vehicle In Motion	Dark-Lighted	Dry	Northeast	North	Turning Left	Stopped	81160446	33.7868	-84.20992
On Roadway	Motor Vehicle In Motion	Daylight	Dry	North	East	Straight	Straight	A2270179	33.78685	-84.20852
On Roadway	Motor Vehicle In Motion	Daylight	Dry	East	None	Straight		B1220689	33.7868	-84.20992
On Roadway	Motor Vehicle In Motion	Dark-Lighted	Dry	East	East	Straight	Straight	A4130276	-1	-1
Gore	Motor Vehicle In Motion	Daylight	Wet	North	North	Straight	Stopped		33.771571	-84.226373

Spring Drive

AccidentNo	AccidentNumber	Date	Time	County	Route	Milelog	IntersectingRoute	Injuries	Fatalities	MannerOfCollision
3957737	3957737	12/13/2011	11:23:00	DEKALB	ROCKBRIDGE RD	0	SPRING DR	0	0	Angle
4105701	4105701	5/29/2012	12:51:00	DEKALB	ROCKBRIDGE RD	0	SPRING DR	0	0	Angle
4105736	4105736	4/7/2012	11:00:00	DEKALB	ROCKBRIDGE RD	0	SPRING DR	0	0	Rear End

Spring Drive

LocationOfImpact	FirstHarmfulEvent	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	MicrofilmNo	LatDecimal	LongDecimal
On Roadway	Motor Vehicle In Motion	Daylight	Dry	North	South	Turning Left	Straight	B3640656	33.771571	-84.226373
On Roadway	Motor Vehicle In Motion	Daylight	Wet	Southeast		Backing	Parked		33.78671	-84.20785
On Roadway	Motor Vehicle In Motion	Daylight	Dry	West	West	Straight	Stopped	C1350620	33.786683	-84.207854

Clubhouse Drive

AccidentNo	AccidentNumber	Date	Time	County	Route	Milelog	IntersectingRoute	Injuries	Fatalities	MannerOfCollision
4066243	4066243	3/18/2012	5:50:00	DEKALB	ROCKBRIDGE RD	0	CLUB HOUSE DR	1	0	Rear End
4363712	4363712	2/22/2013	10:26:00	DEKALB	ROCKBRIDGE RD	0	CLUBHOUSE DR	0	0	Angle

Clubhouse Drive

LocationOfImpact	FirstHarmfulEvent	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	MicrofilmNo	LatDecimal	LongDecimal
On Roadway	Motor Vehicle In Motion	Daylight	Dry	East	West	Straight	Straight	C1081109	33.786343	-84.206251
On Roadway	Motor Vehicle In Motion	Daylight	Wet	West	East	Turning Left	Straight		33.771571	-84.226373

Poplar Road/Rowland Road

AccidentNo	AccidentNumber	Date	Time	County	Route	Milelog	IntersectingRoute	Injuries	Fatalities
549773	549773	2/27/2008	12:50 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	2	0
561737	561737	3/24/2008	7:00 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND DR	0	0
574633	574633	4/5/2008	6:00 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
623440	623440	5/8/2008	9:20 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
630232	630232	8/1/2008	10:29 AM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	2	0
717025	717025	9/4/2008	11:20 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
707888	707888	9/30/2008	1:08 AM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
704596	704596	10/4/2008	8:45 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
732921	732921	10/14/2008	1:06 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	2	0
702163	702163	10/25/2008	2:16 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	1	0
267323	267323	6/2/2009	6:05 PM	DEKALB	ROWLAND RD	0	ROCKBRIDGE RD	0	0
361372	361372	9/12/2009	4:51 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	3	0
3419842	3419842	12/10/2009	6:12 PM	DEKALB	ROCKBRIDGE RD	0	POPLAR RD	0	0
1770018	1770018	1/16/2010	6:20 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
3449625	3449625	2/13/2010	6:15 AM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
3521142	3521142	5/6/2010	10:00 AM	DEKALB	ROCKBRIDGE RD	0	POPLAR RD	0	0
3624978	3624978	6/4/2010	5:45 PM	DEKALB	ROWLAND RD	0	ROCKBRIDGE RD	0	0
3540823	3540823	6/21/2010	5:00 PM	DEKALB	ROCKBRIDGE RD	0	POPLAR RD	0	0
3710255	3710255	7/15/2010	9:00 AM	DEKALB	ROWLAND RD	0	ROCKBRIDGE RD	1	0
3553160	3553160	8/28/2010	2:26 PM	DEKALB	ROCKBRIDGE RD	0	POPLAR RD	2	0
3708961	3708961	9/10/2010	8:34 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND ROAD	0	0
3709807	3709807	9/29/2010	6:59 AM	DEKALB	ROCKBRIDGE RD	0	POPLAR RD	1	0
3697001	3697001	10/7/2010	3:10 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
3719171	3719171	11/20/2010	8:25 AM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
3715153	3715153	11/27/2010	5:35 PM	DEKALB	ROWLAND RD	0	ROCKBRIDGE RD	0	0
4007101	4007101	12/13/2010	6:59 AM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
3764925	3764925	12/29/2010	8:44 PM	DEKALB	ROWLAND RD	0	ROCKBRIDGE RD	2	0
3642211	3642211	1/5/2011	5:45 PM	DEKALB	ROWLAND RD	0	ROCKBRIDGE RD	0	0
3702575	3702575	3/10/2011	9:05 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	1	0
3803423	3803423	3/15/2011	11:00 AM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
3764691	3764691	4/21/2011	9:10 AM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
3841670	3841670	5/1/2011	9:39 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
3832213	3832213	5/7/2011	5:35 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
3854153	3854153	8/9/2011	6:10 PM	DEKALB	ROWLAND RD	0	ROCKBRIDGE RD	0	0
4073174	4073174	11/9/2011	12:00 PM	DEKALB	ROWLAND RD	0	ROCKBRIDGE RD	1	0
3957736	3957736	11/21/2011	1:15 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
4135694	4135694	2/18/2012	12:28 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	0	0
4075429	4075429	3/5/2012	12:13 AM	DEKALB	ROWLAND RD	0	ROCKBRIDGE RD	1	0
4080930	4080930	3/20/2012	3:35 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	1	0
4135654	4135654	4/13/2012	11:32 PM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	1	0
4197249	4197249	9/6/2012	12:12 AM	DEKALB	ROCKBRIDGE RD	0	ROWLAND RD	2	0
4210981	4210981	9/22/2012	5:34 PM	DEKALB	ROCKBRIDGE RD	0	POPLAR RD	0	0

Poplar Road/Rowland Road

4245401	4245401	11/3/2012	11:50 PM	DEKALB	ROCKBRIDGE RD	0 ROWLAND RD	0	0
4245405	4245405	11/4/2012	12:16 AM	DEKALB	ROCKBRIDGE RD	0 ROWLAND RD	1	0
4289663	4289663	12/9/2012	12:09 AM	DEKALB	ROCKBRIDGE RD	0 ROWLAND RD	0	0
4304564	4304564	12/21/2012	3:17 PM	DEKALB	ROCKBRIDGE RD	0 ROWLAND RD	0	0
4371007	4371007	3/2/2013	7:30 AM	DEKALB	ROCKBRIDGE RD	0 ROWLAND RD	0	0

Poplar Road/Rowland Road

MannerOfCollision	LocationOfImpact	FirstHarmfulEvent	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Wet	Southeast	Southeast	Straight	Stopped
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Dry	North	North	Straight	Stopped
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Wet	East	East	Straight	Stopped
Rear End	On Roadway	Motor Vehicle In Motion	Dark-Lighted	Wet	Southeast	Southeast	Straight	Stopped
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Dry	Southeast	Southeast	Straight	Stopped
Rear End	On Roadway	Motor Vehicle In Motion	Dark-Lighted	Dry	East	East	Straight	Straight
Rear End	On Roadway	Motor Vehicle In Motion	Dark-Lighted	Dry	East	East	Straight	Straight
Rear End	On Roadway	Motor Vehicle In Motion	Dark-Not Lighted	Dry	Southeast	Southeast	Straight	Stopped
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Dry	Northeast	Northeast	Straight	Stopped
Not A Collision with Motor Vehicle	On Shoulder	Curb	Daylight	Dry	Northeast		Negotiating A Curve	
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Dry	North	North	Turning Right	Turning Right
Sideswipe-Opposite Direction	On Roadway	Motor Vehicle In Motion	Daylight	Dry	Southeast	North	Straight	Straight
Sideswipe-Same Direction	On Roadway	Motor Vehicle In Motion	Dark-Not Lighted	Dry	Southeast	Southeast	Changing Lanes	Straight
Sideswipe-Same Direction	On Shoulder	Motor Vehicle In Motion	Dark-Lighted	Wet	Southeast	Southeast	Turning Left	Turning Left
Head On	On Roadway	Motor Vehicle In Motion	Dark-Lighted	Icy	Southeast	East	Straight	Straight
Angle	On Roadway	Motor Vehicle In Motion	Daylight	Dry	Northeast	East	Turning Left	Straight
Sideswipe-Opposite Direction	On Roadway	Motor Vehicle In Motion	Daylight	Wet	Southeast	East	Turning Left	Straight
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Dry	Southeast	Southeast	Straight	Stopped
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Dry	North	Northeast	Straight	Stopped
Angle	On Roadway	Motor Vehicle In Motion	Daylight	Dry				
Angle	On Roadway	Motor Vehicle In Motion	Dark-Not Lighted	Dry	North	East	Turning Left	Straight
Angle	On Roadway	Other Non-Collision	Dawn	Dry	Southeast	East	Turning Left	Straight
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Dry	West	West	Changing Lanes	Stopped
Sideswipe-Same Direction	On Roadway	Motor Vehicle In Motion	Daylight	Dry	East	West	Straight	Stopped
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Dry	North	North	Turning Right	Stopped
Sideswipe-Opposite Direction	On Roadway		Dark-Lighted	Dry	East	West	Turning Left	Straight
Rear End	On Roadway	Motor Vehicle In Motion	Dark-Not Lighted	Dry	North	North	Turning Right	Turning Right
Rear End	On Roadway	Motor Vehicle In Motion	Dark-Not Lighted	Wet	North	North	Straight	Straight
Head On	On Roadway	Motor Vehicle In Motion	Dark-Not Lighted	Dry	East	East	Turning Left	Straight
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Wet	East	East	Straight	Stopped
Angle	On Roadway	Other Non-Collision	Dawn	Dry	West	West	Turning Left	Turning Left
Angle	On Roadway	Motor Vehicle In Motion	Dark-Lighted	Dry	East	West	Straight	Turning Left
Not A Collision with Motor Vehicle	Off Roadway	Motor Vehicle In Motion	Daylight	Dry	South	None	Turning Right	
Angle	On Roadway	Motor Vehicle In Motion	Daylight	Dry	West	East	Turning Left	Straight
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Dry	East	West	Straight	Stopped
Angle	On Roadway	Motor Vehicle In Motion	Daylight	Dry	North	South	Turning Left	Straight
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Dry	East	East	Straight	Stopped
Sideswipe-Opposite Direction	On Roadway	Motor Vehicle In Motion	Dark-Not Lighted	Dry	South	North	Straight	Straight
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Dry	East	East	Straight	Straight
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Dry	East	West	Straight	Turning Left
Rear End	On Roadway	Motor Vehicle In Motion	Dark-Lighted	Dry	East	East	Straight	Stopped
Sideswipe-Same Direction	On Roadway	Motor Vehicle In Motion	Daylight	Dry	East	East	Passing	Straight

Poplar Road/Rowland Road

Angle	On Roadway	Motor Vehicle In Motion	Dark-Lighted	Dry	South	Northwest	Straight	Turning Left
Angle	On Roadway	Motor Vehicle In Motion	Dark-Lighted	Dry	East	None	Straight	Stopped
Angle	On Roadway	Motor Vehicle In Motion	Dark-Lighted	Dry	West	East	Turning Left	Straight
Rear End	On Roadway	Motor Vehicle In Motion	Daylight	Dry	West	West	Passing	Stopped
Angle	On Roadway	Motor Vehicle In Motion	Daylight	Dry	East	South	Straight	Straight

Poplar Road/Rowland Road

MicrofilmNo	LatDecimal	LongDecimal
80790231	-1	-1
81160366	-1	-1
81350606	33.786	-84.203312
81900332	-1	-1
82820339	33.786	-84.203312
83890324	33.786	-84.203312
83910383	-1	-1
84050257	33.786	-84.203312
84340267	33.786	-84.203312
84320032	-1	-1
92600082	33.786	-84.203312
93970477	-1	-1
96080111	33.786016	-84.203408
A0110461	33.786	-84.203312
A0420306	33.786	-84.203312
A1870304	33.786016	-84.203408
A2310157	33.78637	-84.20357
A2670101	33.786016	-84.203408
A4010438	-1	-1
A2930304	-1	-1
A3290403	-1	-1
A3290402	-1	-1
A3400500	-1	-1
A3430562	-1	-1
A3600374	-1	-1
C0440307	33.786342	-84.206248
B1321175	-1	-1
B0600204	-1	-1
B1050084	33.786	-84.203312
B1730178	-1	-1
B1320956	33.786	-84.203312
B2221232	-1	-1
B2163566	-1	-1
B2310612	-1	-1
C1171205	33.771571	-84.226373
B3640655	33.771571	-84.226373
C1810312	-1	-1
C1180280	33.771571	-84.226373
C1220282	33.771571	-84.226373
C1810272	33.786358	-84.203578
	33.78635	-84.20357
	33.78634	-84.2054

Poplar Road/Rowland Road

33.899811	-84.195735
-1	-1
-1	-1
33.899811	-84.195735
33.899811	-84.195735

**TRAFFIC COUNTS AND TRAFFIC PROJECTION
METHODOLOGY FOR**

**CR 7938/ROCKBRIDGE ROAD FROM
ALLGOOD ROAD TO ROWLAND RD**

PROJECT # CSTEE-0008-00(121)

P.I. # 0008121

PREPARED FOR:



PREPARED BY:



Bowler Engineers, Inc.

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1.0 PROJECT DESCRIPTION AND BACKGROUND

This study outlines the projection and assignment of traffic volumes along Rockbridge Road from Allgood Road to Poplar/Rowland Road in the city of Pine Lake, Georgia. The posted speed is 35 mph on Rockbridge Road and 35 mph or less on the side roads within the project limits. It is important to note that posted signs limit trucks to 18 tons and 30 linear feet length onto all the side roads within the project limits, which prohibits large tractor trailer access. The vicinity map is shown in **Figure 1.1**.

Existing signals are located at Allgood Road, Spring Road and Poplar/Rowland Road intersections. There is an existing bike lane and sidewalk located on the north side of Rockbridge Road. In addition, there are pedestrian signals and MARTA transit bus stops within the project limits. Currently, the MARTA buses No. 117 and 118 run along this stretch of road. A considerably worn pedestrian path is located on the south side of Rockbridge Road.

The project scope of work includes widening Rockbridge Road from a two-lane roadway section to a three-lane roadway section. There is one proposed typical section which consists of the addition of a center auxiliary lane, additional turning lanes, a bike lane and a sidewalk on the south side of Rockbridge Road. The proposed typical section is shown in **Figure 1.2**.

The improvements are consistent with the improvement project listed in the Atlanta Regional Commission's FY 2012-2017 Transportation Improvement Program (TIP). The project sheet from the TIP has been provided in the **Appendix**.

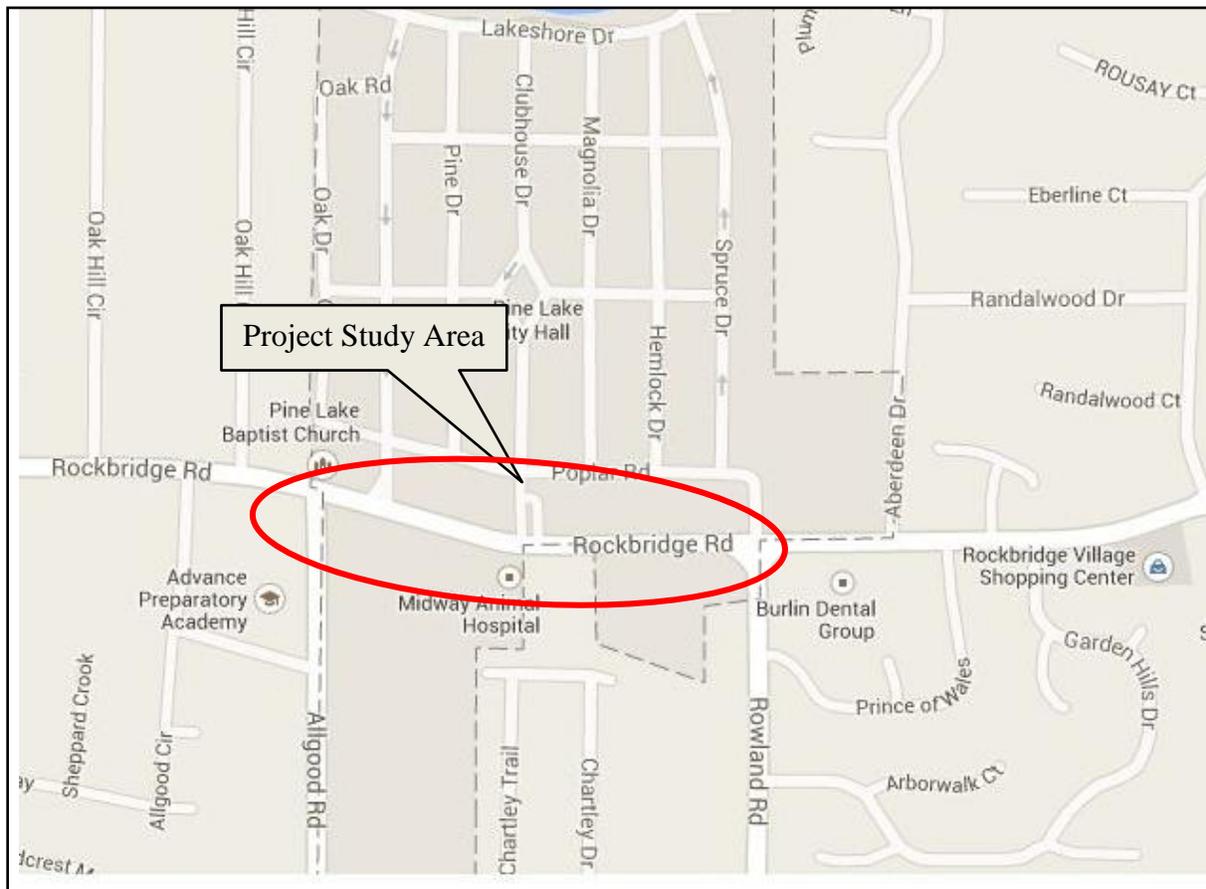


FIGURE 1.1 PROJECT VICINITY MAP

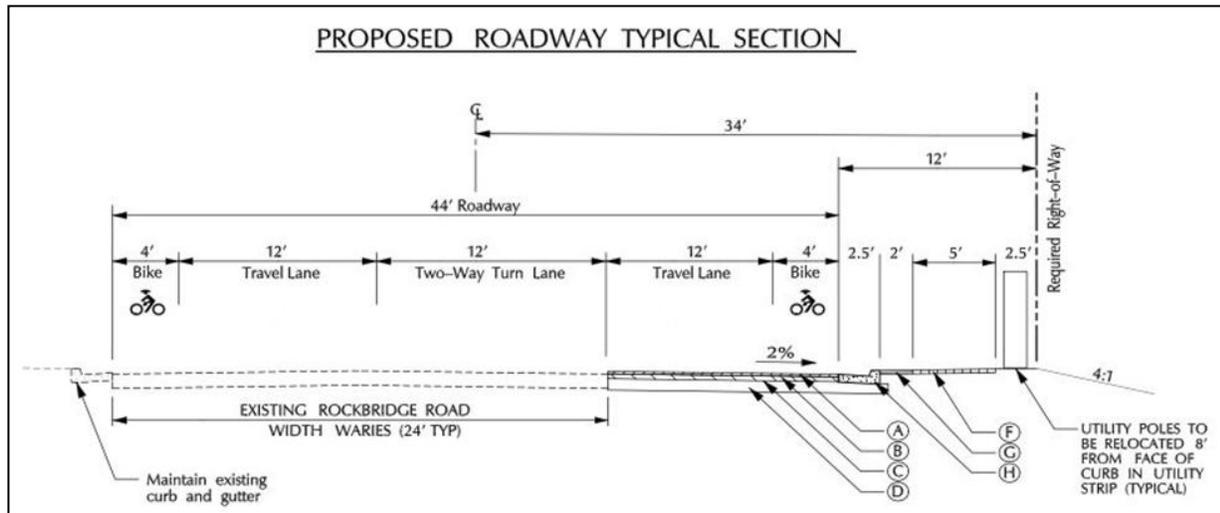


FIGURE 1.2 PROPOSED TYPICAL SECTION

2.0 TRAFFIC DATA COLLECTION

The locations are of all of the turning movement counts and tube counts conducted within the study is shown in **Figure 2.1**. The counts were conducted from August 21, 2013 to August 28, 2013.

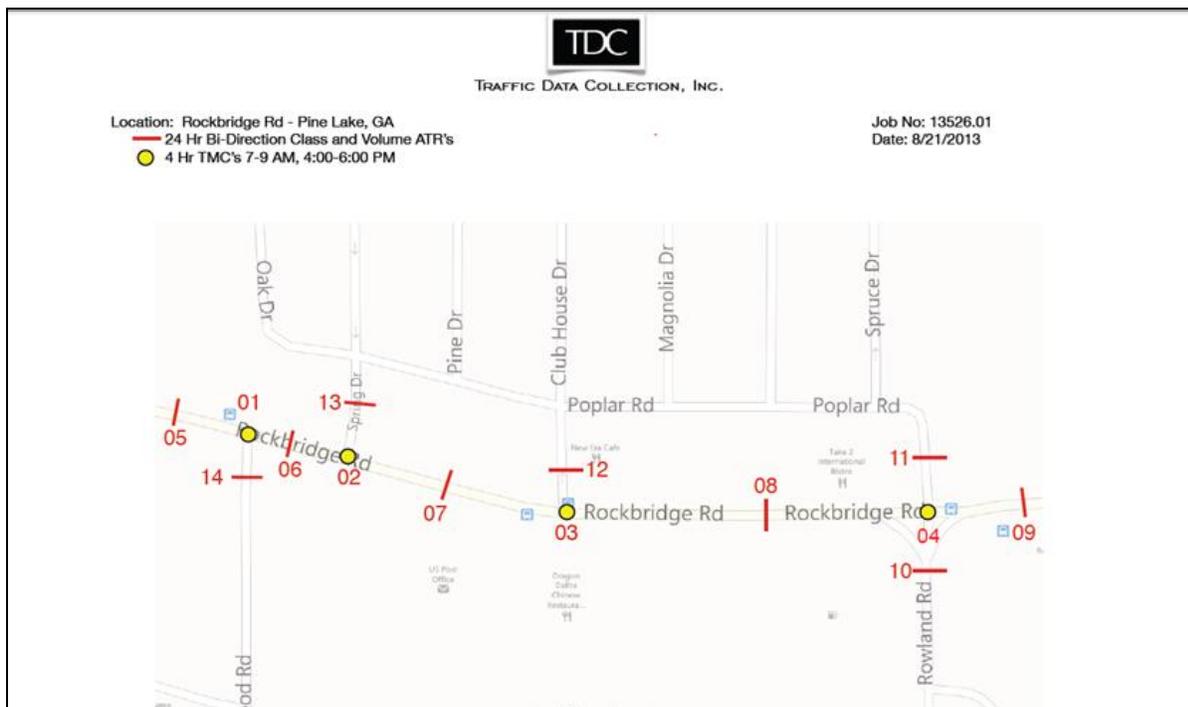


FIGURE 2.1 TRAFFIC COUNT LOCATION MAP

2.1 TURNING MOVEMENT COUNTS – 4 HOUR COUNTS

Turning movement counts were collected for the four intersections listed below to determine AM and PM peak hour turning movement volumes. The counts were conducted on Wednesday, August 21, 2013 and Wednesday August 28 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. The collected counts took into consideration cars, trucks and buses, and pedestrians.

4 Hour Count Locations

- Rockbridge Road at Allgood Road
- Rockbridge Road at Spring Road
- Rockbridge Road at Clubhouse Drive
- Rockbridge Road at Poplar Road/Rowland Road

A site visit revealed that both Spring Road and Clubhouse Drive have severe through movement restrictions located at their intersection with Poplar Road to the north. Spring Road has a Do Not Enter Sign for vehicles heading north. Clubhouse Drive is only one way heading north and does not contain any control devices. Vehicles are restricted from heading south along Clubhouse Drive between Poplar Road and Rockbridge Road. Due to the residential nature of Pine Lake, we conjecture that the City is limiting through vehicle movement through the heart of the community north and south via Spring Road and Clubhouse Drive.

2.2 24 HOUR TUBE COUNTS

A 24 hour bi-directional tube count was conducted on the four locations listed below to determine the present day Average Annual Daily Traffic. The tube counts were conducted in a manner to separate the different vehicle classes along Rockbridge Road at the location east of Spring Road. The count data was collected on August 21 and August 28, 2013.

24 Hour Tube Count Locations

- Rockbridge Road west of Allgood Road
- Allgood Road north of Rockbridge Road
- Rockbridge Road east of Allgood Road
- Spring Road north of Rockbridge Road
- Rockbridge Road east of Spring Road
- Clubhouse Drive north of Rockbridge Road
- Rockbridge Road west of Poplar/Rowland Road
- Poplar Road north of Rockbridge Road
- Rowland Road south of Rockbridge Road
- Rockbridge Road east of Poplar/Rowland Road

3.0 TRAFFIC PROJECTION METHODOLOGY

3.1 DIRECTIONAL DISTRIBUTION FACTOR AND “K” FACTOR

The directional distribution factor and “K” factor were calculated utilizing a “K” and Directional Distribution calculation spreadsheet provided by GDOT. The spreadsheet utilized the directional peak hour volumes and ADT’s from the tube count locations to calculate the location’s “K” factor and Directional Distribution. The calculated values of these factors and the values of the factors chosen for the projection of future year traffic are shown in **Table 3.1**. The calculations of these factors are provided in the **Appendix**.

Table 3.1 – “K” factor and Directional Distribution

Count Station Location	Peak Hour	Calculated Values	
		K	D
Rockbridge Rd. west of Allgood Rd.	AM	0.07	0.73
	PM	0.07	0.64
Rockbridge Rd. east of Allgood Rd.	AM	0.05	0.72
	PM	0.08	0.65
Rockbridge Rd. east of Spring Rd.	AM	0.05	0.68
	PM	0.08	0.65
Rockbridge Rd. west of Rowland Rd.	AM	0.06	0.68
	PM	0.07	0.66
Rockbridge Rd. east of Rowland Rd.	AM	0.06	0.63
	PM	0.08	0.64
Rowland Rd. north of Prince of Wales Rd.	AM	0.07	0.53
	PM	0.09	0.56
Poplar Rd. north of Rockbridge Rd.	AM	0.08	0.54
	PM	0.10	0.54
Clubhouse Dr. north of Rockbridge Rd.	AM	0.04	1.00
	PM	0.14	0.00
Spring Dr. north of Rockbridge Rd.	AM	0.07	0.86
	PM	0.06	0.51
Allgood Rd. south of Rockbridge Rd.	AM	0.10	0.66
	PM	0.08	0.52

3.2 GROWTH RATE

A growth rate for the study area was discussed with the Atlanta Regional Commission (MPO). The MPO had no established growth rate for the area except for DeKalb population increase of approximately 0.72%. The study area is well developed and no known proposed development was mentioned by the MPO or listed in the GIS Plan 2040 database. In addition, there are long range projects surrounding the project such as the widening of Hairston Road, Redan Road, Managed Lanes along I-285 to the west and an East Corridor Commuter Rail project to the east. As these adjoining projects are in the aspirations phase and not yet funded they are unlikely to be constructed in time to add traffic volume to our current project within the next 25 years.

According to ARC, although the 10-County RC region (which includes DeKalb County) will capture almost 67% of the 20-County area’s growth, *most of the largest percentage gains* are found in the 10 counties falling outside the RC region, but within the air quality non-attainment area. Several counties outside the ARC RC area are expected to more than triple their population during 2010-2040.

Therefore, the growth rate was investigated by utilizing historic traffic data and county population projections to verify the use of the MPO 0.72% growth rate.

The traffic count data from GDOT ranges from 2005 to 2011. Counts for 2009 and 2010 are estimates and appear to be high. The 2008 AADT was mostly pre-recession and is not a good indicator for 2009 and 2010. The 2011 actual count is a better predictor and is in the range of the 2007 count.

It would appear that the traffic over the next 5 years (Design year 2018) will approach the pre-recession level and be in the 18 to 19,000 range.

The AADT projected by GDOT planning show very little growth over the next 35 years. (2038) In the order of 1%/year growth for background traffic.

Considering the overall slightly positive trend of the growth rate of 0.52% utilizing the historic AADT within the area and no known proposed development in the area, it is recommended that a growth rate of 1% be used for the traffic projections for volumes from the existing year to the design year. This is a conservative estimate and in line with the population projections growth rate of 1.1%.

4.0 TRAFFIC PROJECTIONS

The Average Annual Daily Traffic (AADT) and Design Hourly Volumes (DHV) within the study area for the alternatives' existing year (2013), base year (2018), and design year (2038) traffic are shown in the **Traffic Schematics**.

4.1 EXISTING YEAR TRAFFIC VOLUMES

To determine the AADT's, the field collected ADT counts were used and adjusted using the daily and monthly factors provided by GDOT. The turning volumes shown at the intersections were developed using the turning movement percentages of the vehicles on the major route taken from the turning movement counts conducted at each intersection. The traffic calculations are provided in the **Appendix**.

For each intersection's DHV, an overall peak hour of traffic was determine for the morning and afternoon based on a statistical analysis of the time periods of each intersection's peak hour of generation. The data determined that the peak hour of generation for the corridor was from 7:15 AM to 8:15 AM in the morning and from 5:00 PM to 6:00 PM in the afternoon. The actual turning movements volumes at each intersection during the AM and PM peak hour were used to develop the existing year DHV. The traffic count data for each intersection collected during the corridor's peak hour of generation is provided in the **Appendix**.

Additional research regarding traffic volumes in recent years was conducted. Some of the research indicated the following results which may explain a lower than expected increase in volumes for this corridor (See **Appendix** for further documentation):

1. In 2012 MARTA raised fare 25% from \$ 2.00 to \$ 2.50.
2. MARTA discontinued Bus Route 118 which led to the elimination of the major bus line connecting Kensington Train Station to work, shopping, government and school centers with homes in this area- and also modified Bus Route 117. Bus Route 117 is a major route that connects South DeKalb to Central DeKalb – work, government and school centers in Pine Lake and Stone Mountain.
3. Georgia Legislature in 2011 - 2012 slashed Hope Scholarship funding which resulted in 25% reduction in Technical College attendance. Rockbridge Road is major east west route connecting Stone Mountain to Georgia Piedmont Technical College and Georgia Perimeter College Clarkston Campus to homes in this area. The decrease had such a dramatic effect on enrollment that the Governor signed HB 372 on April 24 2014 increasing HOPE scholarship aid to technical colleges.
4. Only major restaurant in corridor closed some time in 2012 and opened under new ownership in August 2013, see photo in **Appendix**. This can affect 24 hour counts as it is open for lunch through late night. See Grand Opening photo which was taken 09/17/2013.
5. Most recent statistics from RealtyTrac indicates the cities of Pine Lake and Ellenwood, a city located to the south, experienced the highest rate of foreclosure in DeKalb County.

4.2 FUTURE YEAR TRAFFIC VOLUMES

4.2.1 No Build

Under the No Build scenario, no improvements will be made within the project study area. No reassignment of traffic volumes within the study area were required to generate the future year traffic volumes. Therefore, the projections for the base and design year traffic volumes shown for this alternative were calculated by applying the growth rates to the existing and developed base year volumes.

4.2.1 Build

The proposed project proposes improvements along Rockbridge Road, which is currently the major corridor within the City limits of Pine Lake in the project area. No reassignment of traffic volumes within the study area were required to generate the future year traffic volumes. The AADT and DHV of the improved corridor, Rockbridge Road, was calculated and growth rates were applied to the existing and developed base year volumes. As the improvements are operational and there are no additional through lanes, there is no capacity increase. There are existing left turn lanes along Rockbridge Road and the proposed left turn lane for Poplar Road improves the operational efficiency of the corridor.

This Build equals No Build determination is consistent with the conclusion of the most recent approved GDOT traffic diagrams of 2012 for the larger Rockbridge Road P.I. No. 0008401 corridor project, which extends from SR 10/Memorial Drive to Stone Mountain-Lithonia Road.

Existing and Future traffic diagrams were evaluated by the Georgia DOT Planning office and it was determined that values needed to be adjusted to be in line with the GDOT STARS traffic counting station 893454 for the year 2012 located east of the project. GDOT Planning performed a backcheck of the existing AM Peak Hour traffic volumes at the intersection of Rockbridge Road and Rowland/Poplar Rd. These volumes were in line with the turning movement counts of the BEI traffic study. In order to be in line with the count station 893454, revised adjusted traffic volumes for the existing and future year DHV and AADT for the entire corridor were completed. In addition, revised Level of Service analysis for the entire project were completed.

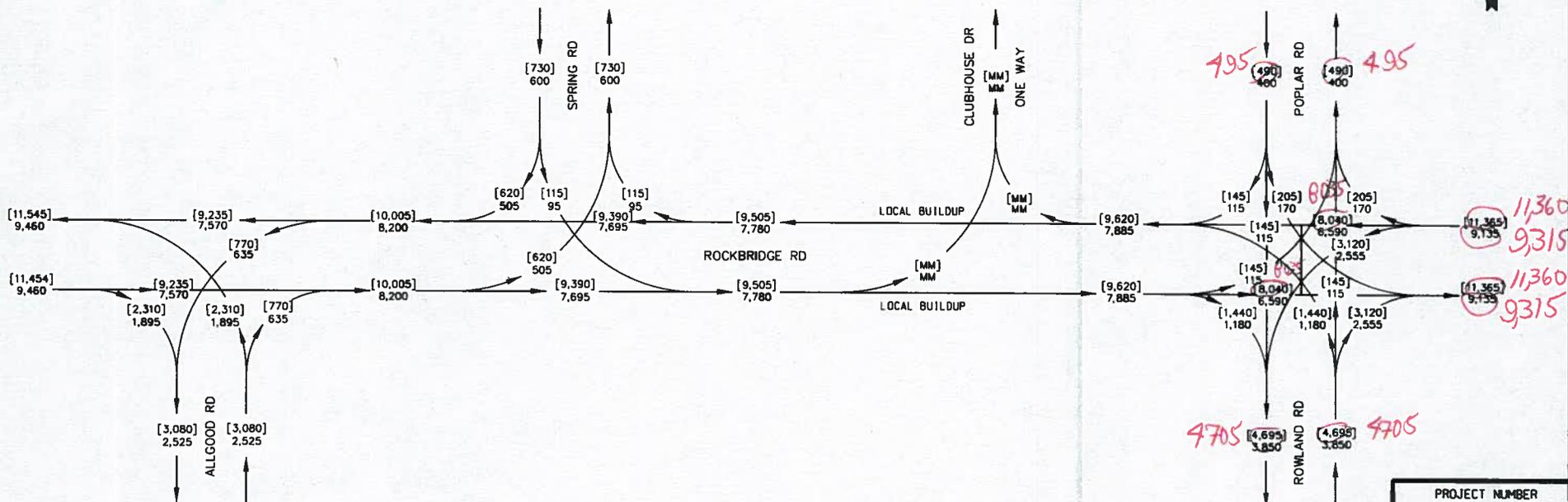
TRAFFIC SCHEMATICS

BUILD = NO BUILD

B
Bowler Engineers, Inc.
 10340 Powers Ferry Rd.
 Atlanta, Georgia 30319
 Tel: 404-523-9999
 Fax: 404-417-8173
 www.bowlerengineers.com

GEORGIA DEPARTMENT OF TRANSPORTATION
 Office of Planning

DEKALB COUNTY



Chkd. 7/1/14

PROJECT NUMBER
 CSTE-0008-001121
 P.I.# 0008121
 DEKALB COUNTY
 CR 7938/ROCKBRIDGE ROAD
 FROM ALLOGOOD ROAD TO
 ROWLAND ROAD
 FUTURE 2010 (2030) ADT = 800
 TRAFFIC VOLUMES

24 HOUR T = 7.3X
 SU = 6.7X
 COMB. = 0.6X

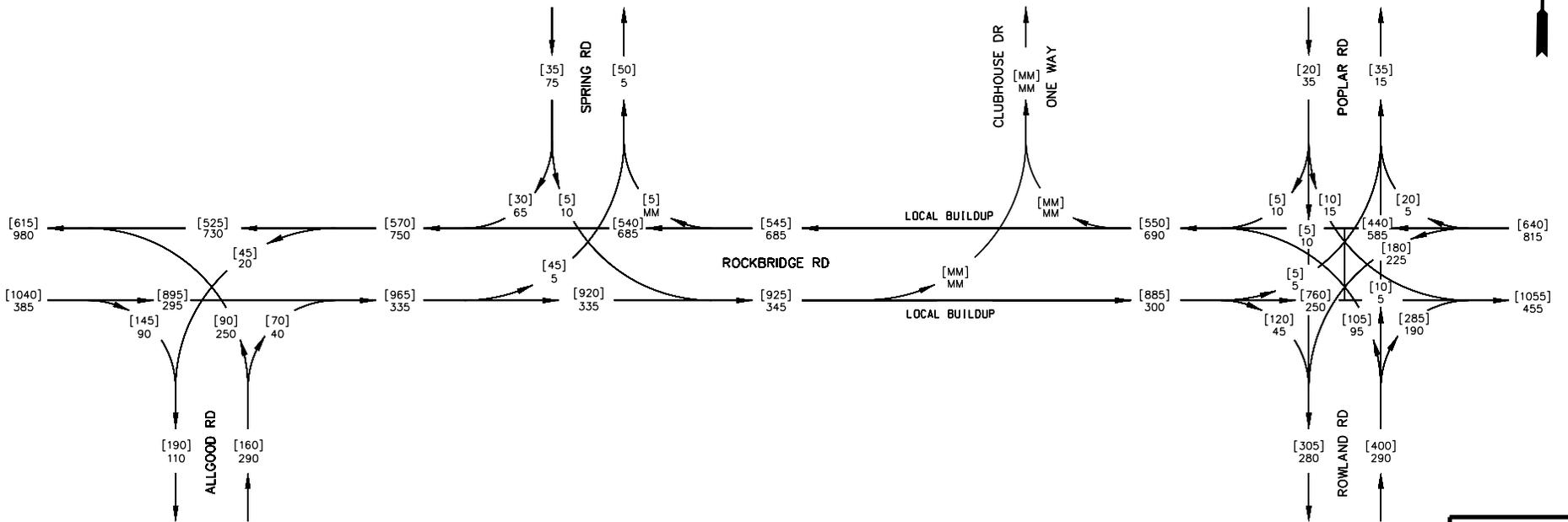
SHEET 2 OF 3

BUILD = NO BUILD

B
Bowler Engineers, Inc.
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 Tel. 404-613-1999
 Fax 404-417-0173
 www.bowlerengineers.com

GEORGIA DEPARTMENT OF TRANSPORTATION
 Office of Planning

DEKALB COUNTY



PROJECT NUMBER
 CSTE-0008-00(121)
 P.I.# 0008121
 DEKALB COUNTY
 CR 7938/ROCKBRIDGE ROAD
 FROM ALLGOOD ROAD TO
 ROWLAND ROAD
 FUTURE 2018 DHV
 AM [PM] = 000 [000]
 TRAFFIC VOLUMES
 PEAK HOUR TRUCKS = 8.6%
 SU = 7.9%
 COMB. = 0.7% CAB
 06/2014

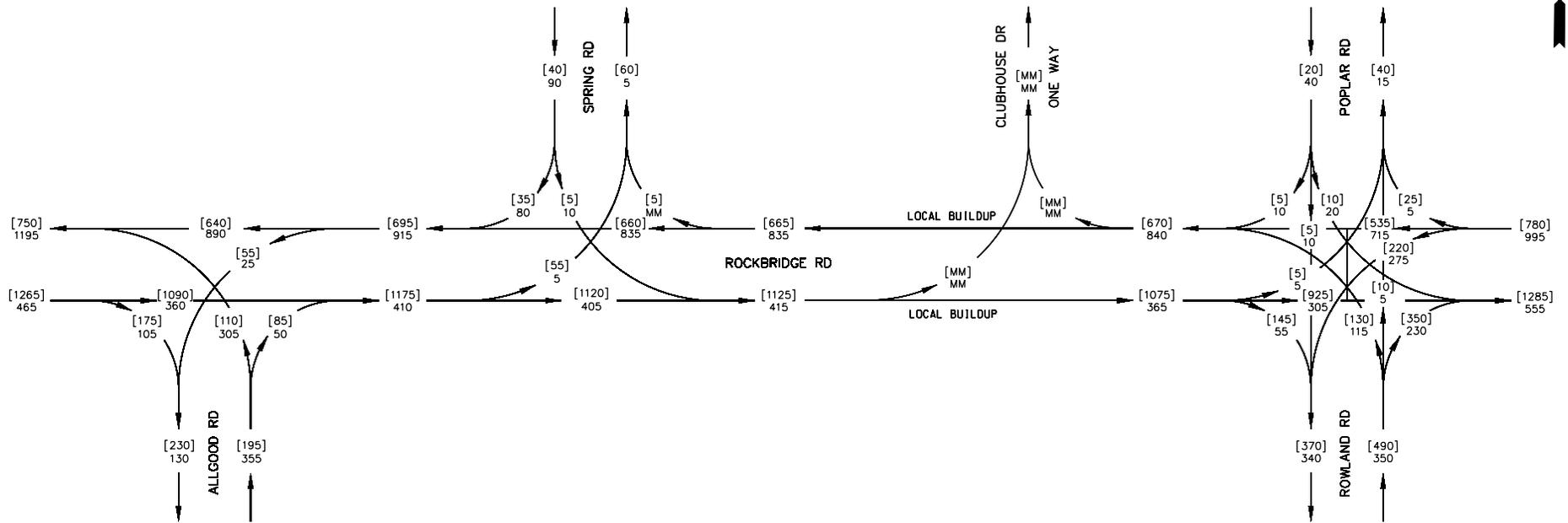
GEORGIA DEPARTMENT OF TRANSPORTATION
 Office of Planning

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DEKALB COUNTY

SHEET 3 OF 3

BUILD = NO BUILD



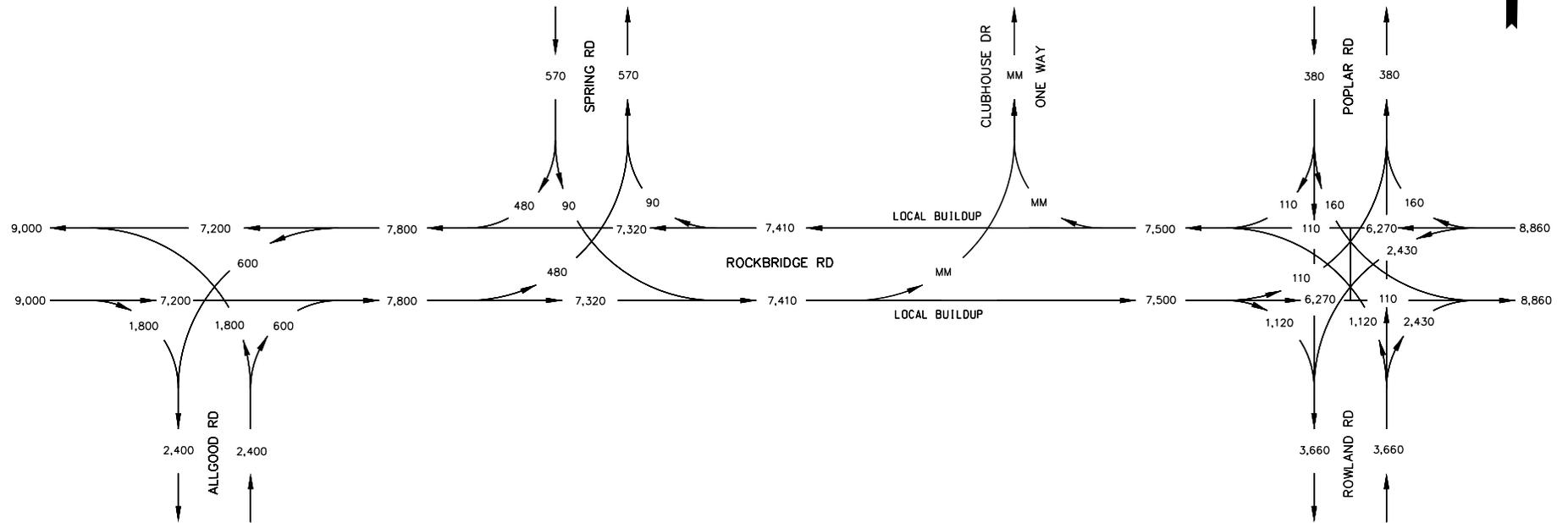
PROJECT NUMBER
 CSTE-0008-00(121)
 P.I.# 0008121
 DEKALB COUNTY
 CR 7938/ROCKBRIDGE ROAD
 FROM ALLGOOD ROAD TO
 ROWLAND ROAD
 FUTURE 2038 DHV
 AM (PM) = 000 (000)
 TRAFFIC VOLUMES
 PEAK HOUR TRUCKS = 8.6%
 SU = 7.9%
 COMB. = 0.7%
 CAB
 06/28/14

SHEET 1 OF 2

B
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GEORGIA DEPARTMENT OF TRANSPORTATION
 Office of Planning

DEKALB COUNTY



PROJECT NUMBER
 CSTEE-0008-00(121)
 P.I.# 0009121
 DEKALB COUNTY
 CR 7938/ROCKBRIDGE ROAD
 FROM ALLGOOD ROAD TO
 ROWLAND ROAD
 EXISTING 2013 ADT = 000
 TRAFFIC VOLUMES
 24 HOUR T = 7.3%
 SU = 6.7%
 COMB. = 0.6%
 CAB
 06/2014

APPENDIX

PROJECT PAGES FROM ATLANTA REGIONAL COMMISSION TRANSPORTATION IMPROVEMENT PROGRAM FY 2012-2017

Short Title ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS FROM ALLGOOD ROAD TO ROLAND ROAD

GDOT Project No. 0008121

Federal ID No. CSTE-0008-00(121)

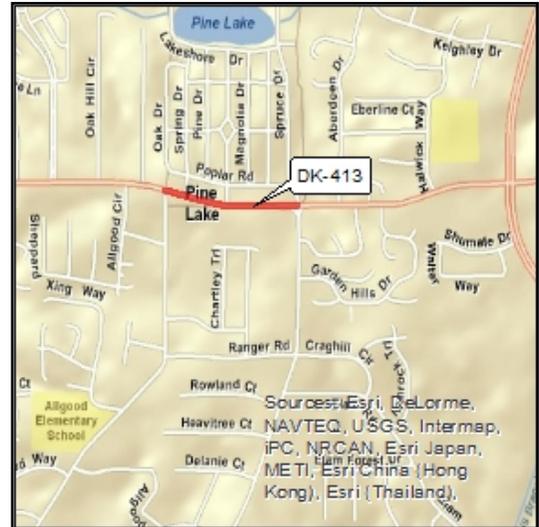
Status Programmed

Service Type Last Mile Connectivity / Joint Bike-Ped Facilities

Sponsor DeKalb County

Jurisdiction DeKalb County

Analysis Level Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane

Planned Thru Lane

Network Year

Corridor Length miles

Detailed Description and Justification

This project will fund bicycle and pedestrian improvements along Rockbridge Road from Allgood Road to Roland Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ROW	SAFETEA-LU Earmark		2015	\$375,000	\$300,000	\$0,000	\$0,000	\$75,000
CST	SAFETEA-LU Earmark		2016	\$937,250	\$749,800	\$0,000	\$0,000	\$187,450
CST	STP - Enhancements		2016	\$552,000	\$441,600	\$0,000	\$0,000	\$110,400
				\$1,864,250	\$1,491,400	\$0,000	\$0,000	\$372,850

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

FY 2012-2017 Transportation Improvement Program - Sorted by ARC Project Number

DK-412	TUCKER PEDESTRIAN FACILITIES - PHASE II	Jurisdiction	DeKalb County	Existing	Planned	Length (mi.)	Network Year
0012617		Sponsor	DeKalb County	N/A	N/A	0.9	2020
Programmed		Service Type	Last Mile Connectivity / Pedestrian Facility	Analysis Exempt from Air Quality Analysis (40 CFR 93)			

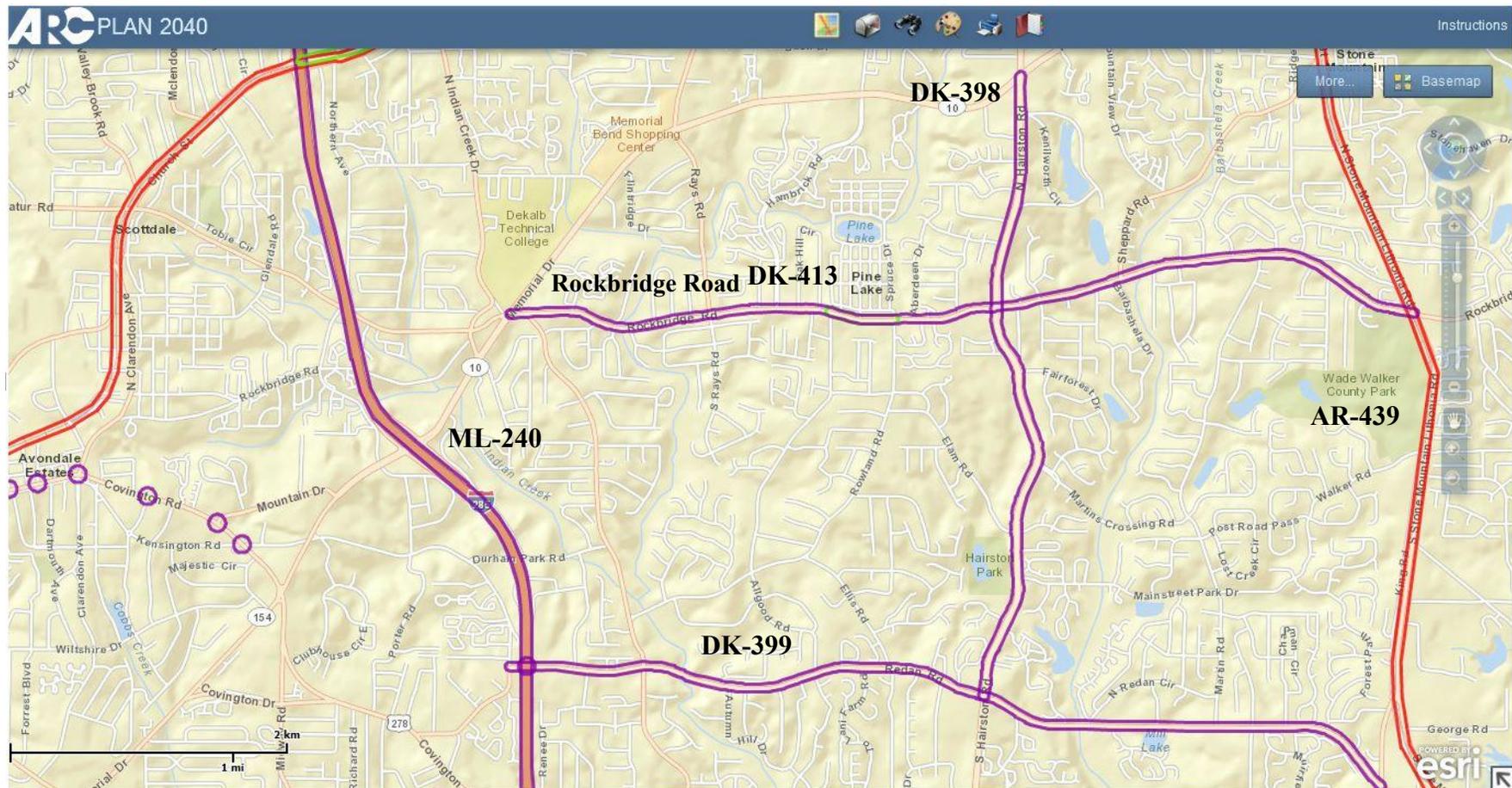
Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013 STP - Urban (>200K) (ARC)	\$50,000	\$0,000	\$12,500	\$0,000	\$62,500
PE		2014 STP - Urban (>200K) (ARC)	\$70,000	\$0,000	\$17,500	\$0,000	\$87,500
ROW		2015 Congestion Mitigation & Air Quality Improvement (CMAQ)	\$200,000	\$0,000	\$50,000	\$0,000	\$250,000
CST		2016 Congestion Mitigation & Air Quality Improvement (CMAQ)	\$640,000	\$0,000	\$160,000	\$0,000	\$800,000
			\$960,000	\$0,000	\$240,000	\$0,000	\$1,200,000

DK-413	ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS	Jurisdiction	DeKalb County	Existing	Planned	Length (mi.)	Network Year
0008121	FROM ALLGOOD ROAD TO ROLAND ROAD	Sponsor	DeKalb County	N/A	N/A	N/A	2020
Programmed		Service Type	Last Mile Connectivity / Joint Bike-Ped Facilities	Analysis Exempt from Air Quality Analysis (40 CFR 93)			

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW		2015 SAFETEA-LU Earmark	\$300,000	\$0,000	\$75,000	\$0,000	\$375,000
CST		2016 STP - Enhancements	\$441,600	\$0,000	\$110,400	\$0,000	\$552,000
CST		2016 SAFETEA-LU Earmark	\$749,800	\$0,000	\$187,450	\$0,000	\$937,250
			\$1,491,400	\$0,000	\$372,850	\$0,000	\$1,864,250

DK-414	BICYCLE/PEDESTRIAN UPGRADE TO PUBLIC SCHOOLS	Jurisdiction	DeKalb County	Existing	Planned	Length (mi.)	Network Year
0007618		Sponsor	DeKalb County	N/A	N/A	N/A	2015
Programmed		Service Type	Last Mile Connectivity / Joint Bike-Ped Facilities	Analysis Exempt from Air Quality Analysis (40 CFR 93)			

Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2016 SAFETEA-LU Earmark	\$2,159,760	\$0,000	\$529,940	\$0,000	\$2,689,700
CST		2016 SAFETEA-LU Earmark	\$299,900	\$0,000	\$74,975	\$0,000	\$374,875
			\$2,459,660	\$0,000	\$604,915	\$0,000	\$3,064,575



Projects Located within Vicinity of Rockbridge Road widening from Allgood Road to Rowland Road - DK-413

Short Title HAIRSTON ROAD WIDENING FROM SR 10 (MEMORIAL DRIVE) TO REDAN ROAD

GDOT Project No. TBD

Federal ID No. N/A

Status Aspirations

Service Type Roadway / General Purpose Capacity

Sponsor TBD

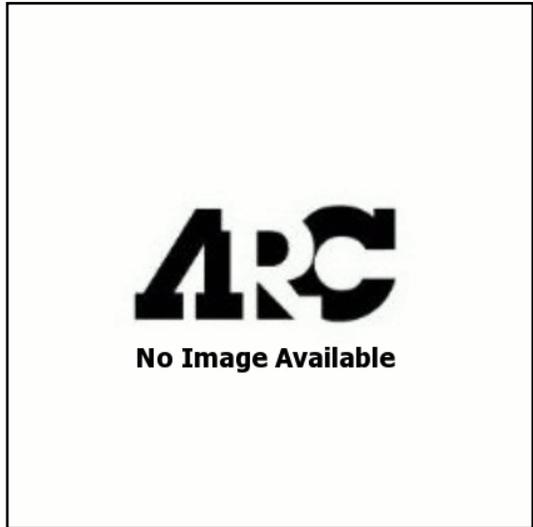
Jurisdiction DeKalb County

Analysis Level Not modeled

Existing Thru Lane

Planned Thru Lane

Detailed Description and Justification



Network Year

Corridor Length miles

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	TBD		TBD	\$60,800,000	\$0,000	\$0,000	\$0,000	\$60,800,000
				\$60,800,000	\$0,000	\$0,000	\$0,000	\$60,800,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Short Title REDAN ROAD WIDENING FROM PANOLA ROAD TO HOLCOMBE ROAD

GDOT Project No. TBD

Federal ID No. N/A

Status Aspirations

Service Type Roadway / General Purpose Capacity

Sponsor TBD

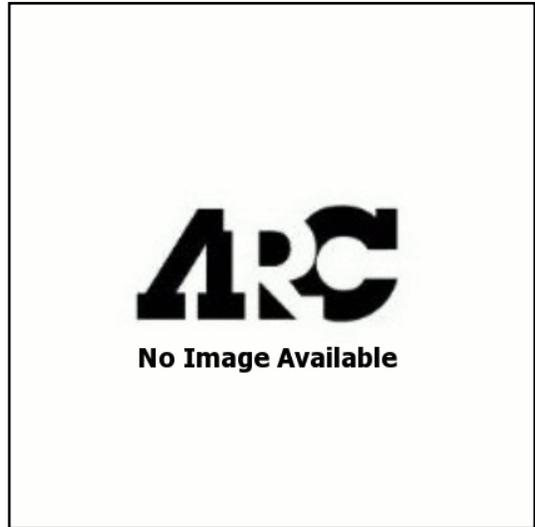
Jurisdiction DeKalb County

Analysis Level Not modeled

Existing Thru Lane

Planned Thru Lane

Detailed Description and Justification



Network Year

Corridor Length miles

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	TBD		TBD	\$41,000,000	\$0,000	\$0,000	\$0,000	\$41,000,000
				\$41,000,000	\$0,000	\$0,000	\$0,000	\$41,000,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Short Title I-285 EAST MANAGED LANES FROM I-20 EAST TO I-85 NORTH

GDOT Project No. TBD

Federal ID No. N/A

Status Aspirations

Service Type Roadway / Managed Lanes

Sponsor TBD

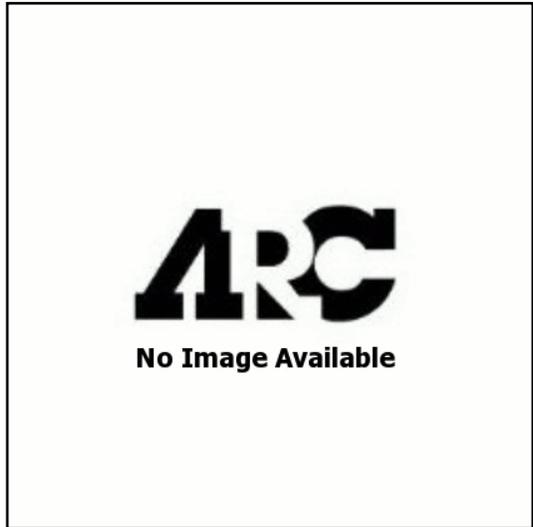
Jurisdiction Regional - Perimeter

Analysis Level Not modeled

Existing Thru Lane

Planned Thru Lane

Detailed Description and Justification



Network Year

Corridor Length miles

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	TBD		TBD	\$734,000,000	\$0,000	\$0,000	\$0,000	\$734,000,000
				\$734,000,000	\$0,000	\$0,000	\$0,000	\$734,000,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Short Title EAST CORRIDOR COMMUTER RAIL SERVICE FROM DOWNTOWN ATLANTA MULTIMODAL CENTER TO CONYERS

GDOT Project No. N/A

Federal ID No. N/A

Status Aspirations

Service Type Transit / Rail Capital

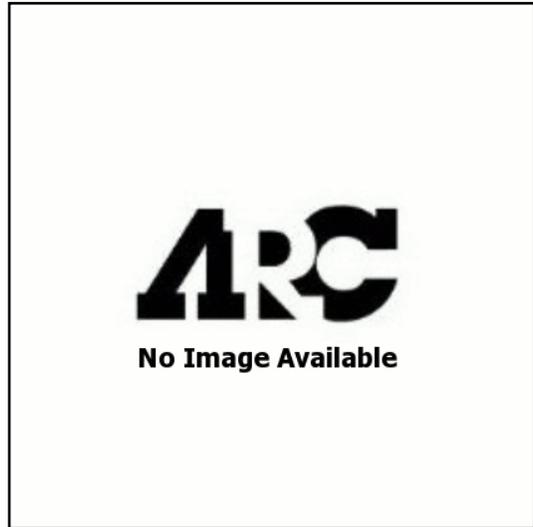
Sponsor TBD

Jurisdiction Regional - East

Analysis Level Not modeled

Existing Thru Lane

Planned Thru Lane



Network Year

Corridor Length miles

Detailed Description and Justification

This project will provide commuter rail train service in the eastern corridor between the downtown Atlanta Multimodal Center and Conyers, with intermediate stops. Trains would operate at 30 minute headways during peak periods. It is estimated to have annual operating costs of \$25.3 million and serve 1,000 to 3,700 daily riders by 2030.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	TBD		TBD	\$43,000,000	\$0,000	\$0,000	\$0,000	\$43,000,000
				\$43,000,000	\$0,000	\$0,000	\$0,000	\$43,000,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

APPENDIX

TRAFFIC COUNTS

4 Hour Turning Movement Counts

Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter Number: T-0520/2291
 Counted By: LE
 Weather: Hot
 Client: BE

File Name : 13526-01
 Site Code : 13526012
 Start Date : 8/21/2013
 Page No : 1

Groups Printed- Cars - Trucks & Buses - School Buses

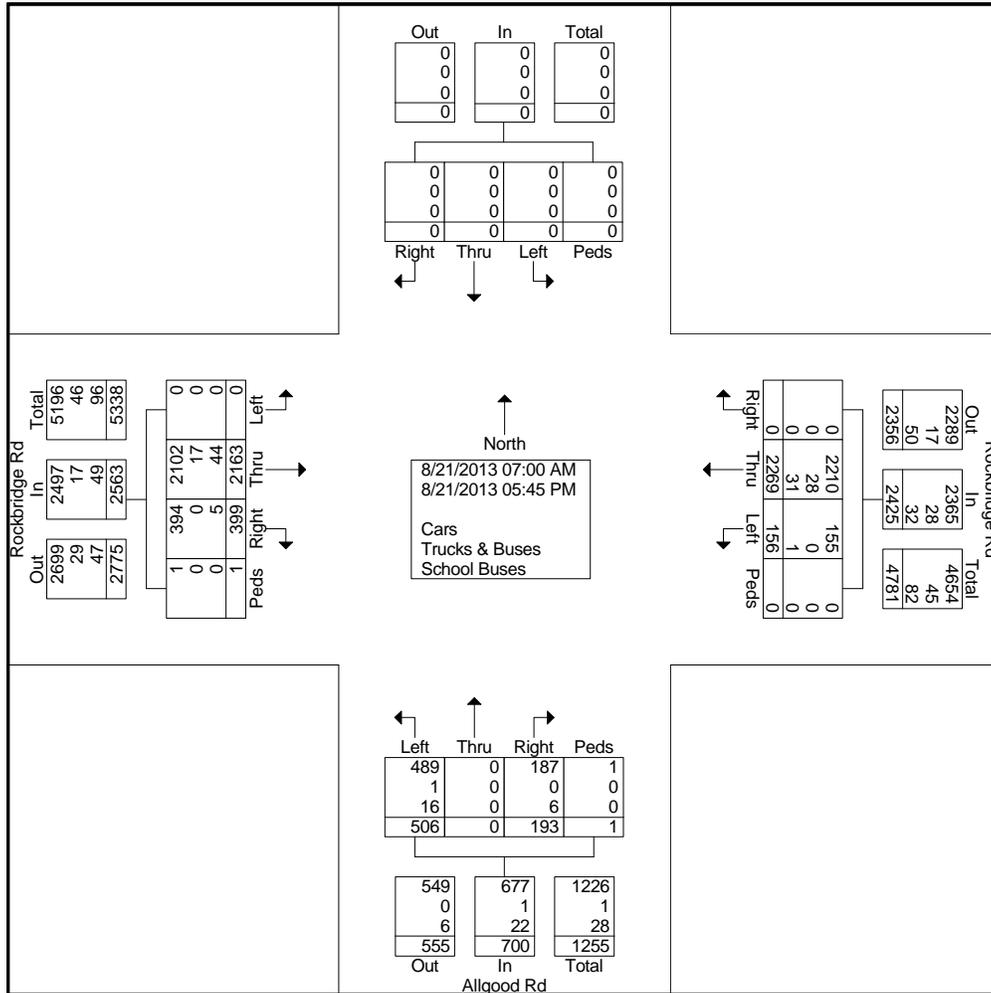
Start Time	Allgood Rd Northbound					Southbound					Rockbridge Rd Eastbound					Rockbridge Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	24	0	8	0	32	0	0	0	0	0	0	56	21	0	77	15	181	0	0	196	305
07:15 AM	64	0	10	0	74	0	0	0	0	0	0	64	16	0	80	11	177	0	0	188	342
07:30 AM	63	0	9	0	72	0	0	0	0	0	0	57	33	0	90	8	178	0	0	186	348
07:45 AM	73	0	14	0	87	0	0	0	0	0	0	71	18	0	89	6	151	0	0	157	333
Total	224	0	41	0	265	0	0	0	0	0	0	248	88	0	336	40	687	0	0	727	1328
08:00 AM	39	0	6	0	45	0	0	0	0	0	0	86	16	0	102	6	181	0	0	187	334
08:15 AM	33	0	6	0	39	0	0	0	0	0	0	90	14	0	104	5	141	0	0	146	289
08:30 AM	22	0	6	0	28	0	0	0	0	0	0	87	9	0	96	10	157	0	0	167	291
08:45 AM	33	0	6	0	39	0	0	0	0	0	0	63	12	0	75	8	142	0	0	150	264
Total	127	0	24	0	151	0	0	0	0	0	0	326	51	0	377	29	621	0	0	650	1178
Break																					
04:00 PM	19	0	12	0	31	0	0	0	0	0	0	193	28	0	221	13	97	0	0	110	362
04:15 PM	21	0	25	0	46	0	0	0	0	0	0	162	31	0	193	10	132	0	0	142	381
04:30 PM	21	0	15	0	36	0	0	0	0	0	0	199	32	0	231	9	121	0	0	130	397
04:45 PM	9	0	13	0	22	0	0	0	0	0	0	187	30	1	218	8	114	0	0	122	362
Total	70	0	65	0	135	0	0	0	0	0	0	741	121	1	863	40	464	0	0	504	1502
05:00 PM	13	0	18	1	32	0	0	0	0	0	0	195	31	0	226	10	108	0	0	118	376
05:15 PM	17	0	14	0	31	0	0	0	0	0	0	187	36	0	223	12	129	0	0	141	395
05:30 PM	25	0	18	0	43	0	0	0	0	0	0	231	34	0	265	14	134	0	0	148	456
05:45 PM	30	0	13	0	43	0	0	0	0	0	0	235	38	0	273	11	126	0	0	137	453
Total	85	0	63	1	149	0	0	0	0	0	0	848	139	0	987	47	497	0	0	544	1680
Grand Total	506	0	193	1	700	0	0	0	0	0	0	2163	399	1	2563	156	2269	0	0	2425	5688
Apprch %	72.3	0	27.6	0.1		0	0	0	0		0	84.4	15.6	0		6.4	93.6	0	0		
Total %	8.9	0	3.4	0	12.3	0	0	0	0	0	0	38	7	0	45.1	2.7	39.9	0	0	42.6	
Cars	489	0	187	1	677	0	0	0	0	0	0	2102	394	1	2497	155	2210	0	0	2365	5539
% Cars	96.6	0	96.9	100	96.7	0	0	0	0	0	0	97.2	98.7	100	97.4	99.4	97.4	0	0	97.5	97.4
Trucks & Buses	0.2	0	0	0	0.1	0	0	0	0	0	0	0.8	0	0	0.7	0	1.2	0	0	1.2	0.8
School Buses	16	0	6	0	22	0	0	0	0	0	0	44	5	0	49	1	31	0	0	32	103
% School Buses	3.2	0	3.1	0	3.1	0	0	0	0	0	0	2	1.3	0	1.9	0.6	1.4	0	0	1.3	1.8

Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter Number: T-0520/2291
 Counted By: LE
 Weather: Hot
 Client: BE

File Name : 13526-01
 Site Code : 13526012
 Start Date : 8/21/2013
 Page No : 2



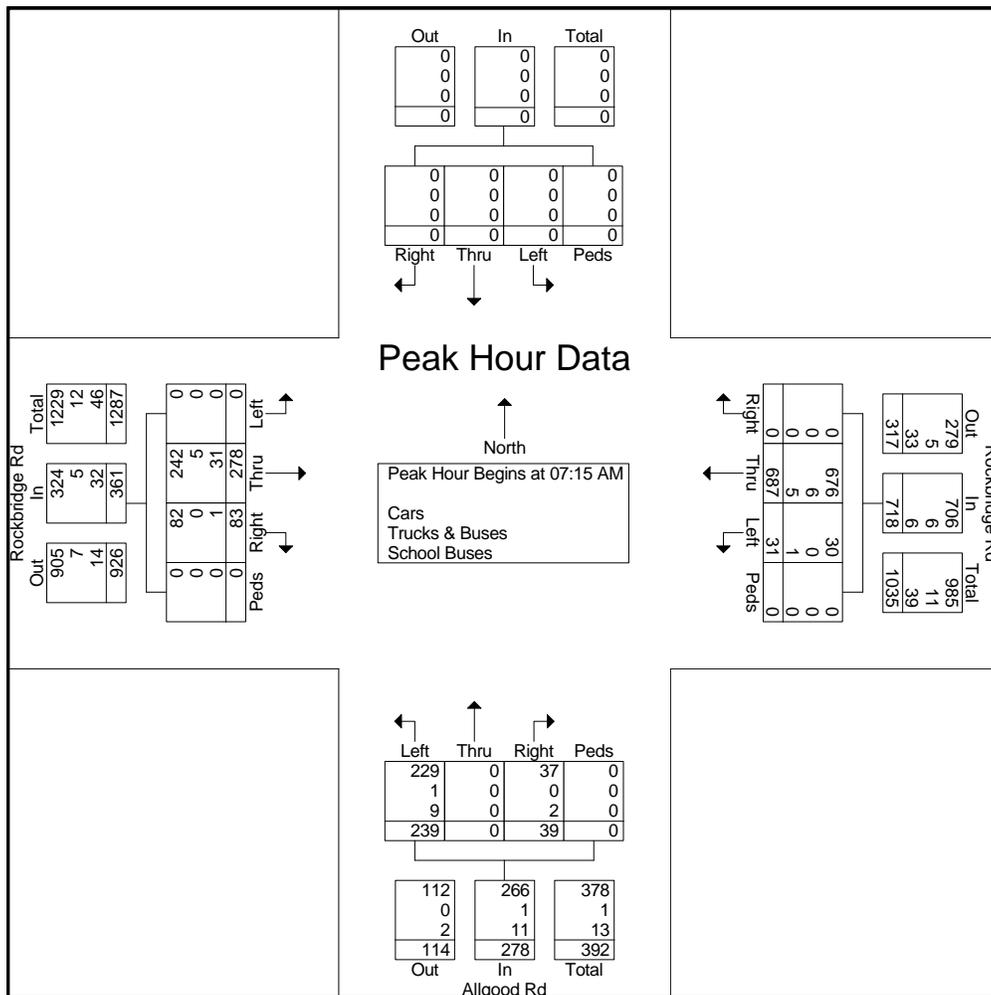
Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter Number: T-0520/2291
 Counted By: LE
 Weather: Hot
 Client: BE

File Name : 13526-01
 Site Code : 13526012
 Start Date : 8/21/2013
 Page No : 3

Start Time	Allgood Rd Northbound					Southbound					Rockbridge Rd Eastbound					Rockbridge Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	64	0	10	0	74	0	0	0	0	0	0	64	16	0	80	11	177	0	0	188	342
07:30 AM	63	0	9	0	72	0	0	0	0	0	0	57	33	0	90	8	178	0	0	186	348
07:45 AM	73	0	14	0	87	0	0	0	0	0	0	71	18	0	89	6	151	0	0	157	333
08:00 AM	39	0	6	0	45	0	0	0	0	0	0	86	16	0	102	6	181	0	0	187	334
Total Volume	239	0	39	0	278	0	0	0	0	0	0	278	83	0	361	31	687	0	0	718	1357
% App. Total	86	0	14	0		0	0	0	0		0	77	23	0		4.3	95.7	0	0		
PHF	.818	.000	.696	.000	.799	.000	.000	.000	.000	.000	.000	.808	.629	.000	.885	.705	.949	.000	.000	.955	.975
Cars	229	0	37	0	266	0	0	0	0	0	0	242	82	0	324	30	676	0	0	706	1296
% Cars	95.8	0	94.9	0	95.7	0	0	0	0	0	0	87.1	98.8	0	89.8	96.8	98.4	0	0	98.3	95.5
Trucks & Buses	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	6	0	0	6	12
% Trucks & Buses	0.4	0	0	0	0.4	0	0	0	0	0	0	1.8	0	0	1.4	0	0.9	0	0	0.8	0.9
School Buses	9	0	2	0	11	0	0	0	0	0	0	31	1	0	32	1	5	0	0	6	49
% School Buses	3.8	0	5.1	0	4.0	0	0	0	0	0	0	11.2	1.2	0	8.9	3.2	0.7	0	0	0.8	3.6



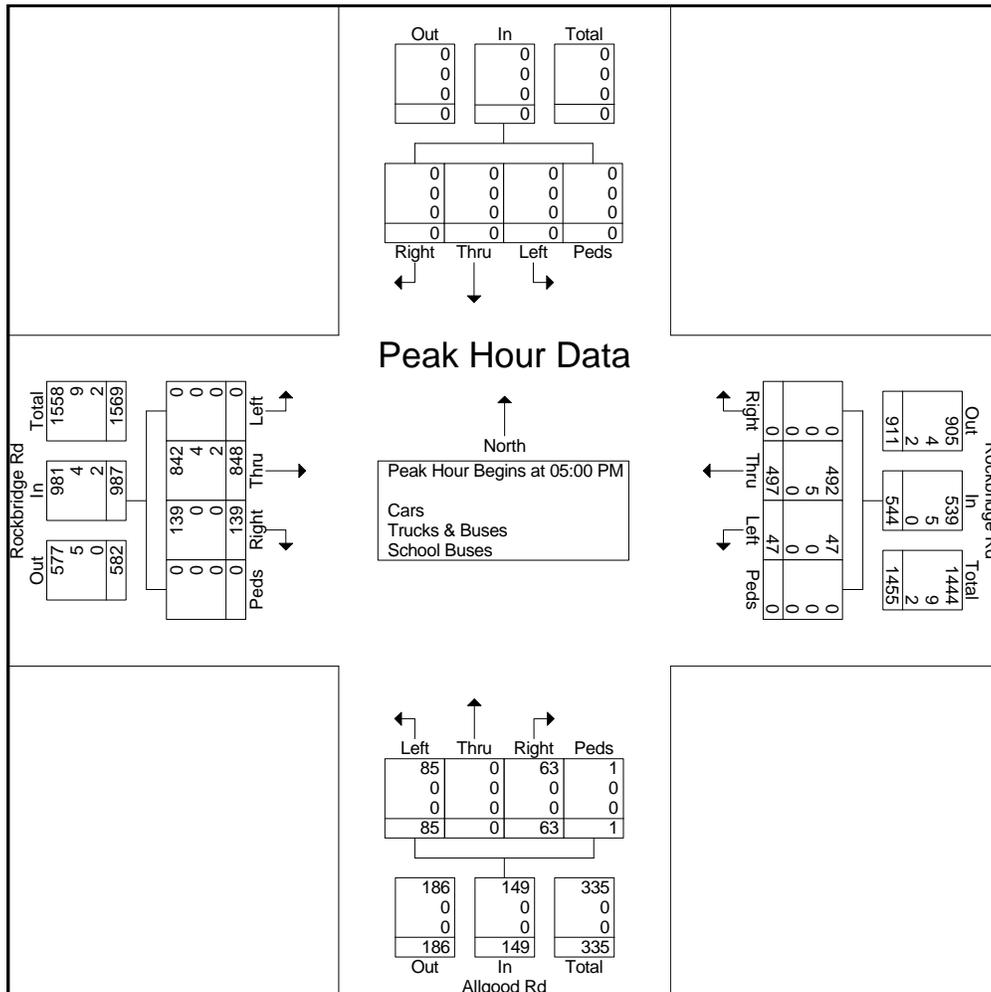
Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter Number: T-0520/2291
 Counted By: LE
 Weather: Hot
 Client: BE

File Name : 13526-01
 Site Code : 13526012
 Start Date : 8/21/2013
 Page No : 4

Start Time	Allgood Rd Northbound					Southbound					Rockbridge Rd Eastbound					Rockbridge Rd Westbound					Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	13	0	18	1	32	0	0	0	0	0	0	195	31	0	226	10	108	0	0	118	376
05:15 PM	17	0	14	0	31	0	0	0	0	0	0	187	36	0	223	12	129	0	0	141	395
05:30 PM	25	0	18	0	43	0	0	0	0	0	0	231	34	0	265	14	134	0	0	148	456
05:45 PM	30	0	13	0	43	0	0	0	0	0	0	235	38	0	273	11	126	0	0	137	453
Total Volume	85	0	63	1	149	0	0	0	0	0	0	848	139	0	987	47	497	0	0	544	1680
% App. Total	57	0	42.3	0.7		0	0	0	0	0	0	85.9	14.1	0		8.6	91.4	0	0		
PHF	.708	.000	.875	.250	.866	.000	.000	.000	.000	.000	.000	.902	.914	.000	.904	.839	.927	.000	.000	.919	.921
Cars	85	0	63	1	149	0	0	0	0	0	0	842	139	0	981	47	492	0	0	539	1669
% Cars	100	0	100	100	100	0	0	0	0	0	0	99.3	100	0	99.4	100	99.0	0	0	99.1	99.3
Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
% Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.4	0	1.0	0	0	0.9	0.5
School Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1

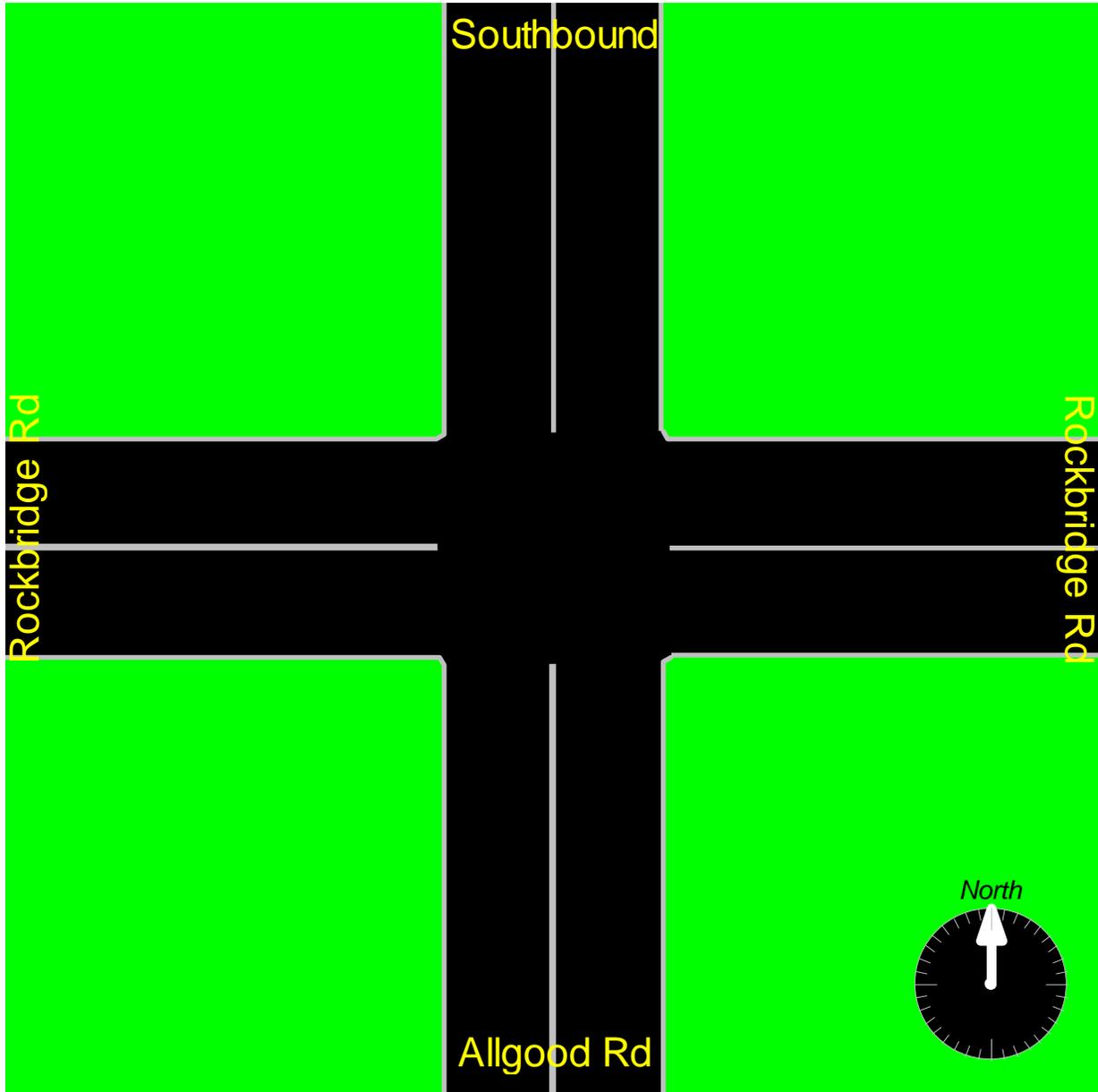


Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter Number: T-0520/2291
Counted By: LE
Weather: Hot
Client: BE

File Name : 13526-01
Site Code : 13526012
Start Date : 8/21/2013
Page No : 5



Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: T-2291
 Counted By: LE
 Weather: Hot
 Other: CBE

File Name : 13526-02
 Site Code : 01352602
 Start Date : 8/28/2013
 Page No : 1

Groups Printed- Cars - Trucks & Buses - School Buses

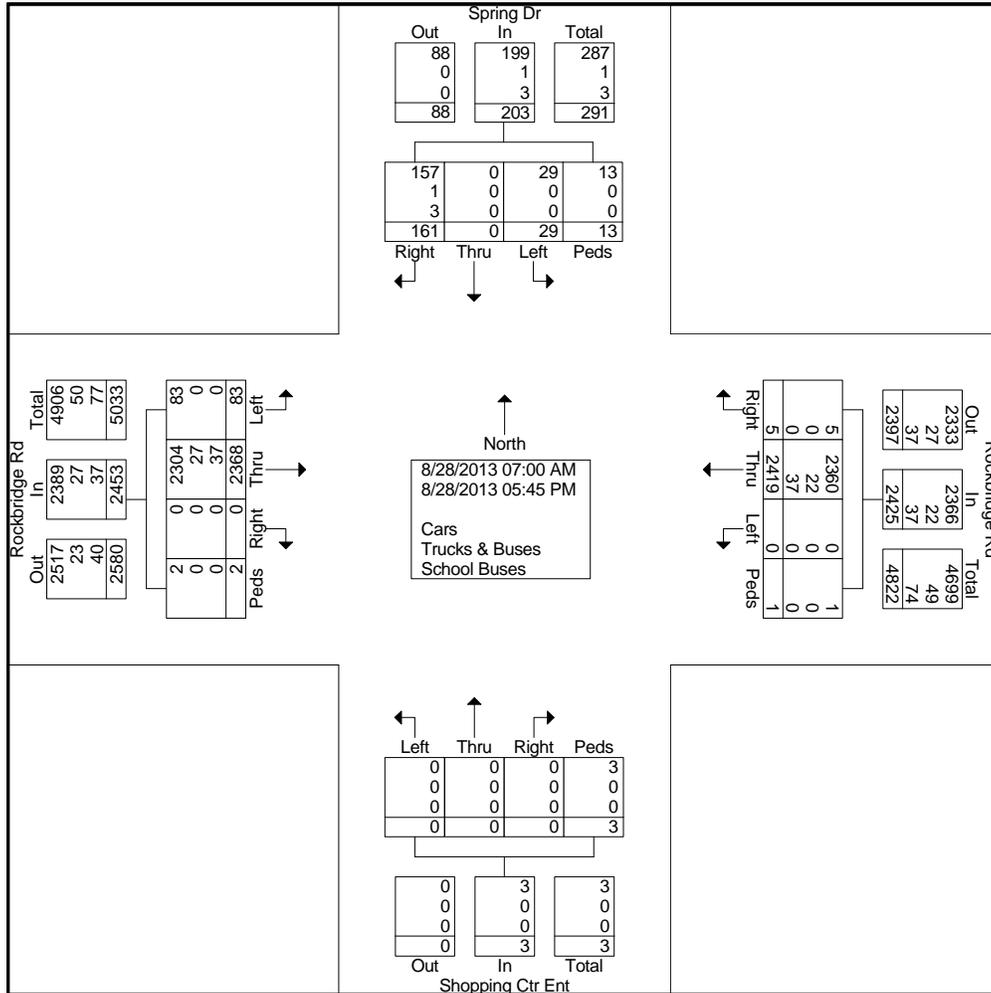
Start Time	Shopping Ctr Ent Northbound					Spring Dr Southbound					Rockbridge Rd Eastbound					Rockbridge Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	1	0	15	0	16	1	52	0	0	53	0	206	0	0	206	275
07:15 AM	0	0	0	0	0	1	0	9	0	10	0	60	0	0	60	0	219	0	0	219	289
07:30 AM	0	0	0	0	0	3	0	9	0	12	0	64	0	0	64	0	193	0	0	193	269
07:45 AM	0	0	0	0	0	0	0	12	0	12	0	100	0	0	100	0	164	0	0	164	276
Total	0	0	0	0	0	5	0	45	0	50	1	276	0	0	277	0	782	0	0	782	1109
08:00 AM	0	0	0	0	0	2	0	16	0	18	1	116	0	0	117	0	212	0	0	212	347
08:15 AM	0	0	0	0	0	3	0	20	1	24	4	116	0	0	120	0	185	0	0	185	329
08:30 AM	0	0	0	0	0	2	0	10	0	12	1	103	0	0	104	0	148	0	0	148	264
08:45 AM	0	0	0	0	0	1	0	13	0	14	2	62	0	0	64	0	173	0	0	173	251
Total	0	0	0	0	0	8	0	59	1	68	8	397	0	0	405	0	718	0	0	718	1191
Break																					
04:00 PM	0	0	0	1	1	1	0	6	3	10	10	208	0	0	218	0	92	1	0	93	322
04:15 PM	0	0	0	2	2	2	0	9	0	11	7	193	0	0	200	0	128	0	0	128	341
04:30 PM	0	0	0	0	0	2	0	8	1	11	7	165	0	0	172	0	126	1	0	127	310
04:45 PM	0	0	0	0	0	4	0	8	0	12	9	198	0	0	207	0	119	1	0	120	339
Total	0	0	0	3	3	9	0	31	4	44	33	764	0	0	797	0	465	3	0	468	1312
05:00 PM	0	0	0	0	0	3	0	7	1	11	11	203	0	0	214	0	114	0	0	114	339
05:15 PM	0	0	0	0	0	1	0	6	2	9	7	230	0	0	237	0	99	1	0	100	346
05:30 PM	0	0	0	0	0	2	0	9	4	15	12	233	0	0	245	0	119	0	1	120	380
05:45 PM	0	0	0	0	0	1	0	4	1	6	11	265	0	2	278	0	122	1	0	123	407
Total	0	0	0	0	0	7	0	26	8	41	41	931	0	2	974	0	454	2	1	457	1472
Grand Total	0	0	0	3	3	29	0	161	13	203	83	2368	0	2	2453	0	2419	5	1	2425	5084
Apprch %	0	0	0	100		14.3	0	79.3	6.4		3.4	96.5	0	0.1		0	99.8	0.2	0		
Total %	0	0	0	0.1	0.1	0.6	0	3.2	0.3	4	1.6	46.6	0	0	48.2	0	47.6	0.1	0	47.7	
Cars	0	0	0	3	3	29	0	157	13	199	83	2304	0	2	2389	0	2360	5	1	2366	4957
% Cars	0	0	0	100	100	100	0	97.5	100	98	100	97.3	0	100	97.4	0	97.6	100	100	97.6	97.5
Trucks & Buses																					
% Trucks & Buses	0	0	0	0	0	0	0	0.6	0	0.5	0	1.1	0	0	1.1	0	0.9	0	0	0.9	1
School Buses	0	0	0	0	0	0	0	3	0	3	0	37	0	0	37	0	37	0	0	37	77
% School Buses	0	0	0	0	0	0	0	1.9	0	1.5	0	1.6	0	0	1.5	0	1.5	0	0	1.5	1.5

Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: T-2291
 Counted By: LE
 Weather: Hot
 Other: CBE

File Name : 13526-02
 Site Code : 01352602
 Start Date : 8/28/2013
 Page No : 2



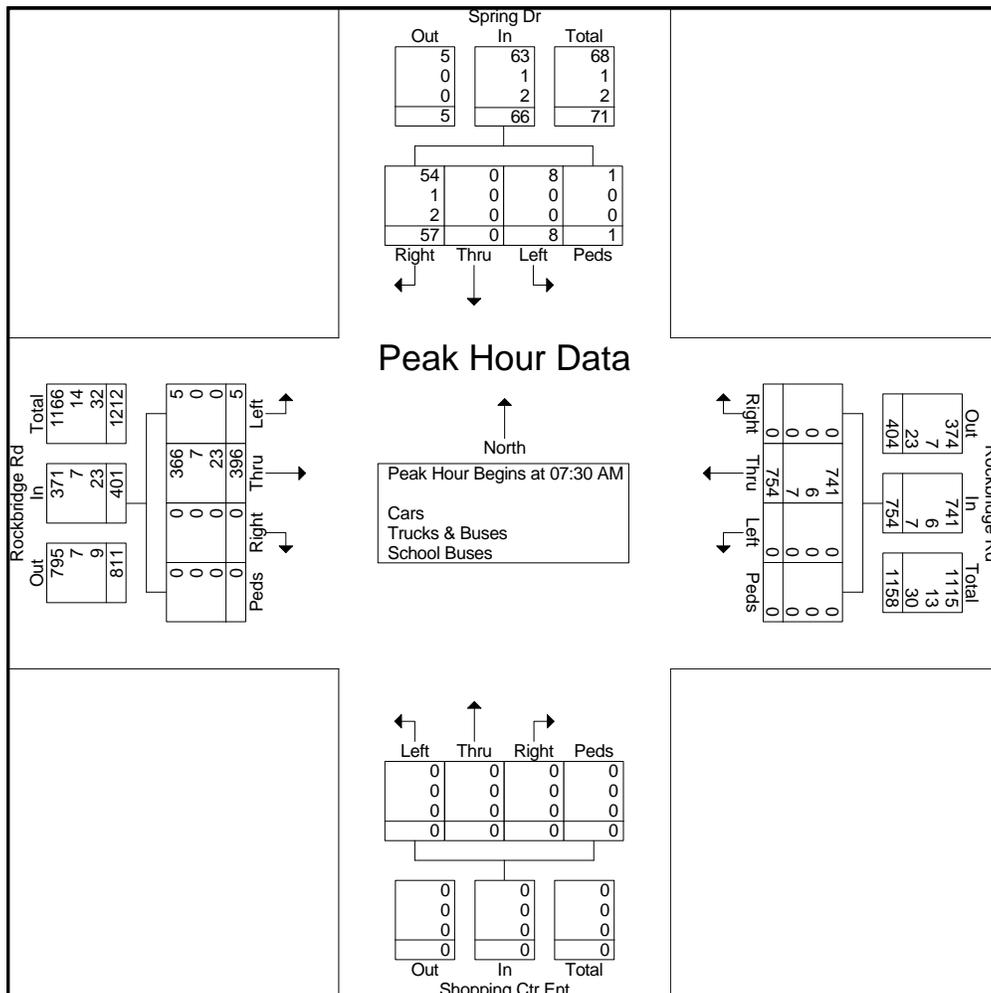
Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: T-2291
 Counted By: LE
 Weather: Hot
 Other: CBE

File Name : 13526-02
 Site Code : 01352602
 Start Date : 8/28/2013
 Page No : 3

Start Time	Shopping Ctr Ent Northbound					Spring Dr Southbound					Rockbridge Rd Eastbound					Rockbridge Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	3	0	9	0	12	0	64	0	0	64	0	193	0	0	193	269
07:45 AM	0	0	0	0	0	0	0	12	0	12	0	100	0	0	100	0	164	0	0	164	276
08:00 AM	0	0	0	0	0	2	0	16	0	18	1	116	0	0	117	0	212	0	0	212	347
08:15 AM	0	0	0	0	0	3	0	20	1	24	4	116	0	0	120	0	185	0	0	185	329
Total Volume	0	0	0	0	0	8	0	57	1	66	5	396	0	0	401	0	754	0	0	754	1221
% App. Total	0	0	0	0	0	12.1	0	86.4	1.5		1.2	98.8	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.713	.250	.688	.313	.853	.000	.000	.835	.000	.889	.000	.000	.889	.880
Cars	0	0	0	0	0	8	0	54	1	63	5	366	0	0	371	0	741	0	0	741	1175
% Cars	0	0	0	0	0	100	0	94.7	100	95.5	100	92.4	0	0	92.5	0	98.3	0	0	98.3	96.2
Trucks & Buses	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	0	6	0	0	6	14
% Trucks & Buses	0	0	0	0	0	0	0	1.8	0	1.5	0	1.8	0	0	1.7	0	0.8	0	0	0.8	1.1
School Buses	0	0	0	0	0	0	0	2	0	2	0	23	0	0	23	0	7	0	0	7	32
% School Buses	0	0	0	0	0	0	0	3.5	0	3.0	0	5.8	0	0	5.7	0	0.9	0	0	0.9	2.6



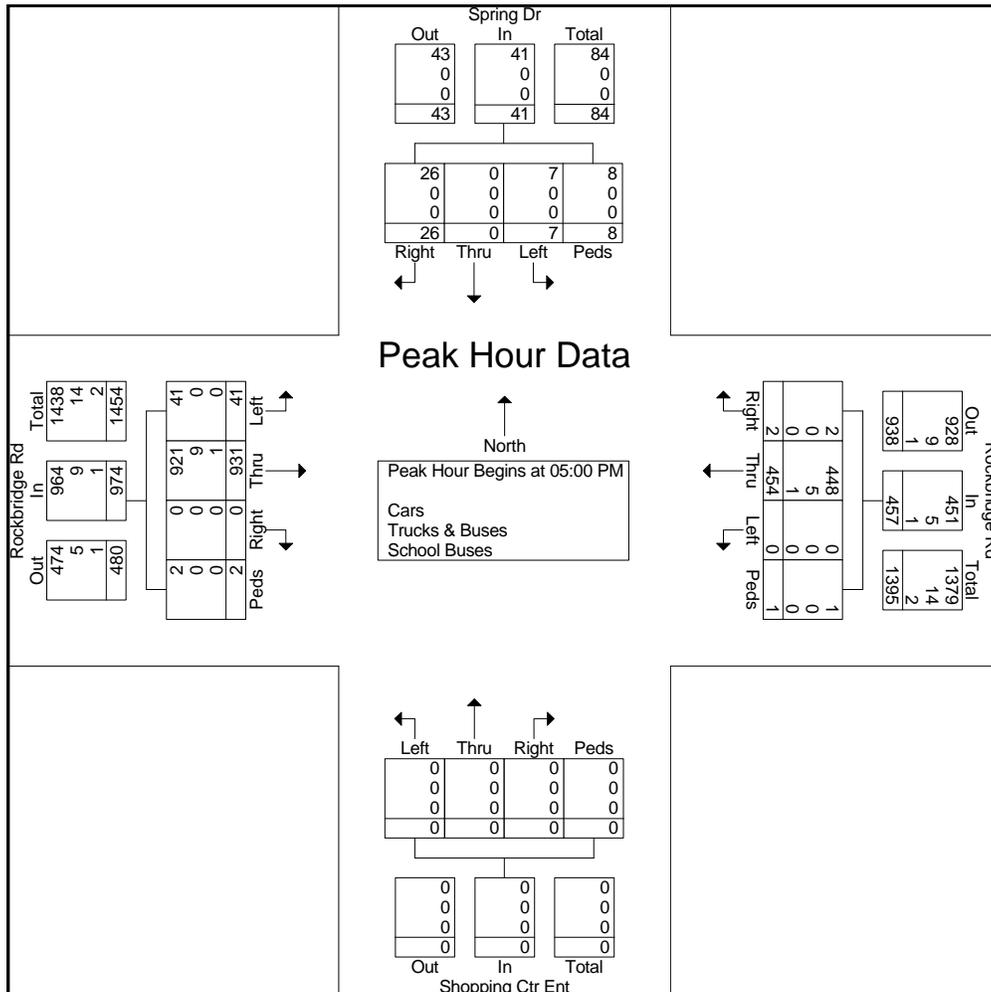
Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: T-2291
 Counted By: LE
 Weather: Hot
 Other: CBE

File Name : 13526-02
 Site Code : 01352602
 Start Date : 8/28/2013
 Page No : 4

Start Time	Shopping Ctr Ent Northbound					Spring Dr Southbound					Rockbridge Rd Eastbound					Rockbridge Rd Westbound					Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	3	0	7	1	11	11	203	0	0	214	0	114	0	0	114	339
05:15 PM	0	0	0	0	0	1	0	6	2	9	7	230	0	0	237	0	99	1	0	100	346
05:30 PM	0	0	0	0	0	2	0	9	4	15	12	233	0	0	245	0	119	0	1	120	380
05:45 PM	0	0	0	0	0	1	0	4	1	6	11	265	0	2	278	0	122	1	0	123	407
Total Volume	0	0	0	0	0	7	0	26	8	41	41	931	0	2	974	0	454	2	1	457	1472
% App. Total	0	0	0	0	0	17.1	0	63.4	19.5		4.2	95.6	0	0.2		0	99.3	0.4	0.2		
PHF	.000	.000	.000	.000	.000	.583	.000	.722	.500	.683	.854	.878	.000	.250	.876	.000	.930	.500	.250	.929	.904
Cars	0	0	0	0	0	7	0	26	8	41	41	921	0	2	964	0	448	2	1	451	1456
% Cars	0	0	0	0	0	100	0	100	100	100	100	98.9	0	100	99.0	0	98.7	100	100	98.7	98.9
Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	5	0	0	5	14
% Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	1.0	0	0	0.9	0	1.1	0	0	1.1	1.0
School Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0.2	0	0	0.2	0.1

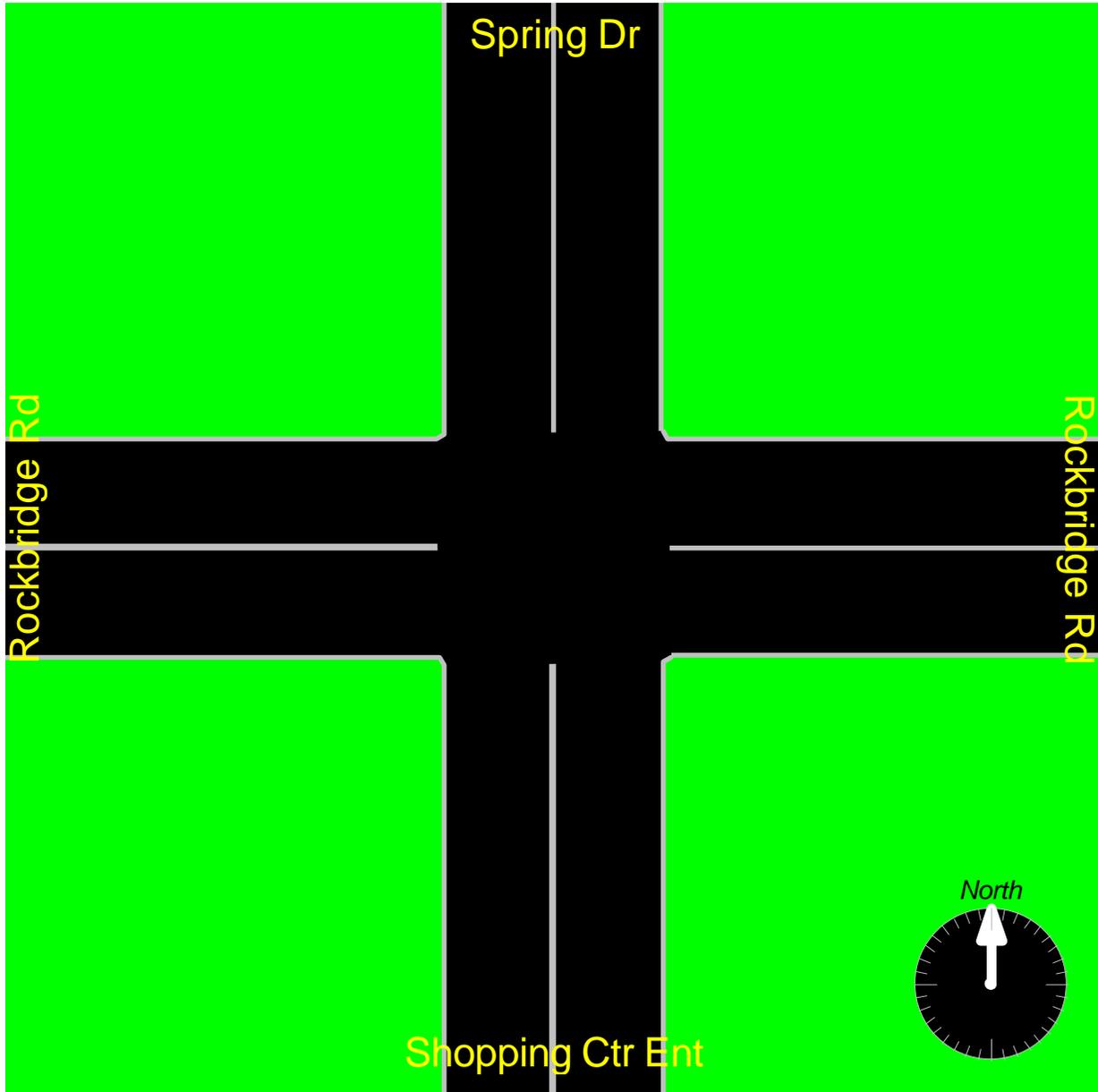


Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: T-2291
Counted By: LE
Weather: Hot
Other: CBE

File Name : 13526-02
Site Code : 01352602
Start Date : 8/28/2013
Page No : 5



Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: 1328
 Counted By: BCE
 Weather: Mild
 Other: BE

File Name : 13526-03
 Site Code : 13526032
 Start Date : 8/21/2013
 Page No : 1

Groups Printed- Cars - Trucks - School Buses

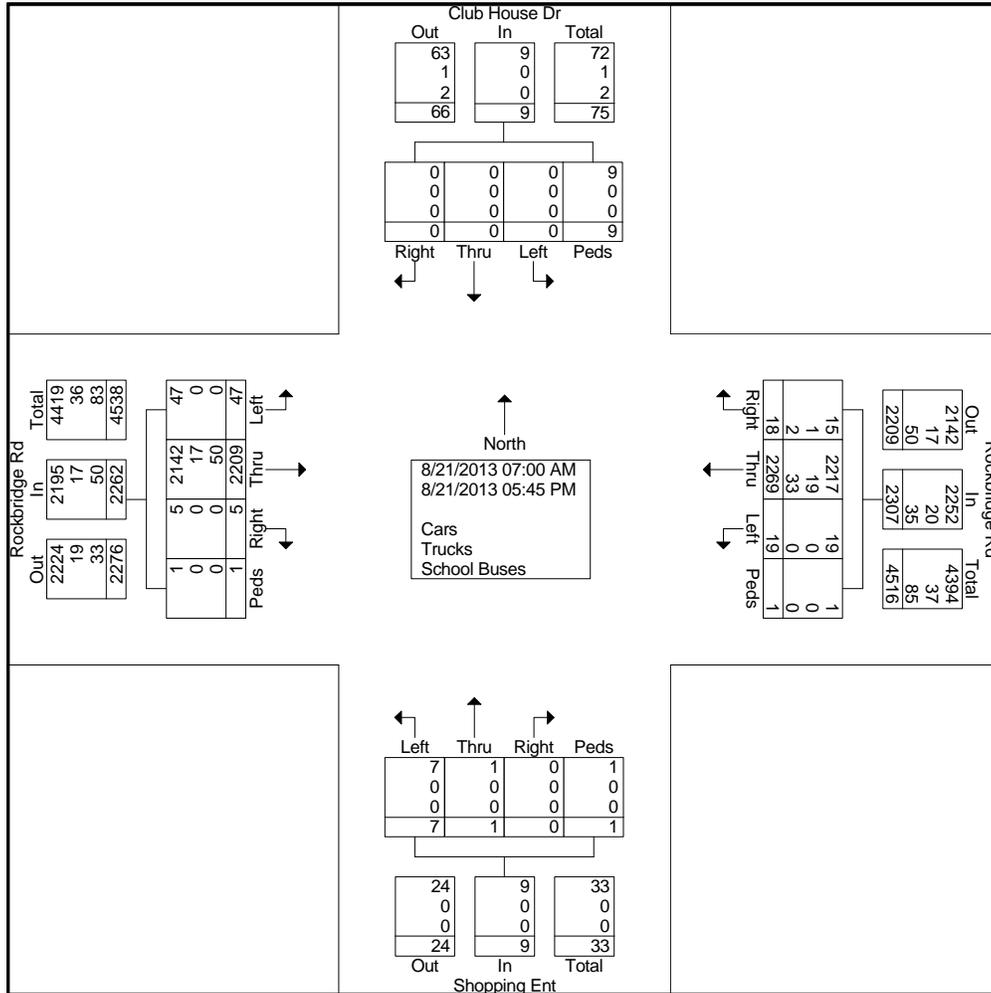
Start Time	Shopping Ent Northbound					Club House Dr Southbound					Rockbridge Rd Eastbound					Rockbridge Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	1	1	58	0	0	59	2	167	2	0	171	231
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	63	0	0	64	0	198	0	0	198	262
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	58	0	0	58	0	170	0	0	170	228
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	88	0	0	88	0	164	0	0	164	252
Total	0	0	0	0	0	0	0	0	1	1	2	267	0	0	269	2	699	2	0	703	973
08:00 AM	0	0	0	0	0	0	0	0	1	1	2	85	0	0	87	0	171	0	0	171	259
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	98	0	0	98	0	135	1	0	136	234
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	88	0	0	89	0	153	1	0	154	243
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	78	0	0	79	0	156	1	0	157	236
Total	0	0	0	0	0	0	0	0	1	1	4	349	0	0	353	0	615	3	0	618	972
Break																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	6	184	0	0	190	2	102	1	1	106	296
04:15 PM	1	0	0	0	1	0	0	0	1	1	3	189	0	0	192	2	118	2	0	122	316
04:30 PM	0	0	0	1	1	0	0	0	2	2	4	192	1	0	197	2	131	1	0	134	334
04:45 PM	1	0	0	0	1	0	0	0	1	1	9	187	1	0	197	0	108	2	0	110	309
Total	2	0	0	1	3	0	0	0	4	4	22	752	2	0	776	6	459	6	1	472	1255
05:00 PM	2	0	0	0	2	0	0	0	0	0	3	209	1	0	213	0	111	1	0	112	327
05:15 PM	2	1	0	0	3	0	0	0	2	2	4	197	1	1	203	3	130	0	0	133	341
05:30 PM	1	0	0	0	1	0	0	0	0	0	6	213	0	0	219	5	132	2	0	139	359
05:45 PM	0	0	0	0	0	0	0	0	1	1	6	222	1	0	229	3	123	4	0	130	360
Total	5	1	0	0	6	0	0	0	3	3	19	841	3	1	864	11	496	7	0	514	1387
Grand Total	7	1	0	1	9	0	0	0	9	9	47	2209	5	1	2262	19	2269	18	1	2307	4587
Apprch %	77.8	11.1	0	11.1		0	0	0	100		2.1	97.7	0.2	0		0.8	98.4	0.8	0		
Total %	0.2	0	0	0	0.2	0	0	0	0.2	0.2	1	48.2	0.1	0	49.3	0.4	49.5	0.4	0	50.3	
Cars	7	1	0	1	9	0	0	0	9	9	47	2142	5	1	2195	19	2217	15	1	2252	4465
% Cars	100	100	0	100	100	0	0	0	100	100	100	97	100	100	97	100	97.7	83.3	100	97.6	97.3
Trucks	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	19	1	0	20	37
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0.8	0	0.8	5.6	0	0.9	0.8
School Buses																					
% School Buses	0	0	0	0	0	0	0	0	0	0	0	2.3	0	0	2.2	0	1.5	11.1	0	1.5	1.9

Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: 1328
 Counted By: BCE
 Weather: Mild
 Other: BE

File Name : 13526-03
 Site Code : 13526032
 Start Date : 8/21/2013
 Page No : 2



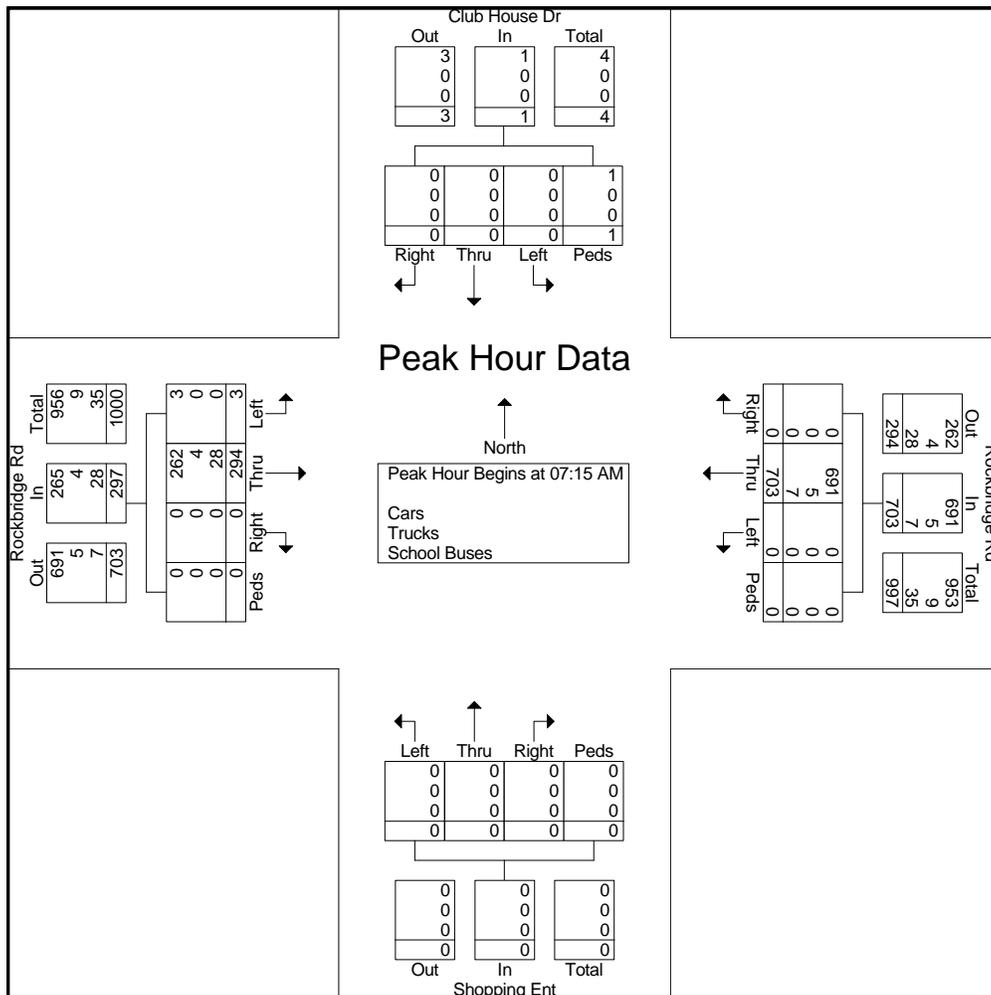
Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: 1328
 Counted By: BCE
 Weather: Mild
 Other: BE

File Name : 13526-03
 Site Code : 13526032
 Start Date : 8/21/2013
 Page No : 3

Start Time	Shopping Ent Northbound					Club House Dr Southbound					Rockbridge Rd Eastbound					Rockbridge Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	63	0	0	64	0	198	0	0	198	262
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	58	0	0	58	0	170	0	0	170	228
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	88	0	0	88	0	164	0	0	164	252
08:00 AM	0	0	0	0	0	0	0	0	1	1	2	85	0	0	87	0	171	0	0	171	259
Total Volume	0	0	0	0	0	0	0	0	1	1	3	294	0	0	297	0	703	0	0	703	1001
% App. Total	0	0	0	0	0	0	0	0	100	100	1	99	0	0	0	100	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.375	.835	.000	.000	.844	.000	.888	.000	.000	.888	.955
Cars	0	0	0	0	0	0	0	0	1	1	3	262	0	0	265	0	691	0	0	691	957
% Cars	0	0	0	0	0	0	0	0	100	100	100	89.1	0	0	89.2	0	98.3	0	0	98.3	95.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.4	0	0	1.3	0	0.7	0	0	0.7	0.9
School Buses	0	0	0	0	0	0	0	0	0	0	0	28	0	0	28	0	7	0	0	7	35
% School Buses	0	0	0	0	0	0	0	0	0	0	0	9.5	0	0	9.4	0	1.0	0	0	1.0	3.5



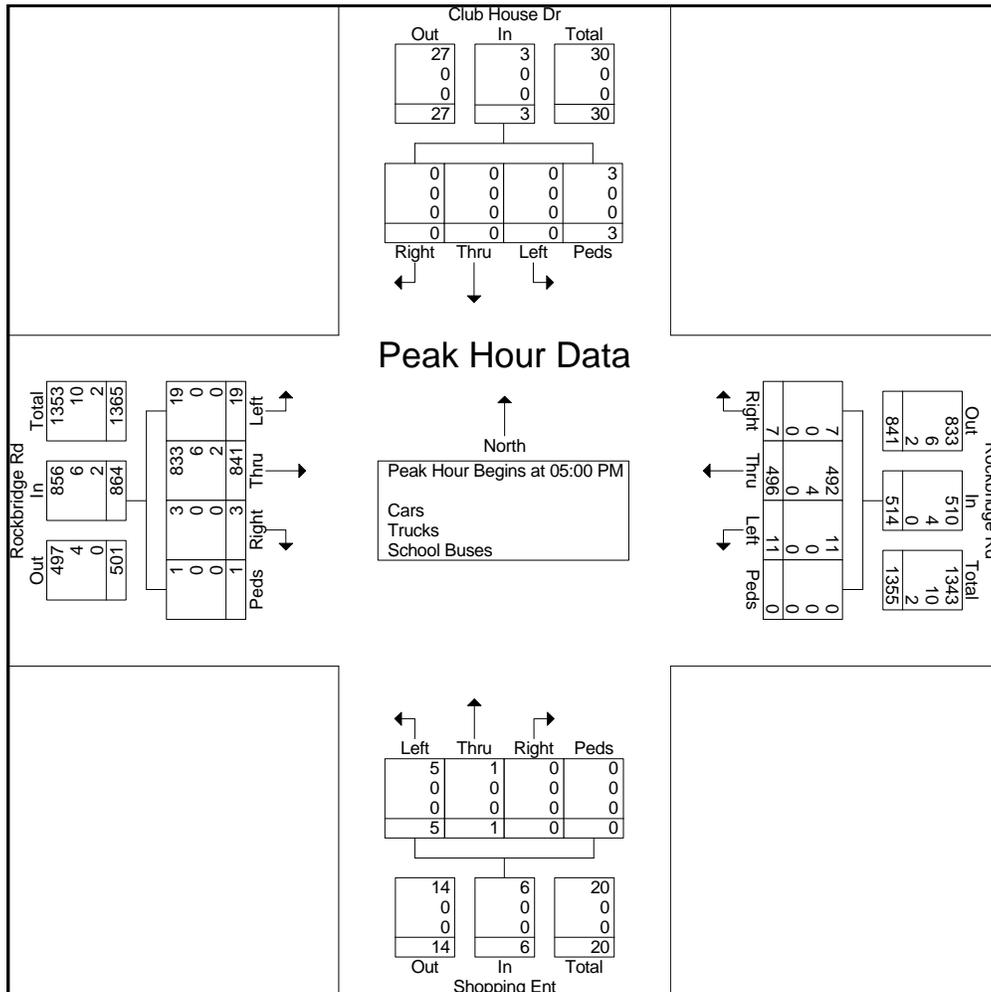
Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: 1328
 Counted By: BCE
 Weather: Mild
 Other: BE

File Name : 13526-03
 Site Code : 13526032
 Start Date : 8/21/2013
 Page No : 4

Start Time	Shopping Ent Northbound					Club House Dr Southbound					Rockbridge Rd Eastbound					Rockbridge Rd Westbound					Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	0	0	0	2	0	0	0	0	0	3	209	1	0	213	0	111	1	0	112	327
05:15 PM	2	1	0	0	3	0	0	0	2	2	4	197	1	1	203	3	130	0	0	133	341
05:30 PM	1	0	0	0	1	0	0	0	0	0	6	213	0	0	219	5	132	2	0	139	359
05:45 PM	0	0	0	0	0	0	0	0	1	1	6	222	1	0	229	3	123	4	0	130	360
Total Volume	5	1	0	0	6	0	0	0	3	3	19	841	3	1	864	11	496	7	0	514	1387
% App. Total	83.3	16.7	0	0		0	0	0	100		2.2	97.3	0.3	0.1		2.1	96.5	1.4	0		
PHF	.625	.250	.000	.000	.500	.000	.000	.000	.375	.375	.792	.947	.750	.250	.943	.550	.939	.438	.000	.924	.963
Cars	5	1	0	0	6	0	0	0	3	3	19	833	3	1	856	11	492	7	0	510	1375
% Cars	100	100	0	0	100	0	0	0	100	100	100	99.0	100	100	99.1	100	99.2	100	0	99.2	99.1
Trucks	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	10
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.7	0	0.8	0	0	0.8	0.7
School Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1

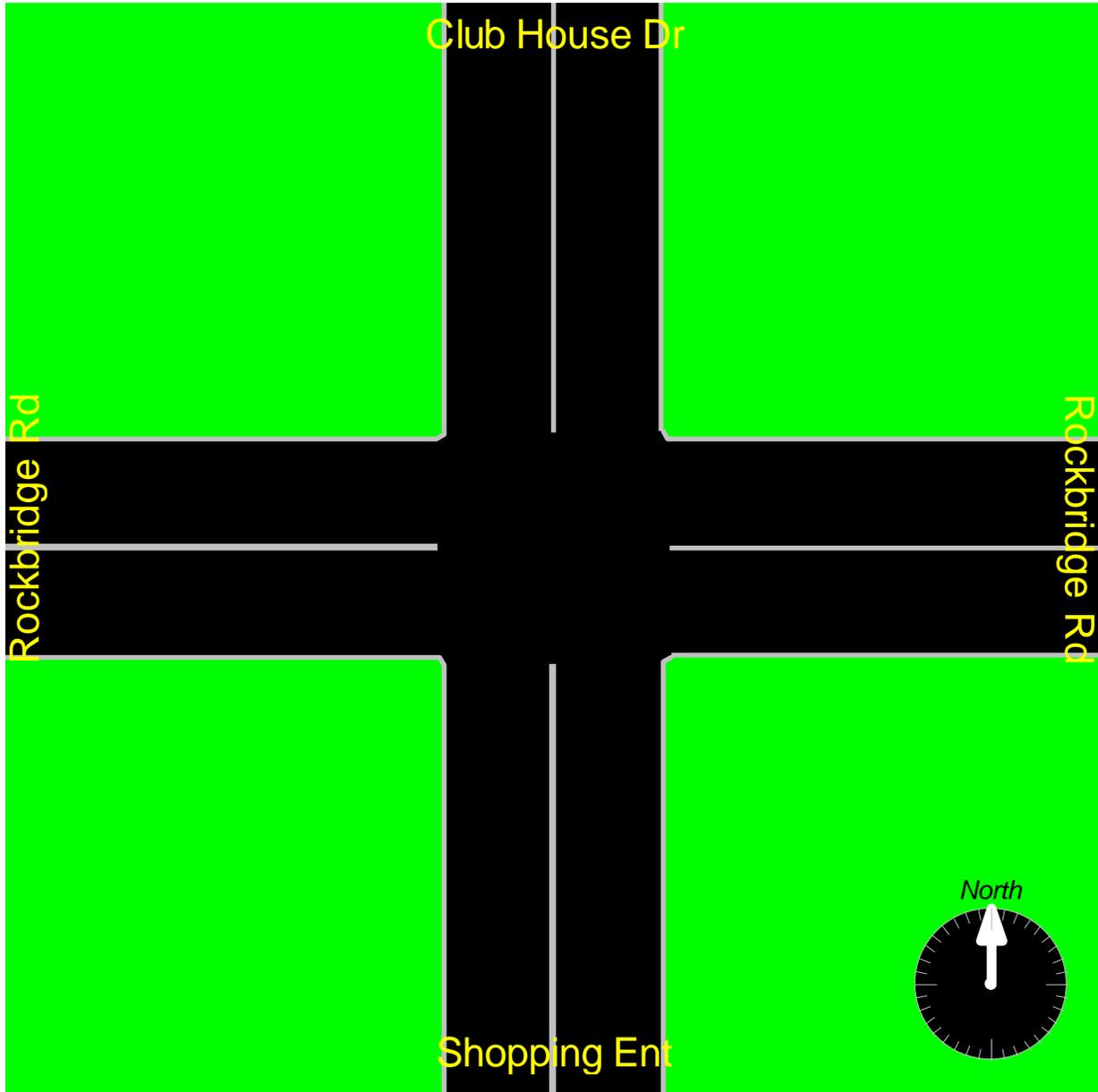


Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: 1328
Counted By: BCE
Weather: Mild
Other: BE

File Name : 13526-03
Site Code : 13526032
Start Date : 8/21/2013
Page No : 5



Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: T-2291
 Counted By: LE
 Weather: Hot
 Other: BE

File Name : 13526-04
 Site Code : 01352604
 Start Date : 8/21/2013
 Page No : 1

Groups Printed- Cars - Trucks & Buses - School Buses

Start Time	Rowland Rd Northbound					Poplar Rd Southbound					Rockbridge Rd Eastbound					Rockbridge Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	17	0	41	0	58	2	1	1	1	5	0	56	7	0	63	45	158	0	1	204	330
07:15 AM	18	1	39	0	58	6	2	1	0	9	0	53	14	0	67	49	158	1	4	212	346
07:30 AM	19	1	39	0	59	3	4	5	0	12	0	50	6	0	56	54	148	0	0	202	329
07:45 AM	26	0	43	0	69	1	0	0	0	1	1	73	13	0	87	59	114	1	0	174	331
Total	80	2	162	0	244	12	7	7	1	27	1	232	40	0	273	207	578	2	5	792	1336
08:00 AM	25	0	58	0	83	2	0	0	0	2	0	72	9	0	81	51	136	2	0	189	355
08:15 AM	17	1	38	0	56	2	3	1	0	6	0	94	5	0	99	49	120	1	0	170	331
08:30 AM	19	3	39	0	61	4	0	1	0	5	1	76	5	0	82	37	143	2	1	183	331
08:45 AM	10	0	42	0	52	4	1	0	0	5	0	56	9	0	65	31	136	4	2	173	295
Total	71	4	177	0	252	12	4	2	0	18	1	298	28	0	327	168	535	9	3	715	1312
Break																					
04:00 PM	22	2	52	0	76	3	1	0	0	4	2	155	24	0	181	43	78	1	0	122	383
04:15 PM	19	0	43	0	62	3	3	0	1	7	2	167	29	0	198	41	112	6	0	159	426
04:30 PM	17	2	63	1	83	4	0	1	1	6	1	179	26	0	206	43	111	3	0	157	452
04:45 PM	21	1	68	0	90	1	3	1	1	6	0	170	26	0	196	40	93	3	1	137	429
Total	79	5	226	1	311	11	7	2	3	23	5	671	105	0	781	167	394	13	1	575	1690
05:00 PM	18	3	69	0	90	3	0	0	0	3	1	164	26	0	191	39	91	7	0	137	421
05:15 PM	33	2	61	0	96	0	0	0	0	0	0	176	32	0	208	42	114	1	0	157	461
05:30 PM	24	1	69	0	94	1	1	2	0	4	2	201	22	0	225	34	110	6	0	150	473
05:45 PM	25	2	69	0	96	3	1	0	1	5	0	188	32	0	220	55	107	3	3	168	489
Total	100	8	268	0	376	7	2	2	1	12	3	729	112	0	844	170	422	17	3	612	1844
Grand Total	330	19	833	1	1183	42	20	13	5	80	10	1930	285	0	2225	712	1929	41	12	2694	6182
Apprch %	27.9	1.6	70.4	0.1		52.5	25	16.2	6.2		0.4	86.7	12.8	0		26.4	71.6	1.5	0.4		
Total %	5.3	0.3	13.5	0	19.1	0.7	0.3	0.2	0.1	1.3	0.2	31.2	4.6	0	36	11.5	31.2	0.7	0.2	43.6	
Cars	325	18	815	1	1159	41	20	13	5	79	10	1868	281	0	2159	709	1876	40	12	2637	6034
% Cars	98.5	94.7	97.8	100	98	97.6	100	100	100	98.8	100	96.8	98.6	0	97	99.6	97.3	97.6	100	97.9	97.6
Trucks & Buses	0	0	0.7	0	0.5	0	0	0	0	0	0	0.9	0	0	0.8	0	1.1	2.4	0	0.9	0.8
% Trucks & Buses	0	0	0.7	0	0.5	0	0	0	0	0	0	0.9	0	0	0.8	0	1.1	2.4	0	0.9	0.8
School Buses	5	1	12	0	18	1	0	0	0	1	0	44	4	0	48	3	31	0	0	34	101
% School Buses	1.5	5.3	1.4	0	1.5	2.4	0	0	0	1.2	0	2.3	1.4	0	2.2	0.4	1.6	0	0	1.3	1.6

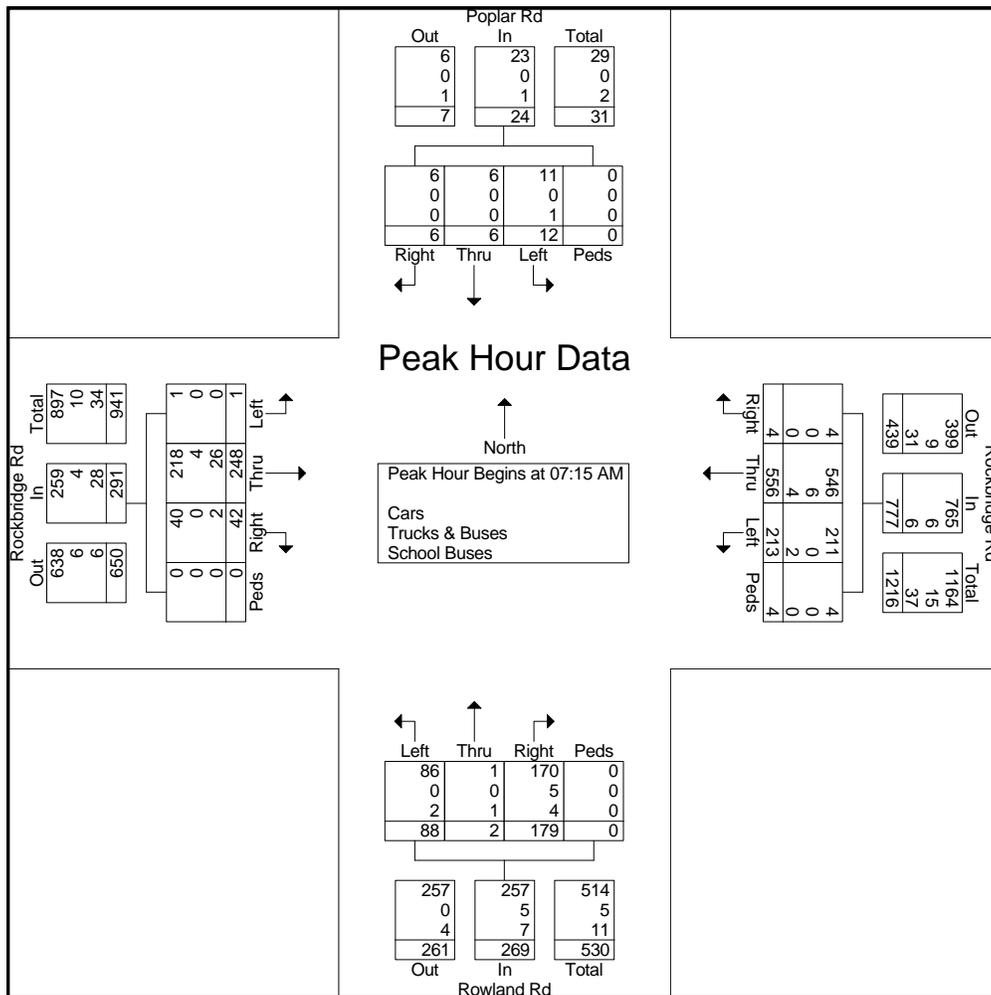
Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: T-2291
 Counted By: LE
 Weather: Hot
 Other: BE

File Name : 13526-04
 Site Code : 01352604
 Start Date : 8/21/2013
 Page No : 3

Start Time	Rowland Rd Northbound					Poplar Rd Southbound					Rockbridge Rd Eastbound					Rockbridge Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	18	1	39	0	58	6	2	1	0	9	0	53	14	0	67	49	158	1	4	212	346
07:30 AM	19	1	39	0	59	3	4	5	0	12	0	50	6	0	56	54	148	0	0	202	329
07:45 AM	26	0	43	0	69	1	0	0	0	1	1	73	13	0	87	59	114	1	0	174	331
08:00 AM	25	0	58	0	83	2	0	0	0	2	0	72	9	0	81	51	136	2	0	189	355
Total Volume	88	2	179	0	269	12	6	6	0	24	1	248	42	0	291	213	556	4	4	777	1361
% App. Total	32.7	0.7	66.5	0		50	25	25	0		0.3	85.2	14.4	0		27.4	71.6	0.5	0.5		
PHF	.846	.500	.772	.000	.810	.500	.375	.300	.000	.500	.250	.849	.750	.000	.836	.903	.880	.500	.250	.916	.958
Cars	86	1	170	0	257	11	6	6	0	23	1	218	40	0	259	211	546	4	4	765	1304
% Cars	97.7	50.0	95.0	0	95.5	91.7	100	100	0	95.8	100	87.9	95.2	0	89.0	99.1	98.2	100	100	98.5	95.8
Trucks & Buses	0	0	5	0	5	0	0	0	0	0	0	4	0	0	4	0	6	0	0	6	15
% Trucks & Buses	0	0	2.8	0	1.9	0	0	0	0	0	0	1.6	0	0	1.4	0	1.1	0	0	0.8	1.1
School Buses	2	1	4	0	7	1	0	0	0	1	0	26	2	0	28	2	4	0	0	6	42
% School Buses	2.3	50.0	2.2	0	2.6	8.3	0	0	0	4.2	0	10.5	4.8	0	9.6	0.9	0.7	0	0	0.8	3.1



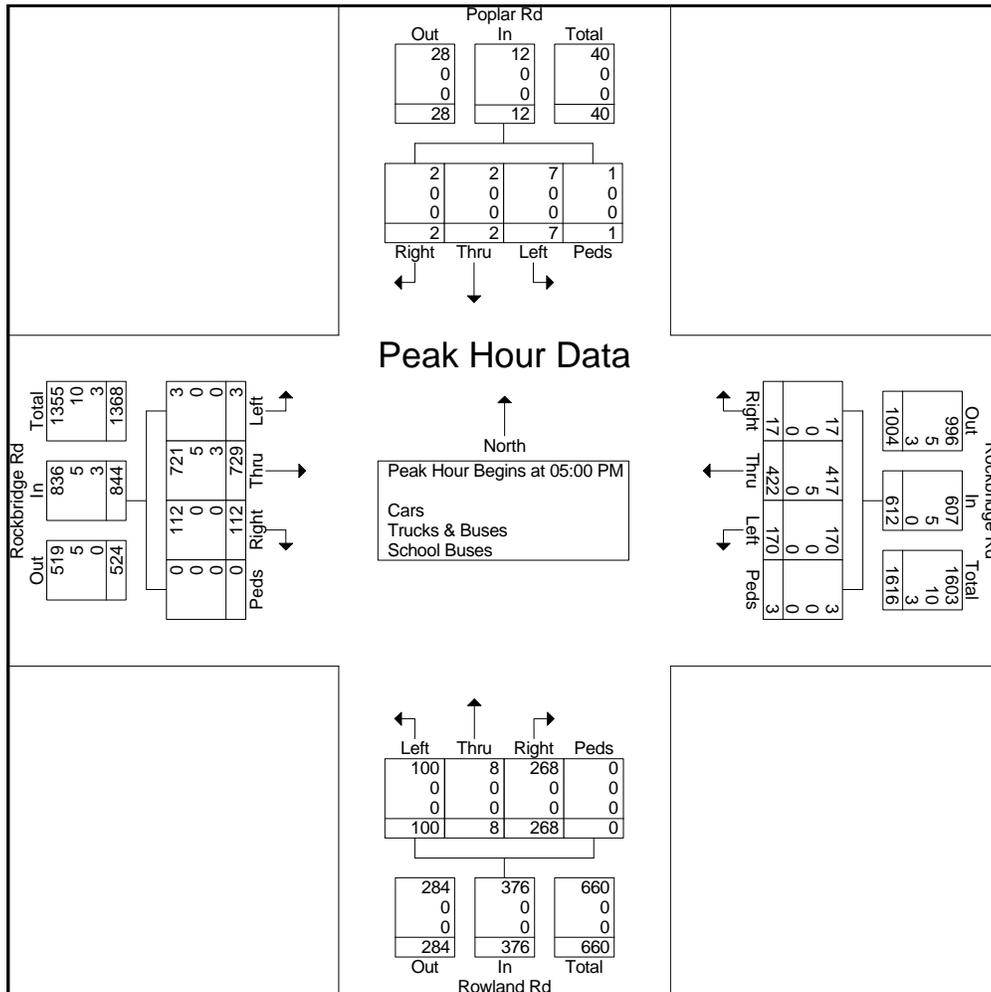
Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: T-2291
 Counted By: LE
 Weather: Hot
 Other: BE

File Name : 13526-04
 Site Code : 01352604
 Start Date : 8/21/2013
 Page No : 4

Start Time	Rowland Rd Northbound					Poplar Rd Southbound					Rockbridge Rd Eastbound					Rockbridge Rd Westbound					Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	18	3	69	0	90	3	0	0	0	3	1	164	26	0	191	39	91	7	0	137	421
05:15 PM	33	2	61	0	96	0	0	0	0	0	0	176	32	0	208	42	114	1	0	157	461
05:30 PM	24	1	69	0	94	1	1	2	0	4	2	201	22	0	225	34	110	6	0	150	473
05:45 PM	25	2	69	0	96	3	1	0	1	5	0	188	32	0	220	55	107	3	3	168	489
Total Volume	100	8	268	0	376	7	2	2	1	12	3	729	112	0	844	170	422	17	3	612	1844
% App. Total	26.6	2.1	71.3	0		58.3	16.7	16.7	8.3		0.4	86.4	13.3	0		27.8	69	2.8	0.5		
PHF	.758	.667	.971	.000	.979	.583	.500	.250	.250	.600	.375	.907	.875	.000	.938	.773	.925	.607	.250	.911	.943
Cars	100	8	268	0	376	7	2	2	1	12	3	721	112	0	836	170	417	17	3	607	1831
% Cars	100	100	100	0	100	100	100	100	100	100	100	98.9	100	0	99.1	100	98.8	100	100	99.2	99.3
Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	10
% Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.6	0	1.2	0	0	0.8	0.5
School Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.2

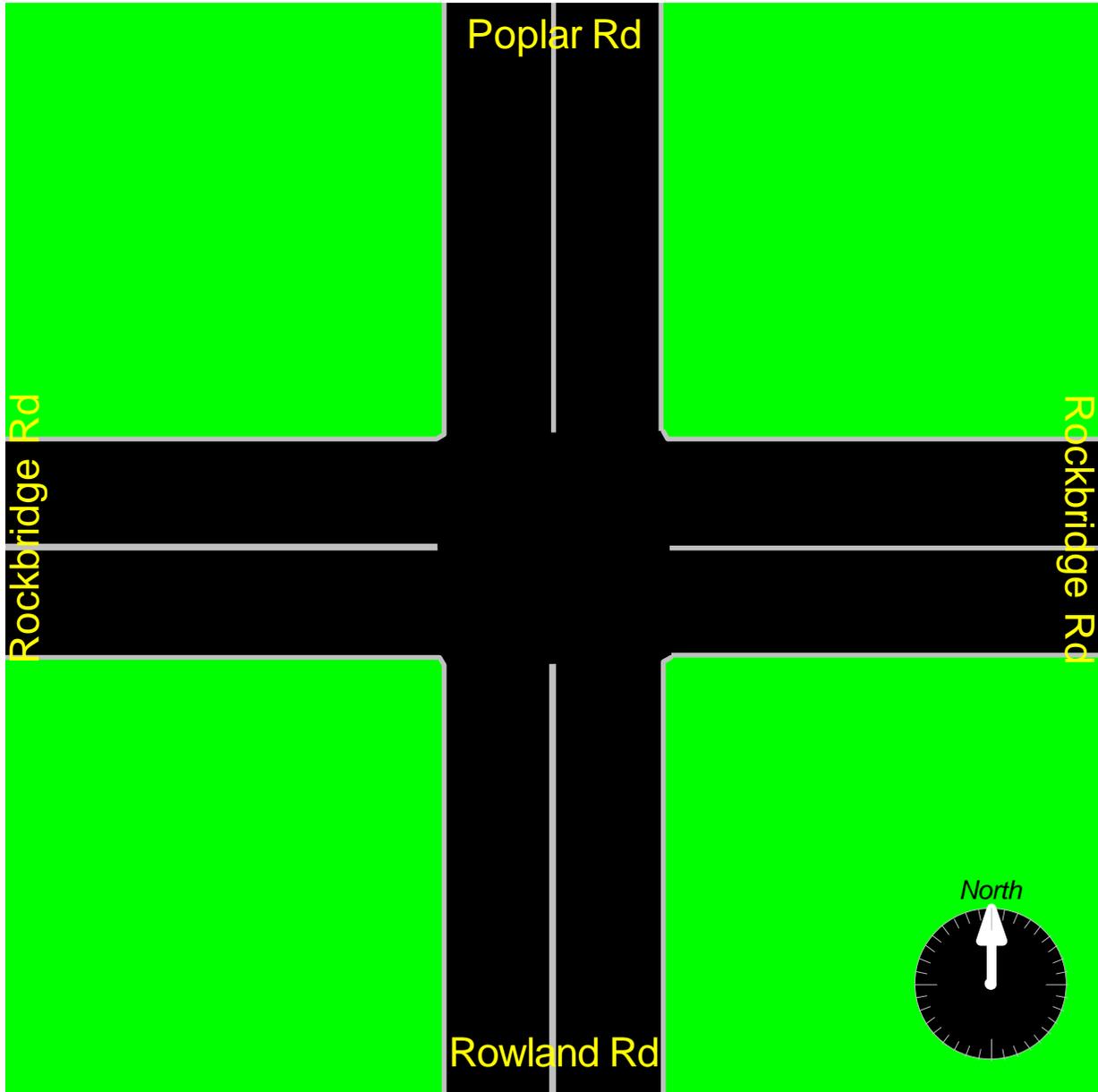


Traffic Data Collection

Atlanta -Hilton Head -Sarasota

Counter: T-2291
Counted By: LE
Weather: Hot
Other: BE

File Name : 13526-04
Site Code : 01352604
Start Date : 8/21/2013
Page No : 5



APPENDIX

TRAFFIC COUNTS

24 Hour Tube Counts

Volume

File Name: Untitled Volume

Start Date: 8/21/2013

Start Time: 12:00:00 AM

Site Code: 13526

Station ID: 05

Location 1: EB Rockbridge Rd West of Allgood Rd

Installed By: BE/JWE

Counter Number: 487

Weather: Hot

Other: CBE

Date	Time	EB Rockbridge Rd	WB Rockbridge Rd
8/21/2013	12:00 AM	49	17
8/21/2013	12:15 AM	34	29
8/21/2013	12:30 AM	32	13
8/21/2013	12:45 AM	25	18
8/21/2013	01:00 AM	18	11
8/21/2013	01:15 AM	17	11
8/21/2013	01:30 AM	10	11
8/21/2013	01:45 AM	22	9
8/21/2013	02:00 AM	11	4
8/21/2013	02:15 AM	7	6
8/21/2013	02:30 AM	16	8
8/21/2013	02:45 AM	5	3
8/21/2013	03:00 AM	7	6
8/21/2013	03:15 AM	8	6
8/21/2013	03:30 AM	7	13
8/21/2013	03:45 AM	10	15
8/21/2013	04:00 AM	9	10
8/21/2013	04:15 AM	10	23
8/21/2013	04:30 AM	9	21
8/21/2013	04:45 AM	10	19
8/21/2013	05:00 AM	7	35
8/21/2013	05:15 AM	17	42
8/21/2013	05:30 AM	16	58
8/21/2013	05:45 AM	25	78
8/21/2013	06:00 AM	30	84
8/21/2013	06:15 AM	33	145
8/21/2013	06:30 AM	35	211
8/21/2013	06:45 AM	49	165
8/21/2013	07:00 AM	65	191
8/21/2013	07:15 AM	78	213
8/21/2013	07:30 AM	70	227
8/21/2013	07:45 AM	76	199
8/21/2013	08:00 AM	83	193
8/21/2013	08:15 AM	92	161
8/21/2013	08:30 AM	89	179
8/21/2013	08:45 AM	70	160
8/21/2013	09:00 AM	72	191
8/21/2013	09:15 AM	70	136
8/21/2013	09:30 AM	67	139
8/21/2013	09:45 AM	67	134
8/21/2013	10:00 AM	73	117

8/21/2013 10:15 AM	71	86
8/21/2013 10:30 AM	92	89
8/21/2013 10:45 AM	74	65
8/21/2013 11:00 AM	80	114
8/21/2013 11:15 AM	105	83
8/21/2013 11:30 AM	107	82
8/21/2013 11:45 AM	72	105
8/21/2013 12:00 PM	109	101
8/21/2013 12:15 PM	91	114
8/21/2013 12:30 PM	113	118
8/21/2013 12:45 PM	95	124
8/21/2013 01:00 PM	129	127
8/21/2013 01:15 PM	106	111
8/21/2013 01:30 PM	119	113
8/21/2013 01:45 PM	105	125
8/21/2013 02:00 PM	130	138
8/21/2013 02:15 PM	136	129
8/21/2013 02:30 PM	142	146
8/21/2013 02:45 PM	127	123
8/21/2013 03:00 PM	149	115
8/21/2013 03:15 PM	177	91
8/21/2013 03:30 PM	151	123
8/21/2013 03:45 PM	185	125
8/21/2013 04:00 PM	187	96
8/21/2013 04:15 PM	175	126
8/21/2013 04:30 PM	192	132
8/21/2013 04:45 PM	204	115
8/21/2013 05:00 PM	196	110
8/21/2013 05:15 PM	200	127
8/21/2013 05:30 PM	207	115
8/21/2013 05:45 PM	212	104
8/21/2013 06:00 PM	215	108
8/21/2013 06:15 PM	219	92
8/21/2013 06:30 PM	171	103
8/21/2013 06:45 PM	186	130
8/21/2013 07:00 PM	152	94
8/21/2013 07:15 PM	158	99
8/21/2013 07:30 PM	160	78
8/21/2013 07:45 PM	127	91
8/21/2013 08:00 PM	123	106
8/21/2013 08:15 PM	120	89
8/21/2013 08:30 PM	110	81
8/21/2013 08:45 PM	111	74
8/21/2013 09:00 PM	107	78
8/21/2013 09:15 PM	96	82
8/21/2013 09:30 PM	88	70
8/21/2013 09:45 PM	105	65
8/21/2013 10:00 PM	91	54
8/21/2013 10:15 PM	78	58
8/21/2013 10:30 PM	58	55
8/21/2013 10:45 PM	63	43
8/21/2013 11:00 PM	47	24
8/21/2013 11:15 PM	48	31
8/21/2013 11:30 PM	52	24
8/21/2013 11:45 PM	46	31
24 Hr Total	8469	8543

EB Rockbridge Rd
 File Name: \\vmware-host\Shared Folders\brian\01_TDC\00 Projects\2013\13526\13526-05_Cls.tf2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 05
 Location 1: EB Rockbridge Rd West of Allgood Rd
 Installed By: BE\JWE
 Counter Number: 487
 Weather: Hot
 Other: CBE

Date	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	Not Classed
8/21/2013	12:00 AM	0	45	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 AM	0	30	1	1	0	1	0	0	0	0	0	0	0	0
8/21/2013	12:30 AM	0	28	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 AM	0	23	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:45 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 AM	2	13	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	03:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 AM	0	9	0	0	0	0	0	1	0	0	0	0	0	0
8/21/2013	04:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 AM	0	9	0	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	04:30 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	04:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 AM	0	15	1	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:30 AM	0	11	3	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	05:45 AM	0	19	2	1	1	1	0	0	0	0	0	0	0	0
8/21/2013	06:00 AM	1	22	4	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	06:15 AM	0	31	2	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	06:30 AM	0	26	4	2	2	0	0	0	0	0	0	0	0	0
8/21/2013	06:45 AM	1	40	6	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 AM	4	45	7	1	6	1	0	0	0	0	0	0	0	0
8/21/2013	07:15 AM	0	62	8	2	4	1	0	0	0	0	0	0	0	0
8/21/2013	07:30 AM	1	56	8	1	4	0	0	0	0	0	0	0	0	0
8/21/2013	07:45 AM	2	53	10	3	4	1	0	1	1	0	0	0	0	0
8/21/2013	08:00 AM	1	53	13	8	6	1	0	0	0	0	0	0	0	0
8/21/2013	08:15 AM	1	73	10	2	4	1	0	0	1	0	0	0	0	0
8/21/2013	08:30 AM	4	72	7	1	2	1	0	1	0	0	0	0	0	0
8/21/2013	08:45 AM	3	49	14	0	2	1	0	0	0	0	0	0	0	0
8/21/2013	09:00 AM	3	52	13	0	2	1	0	0	0	0	0	0	0	0
8/21/2013	09:15 AM	2	58	6	1	1	2	0	0	0	0	0	0	0	0
8/21/2013	09:30 AM	2	47	14	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 AM	2	53	7	1	0	3	0	0	0	0	0	0	0	0
8/21/2013	10:00 AM	0	63	7	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	10:15 AM	0	59	7	0	3	1	0	0	0	1	0	0	0	0
8/21/2013	10:30 AM	0	76	13	0	2	0	0	1	0	0	0	0	0	0
8/21/2013	10:45 AM	0	53	6	1	3	1	0	0	0	0	0	0	0	0
8/21/2013	11:00 AM	0	68	7	1	2	0	0	1	0	0	0	0	0	0
8/21/2013	11:15 AM	1	87	12	0	3	1	0	0	0	0	0	0	0	0
8/21/2013	11:30 AM	0	84	16	0	4	2	0	0	0	0	0	0	0	0
8/21/2013	11:45 AM	2	55	8	2	4	1	0	0	0	0	0	0	0	0
8/21/2013	12:00 PM	3	95	8	0	2	0	0	1	0	0	0	0	0	0
8/21/2013	12:15 PM	0	71	15	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	12:30 PM	2	87	17	1	4	0	0	1	0	1	0	0	0	0
8/21/2013	12:45 PM	0	77	14	1	2	1	0	0	0	0	0	0	0	0
8/21/2013	01:00 PM	1	99	17	0	7	3	0	1	0	0	0	0	0	0
8/21/2013	01:15 PM	0	85	17	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 PM	1	95	18	0	4	0	0	1	0	0	0	0	0	0
8/21/2013	01:45 PM	0	89	12	1	1	1	0	1	0	0	0	0	0	0
8/21/2013	02:00 PM	1	99	18	2	7	1	0	1	0	0	0	0	0	0
8/21/2013	02:15 PM	3	111	17	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 PM	2	115	19	0	4	0	0	1	0	0	0	0	0	0
8/21/2013	02:45 PM	3	98	17	0	6	0	0	2	0	0	0	0	0	0
8/21/2013	03:00 PM	0	113	25	2	3	2	0	2	0	1	0	0	0	0
8/21/2013	03:15 PM	2	148	16	2	7	0	0	2	0	0	0	0	0	0
8/21/2013	03:30 PM	0	123	16	2	9	0	0	1	0	0	0	0	0	0
8/21/2013	03:45 PM	2	144	28	3	6	1	0	1	0	0	0	0	0	0
8/21/2013	04:00 PM	1	147	27	3	5	2	0	1	0	0	0	0	0	0
8/21/2013	04:15 PM	0	142	24	1	6	0	0	0	0	0	0	1	0	0
8/21/2013	04:30 PM	3	158	23	1	5	1	0	1	0	0	0	0	0	0
8/21/2013	04:45 PM	1	173	23	1	4	0	0	0	1	0	0	0	0	0
8/21/2013	05:00 PM	0	164	22	2	3	1	0	1	0	2	0	0	0	0
8/21/2013	05:15 PM	2	163	28	1	4	0	0	2	0	0	0	0	0	0
8/21/2013	05:30 PM	2	158	31	1	6	1	1	6	0	0	0	0	0	0
8/21/2013	05:45 PM	6	170	28	0	6	0	0	0	0	0	0	0	0	0
8/21/2013	06:00 PM	3	181	23	1	5	0	0	1	0	0	0	0	0	0
8/21/2013	06:15 PM	2	188	18	1	6	2	0	2	0	0	0	0	0	0
8/21/2013	06:30 PM	0	146	18	1	3	1	0	1	0	0	0	0	0	0
8/21/2013	06:45 PM	2	161	14	1	4	1	0	2	0	0	0	0	0	0
8/21/2013	07:00 PM	1	128	19	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	07:15 PM	1	132	20	0	4	1	0	0	0	0	0	0	0	0
8/21/2013	07:30 PM	0	135	16	0	5	1	0	2	0	0	0	0	0	0
8/21/2013	07:45 PM	2	105	16	0	2	0	0	1	0	0	0	0	0	0
8/21/2013	08:00 PM	0	109	10	1	2	0	0	1	0	0	0	0	0	0
8/21/2013	08:15 PM	1	98	17	1	2	0	0	0	1	0	0	0	0	0
8/21/2013	08:30 PM	0	99	9	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	08:45 PM	3	89	14	0	3	1	0	1	0	0	0	0	0	0
8/21/2013	09:00 PM	0	93	11	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	09:15 PM	1	90	4	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	09:30 PM	0	79	5	1	1	0	0	0	0	1	0	0	0	0
8/21/2013	09:45 PM	1	93	8	1	1	0	0	1	0	0	0	0	0	0
8/21/2013	10:00 PM	2	77	9	1	1	1	0	0	0	0	0	0	0	0
8/21/2013	10:15 PM	0	72	4	0	1	0	0	1	0	0	0	0	0	0
8/21/2013	10:30 PM	1	51	4	1	0	1	0	0	0	0	0	0	0	0
8/21/2013	10:45 PM	0	61	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 PM	0	40	5	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 PM	0	47	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 PM	2	48	1	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:45 PM	0	44	2	0	0	0	0	0	0	0	0	0	0	0
Totals:		89	6976	963	71	230	46	1	44	4	6	0	1	0	0

Total All Classes: 8431

WB Rockbridge Rd
 File Name: \\vmware-host\Shared Folders\brian\01_TDC\00 Projects\2013\13526\13526-08-2_Cls.tft2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 08-2
 Location 08: EB Rockbridge Rd West of Allgood Rd
 Installed By: BEJWE
 Counter Number: 574
 Weather: Hot
 Other: CBE

Date	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	Not Classified
8/21/2013	12:00 AM	0	0	12	0	4	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 AM	0	0	23	1	5	0	0	0	0	0	0	0	0	0
8/21/2013	12:30 AM	0	0	10	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 AM	0	0	10	1	6	0	0	0	0	0	0	0	0	0
8/21/2013	01:00 AM	0	0	7	0	4	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 AM	0	0	10	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 AM	0	0	6	0	5	0	0	0	0	0	0	0	0	0
8/21/2013	01:45 AM	0	0	5	0	4	0	0	0	0	0	0	0	0	0
8/21/2013	02:00 AM	0	0	3	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	02:15 AM	0	0	4	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 AM	0	0	2	0	6	0	0	0	0	0	0	0	0	0
8/21/2013	02:45 AM	0	0	1	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:15 AM	0	0	2	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	03:30 AM	0	0	4	0	8	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 AM	0	0	8	1	6	0	0	0	0	0	0	0	0	0
8/21/2013	04:00 AM	0	0	6	0	4	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 AM	0	0	10	0	13	0	0	0	0	0	0	0	0	0
8/21/2013	04:30 AM	0	1	11	0	9	0	0	0	0	0	0	0	0	0
8/21/2013	04:45 AM	0	0	14	1	4	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 AM	0	1	24	0	10	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 AM	0	0	26	1	15	0	0	0	0	0	0	0	0	0
8/21/2013	05:30 AM	0	0	41	1	15	0	0	0	0	0	0	0	0	0
8/21/2013	05:45 AM	0	2	50	2	22	0	0	2	0	0	0	0	0	0
8/21/2013	06:00 AM	0	0	65	1	18	0	0	0	0	0	0	0	0	0
8/21/2013	06:15 AM	0	4	84	3	51	1	0	2	0	0	0	0	0	0
8/21/2013	06:30 AM	0	6	167	5	32	0	0	1	0	0	0	0	0	0
8/21/2013	06:45 AM	1	3	115	4	41	0	0	1	0	0	0	0	0	0
8/21/2013	07:00 AM	0	7	140	2	38	1	0	3	0	0	0	0	0	0
8/21/2013	07:15 AM	0	4	156	6	42	1	0	3	0	1	0	0	0	0
8/21/2013	07:30 AM	1	13	168	4	35	3	0	2	0	0	0	0	0	0
8/21/2013	07:45 AM	0	15	152	2	24	0	0	5	0	0	0	0	0	0
8/21/2013	08:00 AM	0	10	148	1	30	1	0	3	0	0	0	0	0	0
8/21/2013	08:15 AM	1	6	120	4	28	0	0	1	0	0	0	0	0	0
8/21/2013	08:30 AM	0	8	122	4	42	3	0	0	0	0	0	0	0	0
8/21/2013	08:45 AM	2	3	112	6	34	1	0	1	0	0	0	0	0	0
8/21/2013	09:00 AM	0	3	123	2	61	1	0	0	1	0	0	0	0	0
8/21/2013	09:15 AM	3	4	47	4	75	1	0	1	1	0	0	0	0	0
8/21/2013	09:30 AM	0	1	56	1	77	2	0	1	0	0	0	0	0	0
8/21/2013	09:45 AM	0	3	56	2	73	0	0	0	0	0	0	0	0	0
8/21/2013	10:00 AM	0	6	55	0	53	0	0	3	0	0	0	0	0	0
8/21/2013	10:15 AM	0	4	9	3	69	1	0	0	0	0	0	0	0	0
8/21/2013	10:30 AM	0	3	16	2	67	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 AM	0	3	7	1	53	0	0	1	0	0	0	0	0	0
8/21/2013	11:00 AM	0	2	22	4	85	0	0	1	0	0	0	0	0	0
8/21/2013	11:15 AM	0	4	33	0	44	2	0	0	0	0	0	0	0	0
8/21/2013	11:30 AM	0	4	34	1	41	1	0	1	0	0	0	0	0	0
8/21/2013	11:45 AM	0	5	50	2	47	1	0	0	0	0	0	0	0	0
8/21/2013	12:00 PM	0	3	55	0	42	1	0	0	0	0	0	0	0	0
8/21/2013	12:15 PM	0	2	68	3	41	0	0	1	0	0	0	0	0	0
8/21/2013	12:30 PM	0	3	70	2	43	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 PM	0	7	81	1	32	1	0	1	0	0	0	0	0	0
8/21/2013	01:00 PM	2	4	90	2	28	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 PM	0	7	76	0	27	1	0	0	0	0	0	0	0	0
8/21/2013	01:30 PM	0	9	71	0	31	1	0	0	0	0	0	0	0	0
8/21/2013	01:45 PM	0	1	86	4	34	0	0	0	0	0	0	0	0	0
8/21/2013	02:00 PM	0	7	91	3	35	0	0	1	0	0	0	0	0	0
8/21/2013	02:15 PM	0	6	86	2	34	1	0	0	0	0	0	0	0	0
8/21/2013	02:30 PM	0	9	99	3	31	2	0	1	0	0	0	0	0	0
8/21/2013	02:45 PM	1	5	76	2	37	1	0	0	0	0	0	0	0	0
8/21/2013	03:00 PM	0	9	75	0	29	0	0	1	0	0	0	0	0	0
8/21/2013	03:15 PM	2	11	53	1	23	1	0	0	0	0	0	0	0	0
8/21/2013	03:30 PM	0	3	89	5	25	0	0	1	0	0	0	0	0	0
8/21/2013	03:45 PM	1	6	88	1	27	2	0	0	0	0	0	0	0	0
8/21/2013	04:00 PM	0	14	64	0	16	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 PM	0	9	78	3	34	0	0	2	0	0	0	0	0	0
8/21/2013	04:30 PM	1	14	79	7	27	2	0	1	0	0	0	0	0	0
8/21/2013	04:45 PM	0	4	77	2	32	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 PM	0	7	62	2	36	1	0	1	0	0	0	0	0	0
8/21/2013	05:15 PM	0	12	89	1	22	2	0	0	0	0	0	0	0	0
8/21/2013	05:30 PM	0	11	71	1	29	2	0	0	0	0	0	0	0	0
8/21/2013	05:45 PM	1	14	67	0	19	0	0	1	0	0	0	0	0	0
8/21/2013	06:00 PM	0	9	73	0	25	0	0	1	0	0	0	0	0	0
8/21/2013	06:15 PM	1	11	58	2	17	1	0	2	0	0	0	0	0	0
8/21/2013	06:30 PM	0	6	69	1	27	0	0	0	0	0	0	0	0	0
8/21/2013	06:45 PM	0	14	76	2	36	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 PM	0	5	66	0	21	0	0	1	0	0	0	0	0	0
8/21/2013	07:15 PM	2	9	51	3	32	1	0	0	0	0	0	0	0	0
8/21/2013	07:30 PM	0	9	47	0	22	0	0	0	0	0	0	0	0	0
8/21/2013	07:45 PM	3	5	65	0	18	0	0	0	0	0	0	0	0	0
8/21/2013	08:00 PM	1	7	68	0	28	0	0	1	0	0	0	0	0	0
8/21/2013	08:15 PM	0	6	60	2	17	1	1	1	0	0	0	0	0	0
8/21/2013	08:30 PM	0	3	50	1	26	0	0	1	0	0	0	0	0	0
8/21/2013	08:45 PM	1	4	53	0	15	0	0	1	0	0	0	0	0	0
8/21/2013	09:00 PM	0	2	58	0	18	0	0	0	0	0	0	0	0	0
8/21/2013	09:15 PM	0	2	61	1	18	0	0	0	0	0	0	0	0	0
8/21/2013	09:30 PM	0	3	43	0	24	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 PM	0	2	48	1	12	1	0	1	0	0	0	0	0	0
8/21/2013	10:00 PM	0	1	35	1	16	0	0	0	0	0	0	0	0	0
8/21/2013	10:15 PM	0	1	31	1	24	1	0	0	0	0	0	0	0	0
8/21/2013	10:30 PM	0	3	40	0	13	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 PM	0	1	24	1	17	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 PM	1	1	14	0	8	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 PM	0	0	22	1	8	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 PM	0	1	19	0	4	0	0	0	0	0	0	0	0	0
8/21/2013	11:45 PM	1	1	22	1	6	0	0	0	0	0	0	0	0	0
Totals:		26	408	5346	136	2498	43	1	51	3	1	0	0	0	0

Total All Classes: 8513

Volume

File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\13526\13526-14-2 Vol.tf2

Start Date: 8/29/2013

Start Time: 12:00:00 AM

Site Code: 13526

Station ID: 14-2

Location 1: SB Allgood Rd South of Rockbridge Rd

Installed By: BE/JE

Counter Number: 573

Weather: Mild

Other: CBE

Date	Time	SB Allgood Rd	NB Allgood Rd
8/29/2013	12:00 AM	12	7
8/29/2013	12:15 AM	4	5
8/29/2013	12:30 AM	3	1
8/29/2013	12:45 AM	5	1
8/29/2013	01:00 AM	4	4
8/29/2013	01:15 AM	2	4
8/29/2013	01:30 AM	6	3
8/29/2013	01:45 AM	1	0
8/29/2013	02:00 AM	5	2
8/29/2013	02:15 AM	1	4
8/29/2013	02:30 AM	4	1
8/29/2013	02:45 AM	3	2
8/29/2013	03:00 AM	2	3
8/29/2013	03:15 AM	1	0
8/29/2013	03:30 AM	1	2
8/29/2013	03:45 AM	2	3
8/29/2013	04:00 AM	0	1
8/29/2013	04:15 AM	0	3
8/29/2013	04:30 AM	0	1
8/29/2013	04:45 AM	1	2
8/29/2013	05:00 AM	4	2
8/29/2013	05:15 AM	3	5
8/29/2013	05:30 AM	6	9
8/29/2013	05:45 AM	2	10
8/29/2013	06:00 AM	8	11
8/29/2013	06:15 AM	2	19
8/29/2013	06:30 AM	13	36
8/29/2013	06:45 AM	16	34
8/29/2013	07:00 AM	31	47
8/29/2013	07:15 AM	34	55
8/29/2013	07:30 AM	43	70
8/29/2013	07:45 AM	32	85
8/29/2013	08:00 AM	31	63
8/29/2013	08:15 AM	24	46
8/29/2013	08:30 AM	19	46
8/29/2013	08:45 AM	17	28
8/29/2013	09:00 AM	13	27
8/29/2013	09:15 AM	20	24
8/29/2013	09:30 AM	13	19
8/29/2013	09:45 AM	15	24
8/29/2013	10:00 AM	19	24

8/29/2013 10:15 AM	18	22
8/29/2013 10:30 AM	22	24
8/29/2013 10:45 AM	21	22
8/29/2013 11:00 AM	21	21
8/29/2013 11:15 AM	20	26
8/29/2013 11:30 AM	29	27
8/29/2013 11:45 AM	19	23
8/29/2013 12:00 PM	33	24
8/29/2013 12:15 PM	25	28
8/29/2013 12:30 PM	23	34
8/29/2013 12:45 PM	27	22
8/29/2013 01:00 PM	19	23
8/29/2013 01:15 PM	19	27
8/29/2013 01:30 PM	41	30
8/29/2013 01:45 PM	20	29
8/29/2013 02:00 PM	34	35
8/29/2013 02:15 PM	33	28
8/29/2013 02:30 PM	41	53
8/29/2013 02:45 PM	37	43
8/29/2013 03:00 PM	40	39
8/29/2013 03:15 PM	36	27
8/29/2013 03:30 PM	29	28
8/29/2013 03:45 PM	27	21
8/29/2013 04:00 PM	31	44
8/29/2013 04:15 PM	54	31
8/29/2013 04:30 PM	42	26
8/29/2013 04:45 PM	42	20
8/29/2013 05:00 PM	39	42
8/29/2013 05:15 PM	37	35
8/29/2013 05:30 PM	41	38
8/29/2013 05:45 PM	42	34
8/29/2013 06:00 PM	40	37
8/29/2013 06:15 PM	48	28
8/29/2013 06:30 PM	37	36
8/29/2013 06:45 PM	39	51
8/29/2013 07:00 PM	39	25
8/29/2013 07:15 PM	28	30
8/29/2013 07:30 PM	33	29
8/29/2013 07:45 PM	33	25
8/29/2013 08:00 PM	26	21
8/29/2013 08:15 PM	25	12
8/29/2013 08:30 PM	27	18
8/29/2013 08:45 PM	23	13
8/29/2013 09:00 PM	21	14
8/29/2013 09:15 PM	16	15
8/29/2013 09:30 PM	19	17
8/29/2013 09:45 PM	25	17
8/29/2013 10:00 PM	17	10
8/29/2013 10:15 PM	14	11
8/29/2013 10:30 PM	17	9
8/29/2013 10:45 PM	9	4
8/29/2013 11:00 PM	13	11
8/29/2013 11:15 PM	12	9
8/29/2013 11:30 PM	18	12
8/29/2013 11:45 PM	6	4
24 Hour Total	1969	2117

Volume

File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\13527\13526-06 vol.tf2

Start Date: 8/21/2013

Start Time: 12:00:00 AM

Site Code: 13526

Station ID: 06

Location 1: WB Rockbridge Rd East of Allgood Rd

Installed By: BE/JWE

Counter Number: 572

Weather: Hot

Other: CBE

Date	Time	WB Rockbridge Rd	EB Rockbridge Rd
8/21/2013	12:00 AM	19	46
8/21/2013	12:15 AM	28	34
8/21/2013	12:30 AM	13	28
8/21/2013	12:45 AM	14	25
8/21/2013	01:00 AM	8	15
8/21/2013	01:15 AM	10	19
8/21/2013	01:30 AM	11	10
8/21/2013	01:45 AM	10	21
8/21/2013	02:00 AM	2	11
8/21/2013	02:15 AM	3	6
8/21/2013	02:30 AM	8	16
8/21/2013	02:45 AM	4	6
8/21/2013	03:00 AM	5	8
8/21/2013	03:15 AM	6	7
8/21/2013	03:30 AM	14	6
8/21/2013	03:45 AM	13	8
8/21/2013	04:00 AM	10	9
8/21/2013	04:15 AM	22	11
8/21/2013	04:30 AM	16	8
8/21/2013	04:45 AM	19	8
8/21/2013	05:00 AM	34	9
8/21/2013	05:15 AM	42	17
8/21/2013	05:30 AM	66	18
8/21/2013	05:45 AM	75	27
8/21/2013	06:00 AM	81	22
8/21/2013	06:15 AM	145	27
8/21/2013	06:30 AM	189	36
8/21/2013	06:45 AM	149	44
8/21/2013	07:00 AM	182	53
8/21/2013	07:15 AM	161	58
8/21/2013	07:30 AM	171	52
8/21/2013	07:45 AM	130	64
8/21/2013	08:00 AM	146	66
8/21/2013	08:15 AM	129	81
8/21/2013	08:30 AM	149	85
8/21/2013	08:45 AM	133	63
8/21/2013	09:00 AM	164	59
8/21/2013	09:15 AM	126	66
8/21/2013	09:30 AM	137	63
8/21/2013	09:45 AM	124	62
8/21/2013	10:00 AM	98	73

8/21/2013 10:15 AM	80	67
8/21/2013 10:30 AM	78	80
8/21/2013 10:45 AM	71	68
8/21/2013 11:00 AM	120	78
8/21/2013 11:15 AM	88	100
8/21/2013 11:30 AM	74	106
8/21/2013 11:45 AM	96	80
8/21/2013 12:00 PM	88	101
8/21/2013 12:15 PM	106	95
8/21/2013 12:30 PM	115	118
8/21/2013 12:45 PM	109	101
8/21/2013 01:00 PM	129	128
8/21/2013 01:15 PM	100	109
8/21/2013 01:30 PM	105	125
8/21/2013 01:45 PM	124	110
8/21/2013 02:00 PM	131	114
8/21/2013 02:15 PM	117	121
8/21/2013 02:30 PM	104	117
8/21/2013 02:45 PM	98	114
8/21/2013 03:00 PM	89	160
8/21/2013 03:15 PM	78	169
8/21/2013 03:30 PM	110	139
8/21/2013 03:45 PM	121	177
8/21/2013 04:00 PM	92	185
8/21/2013 04:15 PM	118	164
8/21/2013 04:30 PM	117	188
8/21/2013 04:45 PM	108	189
8/21/2013 05:00 PM	99	199
8/21/2013 05:15 PM	123	195
8/21/2013 05:30 PM	116	219
8/21/2013 05:45 PM	98	200
8/21/2013 06:00 PM	94	217
8/21/2013 06:15 PM	88	223
8/21/2013 06:30 PM	105	165
8/21/2013 06:45 PM	110	196
8/21/2013 07:00 PM	84	155
8/21/2013 07:15 PM	92	153
8/21/2013 07:30 PM	86	158
8/21/2013 07:45 PM	79	140
8/21/2013 08:00 PM	104	122
8/21/2013 08:15 PM	83	128
8/21/2013 08:30 PM	82	98
8/21/2013 08:45 PM	74	105
8/21/2013 09:00 PM	75	97
8/21/2013 09:15 PM	74	98
8/21/2013 09:30 PM	69	86
8/21/2013 09:45 PM	69	101
8/21/2013 10:00 PM	50	84
8/21/2013 10:15 PM	56	76
8/21/2013 10:30 PM	52	65
8/21/2013 10:45 PM	41	63
8/21/2013 11:00 PM	21	51
8/21/2013 11:15 PM	33	44
8/21/2013 11:30 PM	23	55
8/21/2013 11:45 PM	32	49
24 Hr Total	7744	8192

EB Rockbridge Rd

File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\13526\13526-06 Cls.tf2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 07
 Location 1: EB Rockbridge Rd East of Allgood Rd
 Installed By: BE/JWE
 Counter Number: 573
 Weather: Hot
 Other: CBE

Date	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	Not Classed
8/21/2013	12:00 AM	0	40	6	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 AM	0	28	4	1	0	1	0	0	0	0	0	0	0	0
8/21/2013	12:30 AM	0	24	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 AM	0	20	5	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 AM	0	16	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:45 AM	0	17	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 AM	1	14	0	0	0	0	0	1	0	0	0	0	0	0
8/21/2013	02:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 AM	0	7	0	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	03:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 AM	0	7	0	0	0	0	0	1	0	0	0	0	0	0
8/21/2013	04:00 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 AM	0	7	3	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	04:30 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	04:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 AM	0	13	3	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:30 AM	0	12	3	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	05:45 AM	1	16	5	1	3	0	0	1	0	0	0	0	0	0
8/21/2013	06:00 AM	0	12	5	2	2	0	0	1	0	0	0	0	0	0
8/21/2013	06:15 AM	0	22	3	1	0	0	0	1	0	0	0	0	0	0
8/21/2013	06:30 AM	2	24	5	1	3	1	0	0	0	0	0	0	0	0
8/21/2013	06:45 AM	1	34	9	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 AM	1	35	11	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:15 AM	0	42	12	2	1	0	0	0	0	0	0	0	0	0
8/21/2013	07:30 AM	0	31	17	2	2	0	0	0	0	0	0	0	0	0
8/21/2013	07:45 AM	0	44	11	5	3	0	0	0	1	0	0	0	0	0
8/21/2013	08:00 AM	0	38	16	7	4	0	0	0	0	0	0	0	0	0
8/21/2013	08:15 AM	1	52	19	4	3	0	0	0	1	0	0	0	0	0
8/21/2013	08:30 AM	3	59	19	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	08:45 AM	0	43	18	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	09:00 AM	1	40	13	0	3	0	1	0	1	0	0	0	0	0
8/21/2013	09:15 AM	0	44	15	2	3	0	0	2	0	0	0	0	0	0
8/21/2013	09:30 AM	1	41	16	0	5	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 AM	1	31	24	1	3	2	0	0	0	0	0	0	0	0
8/21/2013	10:00 AM	0	35	32	1	5	0	0	0	0	0	0	0	0	0
8/21/2013	10:15 AM	0	8	21	2	34	1	0	1	0	0	0	0	0	0
8/21/2013	10:30 AM	0	6	13	1	60	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 AM	1	6	33	1	27	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 AM	2	14	39	1	21	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 AM	1	30	55	1	11	1	0	0	1	0	0	0	0	0
8/21/2013	11:30 AM	1	33	57	2	12	0	0	0	0	0	0	0	0	0
8/21/2013	11:45 AM	1	24	44	3	7	1	0	0	0	0	0	0	0	0
8/21/2013	12:00 PM	1	41	49	0	9	1	0	0	0	0	0	0	0	0
8/21/2013	12:15 PM	0	22	55	1	17	0	0	0	0	0	0	0	0	0
8/21/2013	12:30 PM	2	34	69	1	12	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 PM	2	43	47	1	7	0	0	0	0	0	0	0	0	0
8/21/2013	01:00 PM	1	76	39	0	9	1	1	0	0	0	0	0	0	0
8/21/2013	01:15 PM	2	53	43	0	10	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 PM	2	68	42	0	11	1	0	0	0	0	0	0	0	0
8/21/2013	01:45 PM	1	62	36	1	7	0	0	2	0	0	0	0	0	0
8/21/2013	02:00 PM	1	50	46	3	10	1	0	1	1	0	0	0	0	0
8/21/2013	02:15 PM	2	68	44	1	5	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 PM	1	68	39	0	7	1	0	0	0	0	0	0	0	0
8/21/2013	02:45 PM	2	65	35	2	6	1	0	1	1	0	0	0	0	0
8/21/2013	03:00 PM	3	92	48	3	10	1	0	1	1	0	0	0	0	0
8/21/2013	03:15 PM	3	93	58	2	11	0	0	0	2	0	0	0	0	0
8/21/2013	03:30 PM	1	84	37	3	12	0	0	1	0	0	0	0	0	0
8/21/2013	03:45 PM	2	109	53	2	10	0	0	0	0	0	0	0	0	0
8/21/2013	04:00 PM	1	103	68	4	8	0	0	1	0	0	0	0	0	0
8/21/2013	04:15 PM	0	77	41	2	44	0	0	0	0	0	0	0	0	0
8/21/2013	04:30 PM	1	43	122	0	20	0	0	1	0	0	0	0	0	0
8/21/2013	04:45 PM	2	72	101	1	12	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 PM	1	112	68	3	14	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 PM	4	73	103	1	12	1	0	0	0	0	0	0	0	0
8/21/2013	05:30 PM	3	89	74	2	47	1	0	1	0	1	0	0	0	0
8/21/2013	05:45 PM	0	38	139	1	21	0	0	0	0	0	0	0	0	0
8/21/2013	06:00 PM	2	61	135	1	16	0	0	1	0	0	0	0	0	0
8/21/2013	06:15 PM	0	106	101	1	13	0	0	1	0	0	0	0	0	0
8/21/2013	06:30 PM	0	59	90	0	13	0	0	2	0	0	0	0	0	0
8/21/2013	06:45 PM	1	82	106	0	6	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 PM	0	63	71	1	16	2	0	1	0	0	0	0	0	0
8/21/2013	07:15 PM	1	97	47	0	4	0	0	1	1	0	0	0	0	0
8/21/2013	07:30 PM	1	84	62	1	8	0	0	0	2	0	0	0	0	0
8/21/2013	07:45 PM	1	71	55	0	12	0	0	0	0	0	0	0	0	0
8/21/2013	08:00 PM	0	25	81	1	13	0	0	1	0	0	0	0	0	0
8/21/2013	08:15 PM	1	28	87	1	9	1	0	1	0	0	0	0	0	0
8/21/2013	08:30 PM	0	33	60	0	5	0	0	0	0	0	0	0	0	0
8/21/2013	08:45 PM	1	51	43	0	7	2	0	1	0	0	0	0	0	0
8/21/2013	09:00 PM	0	67	22	1	5	1	0	1	0	0	0	0	0	0
8/21/2013	09:15 PM	4	69	21	0	2	1	0	0	0	0	0	0	0	0
8/21/2013	09:30 PM	0	50	29	1	5	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 PM	0	66	27	1	4	1	0	1	0	0	0	0	0	0
8/21/2013	10:00 PM	1	48	29	1	3	1	0	1	0	0	0	0	0	0
8/21/2013	10:15 PM	2	53	16	0	3	0	0	1	0	0	0	0	0	0
8/21/2013	10:30 PM	2	41	18	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 PM	0	39	23	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 PM	3	27	17	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 PM	0	31	12	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 PM	2	32	18	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:45 PM	2	24	22	0	1	0	0	0	0	0	0	0	0	0
Totals:		81	3991	3209	91	709	27	2	31	10	1	0	0	0	0

Total All Classes: 8152

WB Rockbridge Rd
 File Name: \\vmware-host\Shared Folders\brian\01_TDC\00 Projects\2013\13526\13526-06_Cls.tf2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 06
 Location 1: EB Rockbridge Rd East of Allgood Rd
 Installed By: BE/JWE
 Counter Number: 573
 Weather: Hot
 Other: CBE

Date	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	Not Classed
8/21/2013	12:00 AM	0	14	5	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 AM	0	21	5	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	12:30 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 AM	0	8	4	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	01:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 AM	0	9	0	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:45 AM	0	4	5	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	02:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 AM	0	5	1	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	02:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:15 AM	0	2	3	0	0	0	0	0	1	0	0	0	0	0
8/21/2013	03:30 AM	0	6	7	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 AM	0	7	5	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	04:00 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 AM	0	8	12	0	1	0	0	1	0	0	0	0	0	0
8/21/2013	04:30 AM	0	9	5	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	04:45 AM	0	14	3	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 AM	0	25	8	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 AM	0	24	14	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	05:30 AM	0	42	19	1	3	1	0	0	0	0	0	0	0	0
8/21/2013	05:45 AM	0	44	22	2	4	0	0	3	0	0	0	0	0	0
8/21/2013	06:00 AM	0	56	21	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	06:15 AM	0	91	44	2	6	0	0	1	1	0	0	0	0	0
8/21/2013	06:30 AM	0	128	47	3	8	1	0	1	1	0	0	0	0	0
8/21/2013	06:45 AM	1	100	39	3	5	0	0	1	0	0	0	0	0	0
8/21/2013	07:00 AM	0	121	52	0	9	0	0	0	0	0	0	0	0	0
8/21/2013	07:15 AM	0	108	43	2	6	1	0	1	0	0	0	0	0	0
8/21/2013	07:30 AM	1	116	44	0	6	2	0	2	0	0	0	0	0	0
8/21/2013	07:45 AM	0	85	37	1	6	0	0	1	0	0	0	0	0	0
8/21/2013	08:00 AM	0	104	33	1	7	1	0	0	0	0	0	0	0	0
8/21/2013	08:15 AM	2	94	27	2	2	1	0	1	0	0	0	0	0	0
8/21/2013	08:30 AM	0	100	33	4	6	5	0	1	0	0	0	0	0	0
8/21/2013	08:45 AM	1	93	26	4	7	0	0	2	0	0	0	0	0	0
8/21/2013	09:00 AM	0	112	41	2	4	0	1	2	2	0	0	0	0	0
8/21/2013	09:15 AM	0	86	30	1	5	0	0	1	2	0	0	0	0	0
8/21/2013	09:30 AM	2	83	41	1	6	2	0	2	0	0	0	0	0	0
8/21/2013	09:45 AM	1	90	25	1	4	1	0	2	0	0	0	0	0	0
8/21/2013	10:00 AM	0	77	17	0	3	0	0	1	0	0	0	0	0	0
8/21/2013	10:15 AM	1	42	28	0	8	0	0	1	0	0	0	0	0	0
8/21/2013	10:30 AM	0	45	28	2	3	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 AM	0	37	26	0	7	0	0	1	0	0	0	0	0	0
8/21/2013	11:00 AM	0	72	32	2	11	1	0	1	0	0	0	0	0	0
8/21/2013	11:15 AM	1	46	36	0	5	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 AM	0	21	41	0	10	1	0	1	0	0	0	0	0	0
8/21/2013	11:45 AM	1	35	52	1	3	1	0	3	0	0	0	0	0	0
8/21/2013	12:00 PM	0	32	50	0	5	1	0	0	0	0	0	0	0	0
8/21/2013	12:15 PM	0	27	67	2	10	0	0	0	0	0	0	0	0	0
8/21/2013	12:30 PM	1	25	75	3	11	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 PM	0	26	65	3	13	0	0	1	0	0	0	0	0	0
8/21/2013	01:00 PM	1	41	74	1	9	2	0	1	0	0	0	0	0	0
8/21/2013	01:15 PM	0	30	61	0	5	1	0	2	0	0	0	0	0	0
8/21/2013	01:30 PM	1	26	68	1	8	1	0	0	0	0	0	0	0	0
8/21/2013	01:45 PM	0	43	60	4	15	2	0	0	0	0	0	0	0	0
8/21/2013	02:00 PM	0	35	79	4	11	1	0	0	0	0	0	0	0	0
8/21/2013	02:15 PM	2	36	63	1	12	2	0	1	0	0	0	0	0	0
8/21/2013	02:30 PM	0	28	60	3	11	0	0	1	0	0	0	0	0	0
8/21/2013	02:45 PM	1	30	51	2	12	0	0	2	0	0	0	0	0	0
8/21/2013	03:00 PM	0	25	56	0	8	1	0	0	0	0	0	0	0	0
8/21/2013	03:15 PM	2	26	36	0	12	1	0	0	0	0	0	0	0	0
8/21/2013	03:30 PM	0	44	56	3	4	1	0	0	0	1	0	0	0	0
8/21/2013	03:45 PM	0	52	50	1	15	3	0	0	0	0	0	0	0	0
8/21/2013	04:00 PM	1	23	57	0	10	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 PM	0	24	57	3	30	2	0	2	0	0	0	0	0	0
8/21/2013	04:30 PM	1	18	72	9	12	1	1	2	0	0	0	0	0	0
8/21/2013	04:45 PM	0	20	74	2	10	1	0	0	0	0	0	0	0	0
8/21/2013	05:00 PM	0	29	56	0	11	2	0	1	0	0	0	0	0	0
8/21/2013	05:15 PM	1	28	84	1	7	1	0	0	0	0	0	0	0	0
8/21/2013	05:30 PM	0	31	59	0	21	3	0	1	0	0	0	0	0	0
8/21/2013	05:45 PM	0	14	72	0	7	3	0	1	0	0	0	0	0	0
8/21/2013	06:00 PM	0	15	69	0	9	0	0	1	0	0	0	0	0	0
8/21/2013	06:15 PM	0	25	55	1	7	0	0	0	0	0	0	0	0	0
8/21/2013	06:30 PM	1	18	76	0	10	0	0	0	0	0	0	0	0	0
8/21/2013	06:45 PM	0	28	68	1	10	1	0	1	0	0	0	0	0	0
8/21/2013	07:00 PM	0	19	57	1	5	2	0	0	0	0	0	0	0	0
8/21/2013	07:15 PM	1	21	57	1	10	1	0	1	0	0	0	0	0	0
8/21/2013	07:30 PM	1	29	45	1	9	0	0	1	0	0	0	0	0	0
8/21/2013	07:45 PM	1	21	52	1	3	1	0	0	0	0	0	0	0	0
8/21/2013	08:00 PM	1	8	84	0	9	0	0	1	0	0	0	0	0	0
8/21/2013	08:15 PM	0	9	65	2	5	0	0	1	0	1	0	0	0	0
8/21/2013	08:30 PM	0	8	63	0	8	0	0	2	0	0	0	0	0	0
8/21/2013	08:45 PM	0	13	54	0	4	2	0	1	0	0	0	0	0	0
8/21/2013	09:00 PM	0	26	43	0	6	0	0	0	0	0	0	0	0	0
8/21/2013	09:15 PM	0	26	46	0	1	0	0	1	0	0	0	0	0	0
8/21/2013	09:30 PM	0	19	47	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 PM	0	21	42	2	2	1	0	1	0	0	0	0	0	0
8/21/2013	10:00 PM	1	15	30	0	4	0	0	0	0	0	0	0	0	0
8/21/2013	10:15 PM	0	8	41	1	5	1	0	0	0	0	0	0	0	0
8/21/2013	10:30 PM	1	14	34	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 PM	1	14	20	1	5	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 PM	1	5	14	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 PM	0	12	19	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 PM	0	10	13	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:45 PM	1	10	17	1	2	0	0	1	0	0	0	0	0	0
Totals:		32	3329	3591	96	555	56	2	57	6	3	0	0	0	0

Total All Classes: 7727

Combined

File Name: C:\Users\bcetdc\Documents\tdc\13527\13527-13b.tf2

Start Date: 8/21/2013

Start Time: 12:00:00 AM

Site Code: 13526

Station ID: 13

Location 1: SB Spring Dr North of Rockbridge Rd

Location 2: NB Spring Dr North of Rockbridge Rd

Date	Time	SB Spring Dr	NB Spring Dr
8/21/2013	12:00 AM	1	1
8/21/2013	12:15 AM	1	1
8/21/2013	12:30 AM	0	3
8/21/2013	12:45 AM	1	1
8/21/2013	01:00 AM	0	0
8/21/2013	01:15 AM	0	0
8/21/2013	01:30 AM	1	1
8/21/2013	01:45 AM	1	0
8/21/2013	02:00 AM	0	1
8/21/2013	02:15 AM	0	1
8/21/2013	02:30 AM	1	1
8/21/2013	02:45 AM	0	0
8/21/2013	03:00 AM	0	0
8/21/2013	03:15 AM	0	0
8/21/2013	03:30 AM	0	0
8/21/2013	03:45 AM	0	0
8/21/2013	04:00 AM	2	1
8/21/2013	04:15 AM	0	1
8/21/2013	04:30 AM	2	0
8/21/2013	04:45 AM	0	0
8/21/2013	05:00 AM	0	0
8/21/2013	05:15 AM	8	0
8/21/2013	05:30 AM	5	2
8/21/2013	05:45 AM	4	0
8/21/2013	06:00 AM	5	1
8/21/2013	06:15 AM	12	1
8/21/2013	06:30 AM	18	0
8/21/2013	06:45 AM	22	1
8/21/2013	07:00 AM	14	2
8/21/2013	07:15 AM	13	1
8/21/2013	07:30 AM	10	1
8/21/2013	07:45 AM	14	1
8/21/2013	08:00 AM	26	5
8/21/2013	08:15 AM	12	3
8/21/2013	08:30 AM	4	4
8/21/2013	08:45 AM	10	3
8/21/2013	09:00 AM	14	2
8/21/2013	09:15 AM	15	3
8/21/2013	09:30 AM	11	3
8/21/2013	09:45 AM	12	4
8/21/2013	10:00 AM	6	3
8/21/2013	10:15 AM	16	5
8/21/2013	10:30 AM	10	1
8/21/2013	10:45 AM	16	2
8/21/2013	11:00 AM	4	3

8/21/2013 11:15 AM	10	4
8/21/2013 11:30 AM	12	1
8/21/2013 11:45 AM	10	5
8/21/2013 12:00 PM	17	3
8/21/2013 12:15 PM	9	6
8/21/2013 12:30 PM	13	3
8/21/2013 12:45 PM	7	5
8/21/2013 01:00 PM	6	6
8/21/2013 01:15 PM	12	5
8/21/2013 01:30 PM	6	5
8/21/2013 01:45 PM	14	6
8/21/2013 02:00 PM	8	1
8/21/2013 02:15 PM	9	9
8/21/2013 02:30 PM	6	5
8/21/2013 02:45 PM	15	6
8/21/2013 03:00 PM	8	5
8/21/2013 03:15 PM	11	7
8/21/2013 03:30 PM	8	5
8/21/2013 03:45 PM	9	12
8/21/2013 04:00 PM	10	11
8/21/2013 04:15 PM	10	3
8/21/2013 04:30 PM	13	5
8/21/2013 04:45 PM	6	7
8/21/2013 05:00 PM	8	8
8/21/2013 05:15 PM	10	9
8/21/2013 05:30 PM	7	5
8/21/2013 05:45 PM	9	13
8/21/2013 06:00 PM	13	14
8/21/2013 06:15 PM	13	8
8/21/2013 06:30 PM	14	11
8/21/2013 06:45 PM	14	14
8/21/2013 07:00 PM	10	11
8/21/2013 07:15 PM	8	13
8/21/2013 07:30 PM	10	10
8/21/2013 07:45 PM	11	7
8/21/2013 08:00 PM	9	11
8/21/2013 08:15 PM	9	5
8/21/2013 08:30 PM	14	4
8/21/2013 08:45 PM	3	6
8/21/2013 09:00 PM	4	7
8/21/2013 09:15 PM	2	2
8/21/2013 09:30 PM	3	4
8/21/2013 09:45 PM	3	4
8/21/2013 10:00 PM	1	5
8/21/2013 10:15 PM	1	2
8/21/2013 10:30 PM	4	2
8/21/2013 10:45 PM	3	4
8/21/2013 11:00 PM	4	2
8/21/2013 11:15 PM	2	1
8/21/2013 11:30 PM	2	2
8/21/2013 11:45 PM	0	1
24 Hr Total	711	373

Volume

File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\13526\13526-07 Vol.tf2

Start Date: 8/21/2013

Start Time: 12:00:00 AM

Site Code: 13526

Station ID: 07

Location 1: EB Rockbridge Rd East of Spring St

Installed By: BE/JWE

Counter Number: 573

Weather: Hot

Other: CBE

Date	Time	EB Rockbridge Rd	WB Rockbridge Rd
8/21/2013	12:00 AM	45	19
8/21/2013	12:15 AM	34	27
8/21/2013	12:30 AM	28	13
8/21/2013	12:45 AM	26	13
8/21/2013	01:00 AM	11	8
8/21/2013	01:15 AM	18	11
8/21/2013	01:30 AM	10	9
8/21/2013	01:45 AM	21	9
8/21/2013	02:00 AM	11	2
8/21/2013	02:15 AM	6	3
8/21/2013	02:30 AM	15	8
8/21/2013	02:45 AM	6	4
8/21/2013	03:00 AM	7	5
8/21/2013	03:15 AM	8	6
8/21/2013	03:30 AM	6	15
8/21/2013	03:45 AM	7	12
8/21/2013	04:00 AM	8	9
8/21/2013	04:15 AM	12	23
8/21/2013	04:30 AM	9	15
8/21/2013	04:45 AM	8	19
8/21/2013	05:00 AM	9	36
8/21/2013	05:15 AM	15	34
8/21/2013	05:30 AM	18	62
8/21/2013	05:45 AM	25	74
8/21/2013	06:00 AM	22	70
8/21/2013	06:15 AM	29	135
8/21/2013	06:30 AM	33	171
8/21/2013	06:45 AM	44	144
8/21/2013	07:00 AM	55	175
8/21/2013	07:15 AM	56	165
8/21/2013	07:30 AM	46	161
8/21/2013	07:45 AM	75	134
8/21/2013	08:00 AM	64	139
8/21/2013	08:15 AM	85	133
8/21/2013	08:30 AM	86	153
8/21/2013	08:45 AM	62	144
8/21/2013	09:00 AM	59	144
8/21/2013	09:15 AM	64	122
8/21/2013	09:30 AM	62	129
8/21/2013	09:45 AM	64	119
8/21/2013	10:00 AM	72	96

8/21/2013 10:15 AM	61	80
8/21/2013 10:30 AM	81	71
8/21/2013 10:45 AM	71	72
8/21/2013 11:00 AM	66	110
8/21/2013 11:15 AM	104	88
8/21/2013 11:30 AM	104	71
8/21/2013 11:45 AM	76	95
8/21/2013 12:00 PM	104	96
8/21/2013 12:15 PM	98	106
8/21/2013 12:30 PM	114	105
8/21/2013 12:45 PM	100	106
8/21/2013 01:00 PM	120	120
8/21/2013 01:15 PM	105	89
8/21/2013 01:30 PM	128	104
8/21/2013 01:45 PM	114	127
8/21/2013 02:00 PM	117	131
8/21/2013 02:15 PM	129	121
8/21/2013 02:30 PM	138	129
8/21/2013 02:45 PM	121	113
8/21/2013 03:00 PM	140	96
8/21/2013 03:15 PM	174	74
8/21/2013 03:30 PM	146	110
8/21/2013 03:45 PM	177	125
8/21/2013 04:00 PM	187	96
8/21/2013 04:15 PM	183	119
8/21/2013 04:30 PM	185	101
8/21/2013 04:45 PM	185	108
8/21/2013 05:00 PM	192	103
8/21/2013 05:15 PM	187	119
8/21/2013 05:30 PM	223	114
8/21/2013 05:45 PM	224	114
8/21/2013 06:00 PM	204	103
8/21/2013 06:15 PM	206	94
8/21/2013 06:30 PM	159	96
8/21/2013 06:45 PM	192	121
8/21/2013 07:00 PM	147	85
8/21/2013 07:15 PM	150	95
8/21/2013 07:30 PM	158	86
8/21/2013 07:45 PM	123	80
8/21/2013 08:00 PM	112	92
8/21/2013 08:15 PM	119	96
8/21/2013 08:30 PM	99	77
8/21/2013 08:45 PM	99	78
8/21/2013 09:00 PM	89	72
8/21/2013 09:15 PM	93	69
8/21/2013 09:30 PM	81	70
8/21/2013 09:45 PM	93	58
8/21/2013 10:00 PM	84	54
8/21/2013 10:15 PM	63	56
8/21/2013 10:30 PM	59	51
8/21/2013 10:45 PM	59	37
8/21/2013 11:00 PM	44	22
8/21/2013 11:15 PM	42	32
8/21/2013 11:30 PM	52	23
8/21/2013 11:45 PM	43	27
24 Hr Total	8065	7657

EB Rockbridge Rd
 File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\13526\13526-07 Cls.tf2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 07
 Location 1: EB Rockbridge Rd East of Spring St
 Installed By: BE/JWE
 Counter Number: 573
 Weather: Hot
 Other: CBE

Date	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	Not Classified
8/21/2013	12:00 AM	0	34	9	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 AM	0	24	7	1	1	1	0	0	0	0	0	0	0	0
8/21/2013	12:30 AM	0	20	7	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 AM	0	15	9	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	01:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 AM	0	11	7	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 AM	0	8	1	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	01:45 AM	0	17	3	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	02:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:15 AM	0	2	3	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 AM	1	11	2	0	0	0	0	1	0	0	0	0	0	0
8/21/2013	02:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	03:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 AM	0	6	0	0	0	0	0	1	0	0	0	0	0	0
8/21/2013	04:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 AM	0	6	5	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	04:30 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	04:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 AM	0	9	6	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:30 AM	0	6	9	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	05:45 AM	0	17	3	1	3	0	0	1	0	0	0	0	0	0
8/21/2013	06:00 AM	0	15	3	1	2	0	0	1	0	0	0	0	0	0
8/21/2013	06:15 AM	0	21	7	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	06:30 AM	0	20	7	3	2	0	0	0	0	0	0	0	0	0
8/21/2013	06:45 AM	1	32	10	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 AM	0	37	12	2	4	0	0	0	0	0	0	0	0	0
8/21/2013	07:15 AM	0	28	20	3	2	1	0	1	0	0	0	0	0	0
8/21/2013	07:30 AM	2	27	13	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	07:45 AM	1	58	8	6	1	1	0	0	0	0	0	0	0	0
8/21/2013	08:00 AM	2	34	13	11	2	1	0	1	0	0	0	0	0	0
8/21/2013	08:15 AM	1	52	25	5	1	0	0	1	0	0	0	0	0	0
8/21/2013	08:30 AM	2	62	16	0	4	2	0	0	0	0	0	0	0	0
8/21/2013	08:45 AM	0	42	16	0	3	1	0	0	0	0	0	0	0	0
8/21/2013	09:00 AM	1	39	12	0	4	0	0	1	1	0	0	0	0	0
8/21/2013	09:15 AM	0	27	28	1	4	2	0	1	0	0	0	0	0	0
8/21/2013	09:30 AM	1	19	32	0	9	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 AM	0	17	39	1	4	2	0	1	0	0	0	0	0	0
8/21/2013	10:00 AM	2	34	31	1	4	0	0	0	0	0	0	0	0	0
8/21/2013	10:15 AM	1	9	40	1	9	0	0	0	1	0	0	0	0	0
8/21/2013	10:30 AM	0	18	51	0	10	2	0	0	0	0	0	0	0	0
8/21/2013	10:45 AM	0	16	47	0	6	1	0	0	0	0	0	0	0	0
8/21/2013	11:00 AM	0	21	34	0	9	1	0	0	0	0	0	0	0	0
8/21/2013	11:15 AM	0	16	68	3	13	2	0	1	0	0	0	0	0	0
8/21/2013	11:30 AM	0	38	49	2	11	4	0	0	0	0	0	0	0	0
8/21/2013	11:45 AM	0	37	32	2	5	0	0	0	0	0	0	0	0	0
8/21/2013	12:00 PM	0	60	34	0	8	0	0	1	0	0	0	0	0	0
8/21/2013	12:15 PM	0	36	45	1	14	0	0	1	0	0	0	0	0	0
8/21/2013	12:30 PM	1	48	51	2	11	0	0	0	1	0	0	0	0	0
8/21/2013	12:45 PM	0	51	40	1	7	0	0	0	0	0	0	0	0	0
8/21/2013	01:00 PM	0	63	45	0	7	4	0	0	0	0	0	0	0	0
8/21/2013	01:15 PM	0	68	33	0	4	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 PM	0	89	30	1	5	1	0	1	0	0	0	0	0	0
8/21/2013	01:45 PM	2	73	30	1	7	1	0	0	0	0	0	0	0	0
8/21/2013	02:00 PM	0	69	37	1	6	0	0	2	1	0	0	0	0	0
8/21/2013	02:15 PM	2	91	33	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 PM	0	104	29	0	3	1	0	1	0	0	0	0	0	0
8/21/2013	02:45 PM	1	85	26	1	5	2	0	1	0	0	0	0	0	0
8/21/2013	03:00 PM	0	92	37	2	5	2	0	2	0	0	0	0	0	0
8/21/2013	03:15 PM	1	123	41	2	4	2	0	1	0	0	0	0	0	0
8/21/2013	03:30 PM	0	104	29	3	7	1	0	1	0	0	0	0	0	0
8/21/2013	03:45 PM	3	127	40	4	2	1	0	0	0	0	0	0	0	0
8/21/2013	04:00 PM	2	135	39	2	6	2	0	1	0	0	0	0	0	0
8/21/2013	04:15 PM	2	138	40	0	1	0	0	1	0	0	0	0	0	0
8/21/2013	04:30 PM	2	139	32	1	10	1	0	0	0	0	0	0	0	0
8/21/2013	04:45 PM	1	140	36	1	5	1	0	0	0	0	0	0	0	0
8/21/2013	05:00 PM	0	150	34	4	3	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 PM	2	135	41	1	7	1	0	0	0	0	0	0	0	0
8/21/2013	05:30 PM	0	171	45	3	2	1	0	1	0	0	0	0	0	0
8/21/2013	05:45 PM	1	181	35	1	2	2	0	1	0	0	0	0	0	0
8/21/2013	06:00 PM	3	164	34	1	0	1	0	1	0	0	0	0	0	0
8/21/2013	06:15 PM	1	163	34	1	5	0	0	2	0	0	0	0	0	0
8/21/2013	06:30 PM	0	130	26	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	06:45 PM	2	150	35	1	4	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 PM	0	96	41	1	8	0	0	0	0	0	0	0	0	0
8/21/2013	07:15 PM	0	124	23	0	2	0	0	1	0	0	0	0	0	0
8/21/2013	07:30 PM	1	111	40	1	3	1	0	0	0	0	0	0	0	0
8/21/2013	07:45 PM	1	84	27	0	9	1	0	1	0	0	0	0	0	0
8/21/2013	08:00 PM	0	64	41	2	4	0	0	0	0	0	0	0	0	0
8/21/2013	08:15 PM	0	80	31	1	3	2	0	2	0	0	0	0	0	0
8/21/2013	08:30 PM	0	85	12	0	1	1	0	0	0	0	0	0	0	0
8/21/2013	08:45 PM	0	76	19	0	3	0	0	1	0	0	0	0	0	0
8/21/2013	09:00 PM	0	68	16	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	09:15 PM	1	76	14	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	09:30 PM	0	68	8	1	2	1	0	0	0	0	0	0	0	0
8/21/2013	09:45 PM	0	75	15	1	0	1	0	0	0	0	0	0	0	0
8/21/2013	10:00 PM	0	64	18	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	10:15 PM	0	56	6	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	10:30 PM	0	52	6	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 PM	0	48	11	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 PM	0	37	5	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 PM	0	33	8	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 PM	1	42	7	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:45 PM	0	33	10	0	0	0	0	0	0	0	0	0	0	0
Totals:		45	5416	2074	97	311	57	0	32	6	0	0	0	0	0

Total All Classes: 8038

WB Rockbridge Rd
 File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\13526\13526-07 CIs.tf2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 07
 Location 1: WB Rockbridge Rd East of Spring St
 Installed By: BE/JWE
 Counter Number: 573
 Weather: Hot
 Other: CBE

Date	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	Not Classified
8/21/2013	12:00 AM	0	13	6	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 AM	0	20	4	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	12:30 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 AM	0	8	3	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	01:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 AM	0	4	5	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:45 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 AM	0	5	1	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	02:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:15 AM	0	2	3	0	0	0	0	1	0	0	0	0	0	0
8/21/2013	03:30 AM	0	6	9	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 AM	0	9	2	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	04:00 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 AM	0	9	12	0	1	0	0	1	0	0	0	0	0	0
8/21/2013	04:30 AM	0	10	3	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	04:45 AM	0	16	1	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 AM	0	26	9	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 AM	0	23	10	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	05:30 AM	0	47	12	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	05:45 AM	1	48	18	2	3	0	0	2	0	0	0	0	0	0
8/21/2013	06:00 AM	0	55	13	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	06:15 AM	0	100	30	2	2	1	0	0	0	0	0	0	0	0
8/21/2013	06:30 AM	0	135	27	3	5	1	0	0	0	0	0	0	0	0
8/21/2013	06:45 AM	0	106	29	3	5	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 AM	0	133	37	0	5	0	0	0	0	0	0	0	0	0
8/21/2013	07:15 AM	0	132	26	2	3	1	0	0	0	0	0	0	0	0
8/21/2013	07:30 AM	0	130	24	0	4	2	0	0	0	0	0	0	0	0
8/21/2013	07:45 AM	1	101	24	1	7	0	0	0	0	0	0	0	0	0
8/21/2013	08:00 AM	4	98	31	1	2	0	0	2	0	0	0	0	0	0
8/21/2013	08:15 AM	0	106	22	2	1	1	0	1	0	0	0	0	0	0
8/21/2013	08:30 AM	0	106	35	3	6	2	0	1	0	0	0	0	0	0
8/21/2013	08:45 AM	0	105	26	5	6	1	0	0	0	0	0	0	0	0
8/21/2013	09:00 AM	0	106	29	2	1	0	0	2	2	0	1	0	0	0
8/21/2013	09:15 AM	0	88	24	1	4	0	0	4	0	0	0	0	0	0
8/21/2013	09:30 AM	0	95	27	1	4	0	0	2	0	0	0	0	0	0
8/21/2013	09:45 AM	0	95	19	1	2	0	0	2	0	0	0	0	0	0
8/21/2013	10:00 AM	0	79	14	0	1	0	0	1	0	0	0	0	0	0
8/21/2013	10:15 AM	1	53	20	0	2	1	0	2	0	0	0	0	0	0
8/21/2013	10:30 AM	0	51	16	0	4	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 AM	2	46	18	1	4	0	0	1	0	0	0	0	0	0
8/21/2013	11:00 AM	0	82	21	0	7	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 AM	0	67	17	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 AM	0	51	14	2	3	0	0	0	0	0	0	0	0	0
8/21/2013	11:45 AM	0	71	18	1	4	0	0	1	0	0	0	0	0	0
8/21/2013	12:00 PM	1	69	22	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 PM	0	80	21	1	2	1	0	0	0	0	0	0	0	0
8/21/2013	12:30 PM	0	66	33	1	4	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 PM	0	73	25	1	3	1	0	2	0	0	0	0	0	0
8/21/2013	01:00 PM	0	98	14	1	5	1	0	0	0	0	0	0	0	0
8/21/2013	01:15 PM	0	70	19	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 PM	0	76	26	1	0	1	0	0	0	0	0	0	0	0
8/21/2013	01:45 PM	1	93	14	7	7	1	0	3	0	0	0	0	0	0
8/21/2013	02:00 PM	0	97	27	3	4	0	0	0	0	0	0	0	0	0
8/21/2013	02:15 PM	2	84	26	1	7	0	0	1	0	0	0	0	0	0
8/21/2013	02:30 PM	0	87	35	1	4	0	0	1	0	0	0	0	0	0
8/21/2013	02:45 PM	1	83	26	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 PM	1	63	27	0	4	0	0	0	0	0	0	0	0	0
8/21/2013	03:15 PM	2	49	16	0	6	0	0	1	0	0	0	0	0	0
8/21/2013	03:30 PM	0	80	25	2	2	0	0	1	0	0	0	0	0	0
8/21/2013	03:45 PM	2	89	28	1	4	0	0	0	0	0	0	0	0	0
8/21/2013	04:00 PM	1	65	21	0	7	0	0	1	0	0	0	0	0	0
8/21/2013	04:15 PM	0	76	28	4	7	1	0	2	0	0	0	0	0	0
8/21/2013	04:30 PM	1	62	26	6	3	1	0	2	0	0	0	0	0	0
8/21/2013	04:45 PM	1	77	23	3	3	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 PM	0	68	28	1	5	0	0	1	0	0	0	0	0	0
8/21/2013	05:15 PM	1	90	20	1	5	1	0	0	0	0	0	0	0	0
8/21/2013	05:30 PM	1	83	28	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	05:45 PM	0	91	19	0	3	0	0	0	1	0	0	0	0	0
8/21/2013	06:00 PM	1	72	24	1	5	0	0	0	0	0	0	0	0	0
8/21/2013	06:15 PM	0	72	16	1	2	3	0	0	0	0	0	0	0	0
8/21/2013	06:30 PM	0	71	22	1	1	1	0	0	0	0	0	0	0	0
8/21/2013	06:45 PM	0	85	29	1	4	1	0	0	0	0	0	0	0	0
8/21/2013	07:00 PM	1	67	14	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	07:15 PM	0	64	25	1	3	0	0	1	0	0	0	0	0	0
8/21/2013	07:30 PM	1	62	19	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	07:45 PM	0	56	22	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	08:00 PM	0	72	16	0	2	0	0	1	0	0	0	0	0	0
8/21/2013	08:15 PM	1	75	15	1	2	1	0	1	0	0	0	0	0	0
8/21/2013	08:30 PM	0	54	19	0	2	0	0	1	0	0	0	0	0	0
8/21/2013	08:45 PM	0	60	16	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	09:00 PM	0	54	16	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	09:15 PM	0	57	11	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	09:30 PM	0	49	19	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 PM	0	42	11	2	1	0	0	1	0	0	0	0	0	0
8/21/2013	10:00 PM	0	37	16	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	10:15 PM	0	37	15	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	10:30 PM	0	41	10	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 PM	1	26	7	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 PM	0	15	7	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 PM	0	27	3	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:45 PM	0	20	4	1	1	0	0	1	0	0	0	0	0	0
Totals:		29	5588	1611	90	234	25	0	44	3	0	1	0	0	0

Total All Classes: 7625

Volume

File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\13527\13526-08 Vol.tf2

Start Date: 8/21/2013

Start Time: 12:00:00 AM

Site Code: 13526

Station ID: 08

Location 1: WB Rockbridge Rd West of Rowland Rd

Installed By: BE/JWE

Counter Number: 574

Weather: Hot

Other: CBE

Date	Time	WB Rockbridge Rd	EB Rockbridge Rd
8/21/2013	12:00 AM	25	46
8/21/2013	12:15 AM	22	32
8/21/2013	12:30 AM	12	28
8/21/2013	12:45 AM	14	26
8/21/2013	01:00 AM	7	11
8/21/2013	01:15 AM	10	17
8/21/2013	01:30 AM	11	10
8/21/2013	01:45 AM	8	19
8/21/2013	02:00 AM	2	11
8/21/2013	02:15 AM	3	6
8/21/2013	02:30 AM	8	14
8/21/2013	02:45 AM	5	7
8/21/2013	03:00 AM	4	6
8/21/2013	03:15 AM	7	7
8/21/2013	03:30 AM	14	6
8/21/2013	03:45 AM	14	8
8/21/2013	04:00 AM	10	8
8/21/2013	04:15 AM	22	11
8/21/2013	04:30 AM	18	9
8/21/2013	04:45 AM	20	9
8/21/2013	05:00 AM	36	8
8/21/2013	05:15 AM	36	17
8/21/2013	05:30 AM	68	20
8/21/2013	05:45 AM	67	20
8/21/2013	06:00 AM	77	22
8/21/2013	06:15 AM	133	33
8/21/2013	06:30 AM	183	36
8/21/2013	06:45 AM	137	49
8/21/2013	07:00 AM	189	59
8/21/2013	07:15 AM	162	70
8/21/2013	07:30 AM	175	66
8/21/2013	07:45 AM	139	84
8/21/2013	08:00 AM	150	79
8/21/2013	08:15 AM	145	88
8/21/2013	08:30 AM	155	86
8/21/2013	08:45 AM	147	67
8/21/2013	09:00 AM	151	65
8/21/2013	09:15 AM	130	59
8/21/2013	09:30 AM	136	66
8/21/2013	09:45 AM	116	62
8/21/2013	10:00 AM	98	65

8/21/2013 10:15 AM	95	71
8/21/2013 10:30 AM	67	80
8/21/2013 10:45 AM	147	85
8/21/2013 11:00 AM	197	83
8/21/2013 11:15 AM	182	91
8/21/2013 11:30 AM	151	87
8/21/2013 11:45 AM	120	97
8/21/2013 12:00 PM	115	118
8/21/2013 12:15 PM	122	106
8/21/2013 12:30 PM	129	100
8/21/2013 12:45 PM	130	118
8/21/2013 01:00 PM	130	104
8/21/2013 01:15 PM	116	108
8/21/2013 01:30 PM	137	117
8/21/2013 01:45 PM	131	96
8/21/2013 02:00 PM	124	126
8/21/2013 02:15 PM	119	137
8/21/2013 02:30 PM	129	129
8/21/2013 02:45 PM	125	163
8/21/2013 03:00 PM	130	160
8/21/2013 03:15 PM	131	148
8/21/2013 03:30 PM	123	152
8/21/2013 03:45 PM	139	168
8/21/2013 04:00 PM	134	163
8/21/2013 04:15 PM	121	185
8/21/2013 04:30 PM	145	159
8/21/2013 04:45 PM	137	182
8/21/2013 05:00 PM	124	175
8/21/2013 05:15 PM	136	208
8/21/2013 05:30 PM	118	196
8/21/2013 05:45 PM	145	184
8/21/2013 06:00 PM	136	203
8/21/2013 06:15 PM	138	194
8/21/2013 06:30 PM	119	184
8/21/2013 06:45 PM	144	165
8/21/2013 07:00 PM	132	159
8/21/2013 07:15 PM	127	142
8/21/2013 07:30 PM	125	143
8/21/2013 07:45 PM	115	127
8/21/2013 08:00 PM	125	138
8/21/2013 08:15 PM	135	108
8/21/2013 08:30 PM	120	118
8/21/2013 08:45 PM	119	120
8/21/2013 09:00 PM	115	89
8/21/2013 09:15 PM	96	67
8/21/2013 09:30 PM	106	97
8/21/2013 09:45 PM	107	82
8/21/2013 10:00 PM	96	70
8/21/2013 10:15 PM	90	59
8/21/2013 10:30 PM	81	60
8/21/2013 10:45 PM	74	62
8/21/2013 11:00 PM	52	48
8/21/2013 11:15 PM	63	37
8/21/2013 11:30 PM	59	58
8/21/2013 11:45 PM	58	34
24 Hr Total	9447	8072

WB Rockbridge Rd

File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\13526\13526-08 Cls.tf2

Start Date: 8/21/2013

Start Time: 12:00:00 AM

Site Code: 13526

Station ID: 08

Location 1: WB Rockbridge Rd West of Rowland Rd

Installed By: BE/JWE

Counter Number: 574

Weather: Hot

Other: CBE

Date	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	Not Classed
8/21/2013	12:00 AM	0	19	6	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 AM	0	17	3	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	12:30 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 AM	0	6	5	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	01:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 AM	0	9	0	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 AM	0	5	6	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:45 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 AM	0	5	1	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	02:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:15 AM	0	2	4	0	0	0	0	0	1	0	0	0	0	0
8/21/2013	03:30 AM	0	5	9	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 AM	0	8	5	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	04:00 AM	0	4	6	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 AM	1	9	10	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	04:30 AM	0	13	3	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	04:45 AM	0	15	2	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 AM	0	27	9	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 AM	0	19	13	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	05:30 AM	0	44	16	1	6	1	0	0	0	0	0	0	0	0
8/21/2013	05:45 AM	0	45	14	2	3	0	0	3	0	0	0	0	0	0
8/21/2013	06:00 AM	0	53	20	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	06:15 AM	0	83	41	2	7	0	0	0	0	0	0	0	0	0
8/21/2013	06:30 AM	1	119	50	5	8	0	0	0	0	0	0	0	0	0
8/21/2013	06:45 AM	0	88	41	1	6	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 AM	1	116	61	0	8	0	0	2	0	0	0	0	0	0
8/21/2013	07:15 AM	0	107	45	1	4	2	0	2	0	0	0	0	0	0
8/21/2013	07:30 AM	3	113	50	0	8	1	0	0	0	0	0	0	0	0
8/21/2013	07:45 AM	0	90	41	1	6	0	0	1	0	0	0	0	0	0
8/21/2013	08:00 AM	1	89	54	2	4	0	0	0	0	0	0	0	0	0
8/21/2013	08:15 AM	1	99	35	2	5	2	0	1	0	0	0	0	0	0
8/21/2013	08:30 AM	0	94	46	3	9	0	0	2	0	0	0	0	0	0
8/21/2013	08:45 AM	0	82	46	4	11	1	0	2	0	0	0	0	0	0
8/21/2013	09:00 AM	0	98	44	1	5	0	0	2	0	0	0	0	0	0
8/21/2013	09:15 AM	0	69	46	1	10	0	0	2	1	0	0	0	0	0
8/21/2013	09:30 AM	0	66	60	1	7	1	0	1	0	0	0	0	0	0
8/21/2013	09:45 AM	0	56	51	1	8	0	0	0	0	0	0	0	0	0
8/21/2013	10:00 AM	0	55	35	0	7	0	0	1	0	0	0	0	0	0
8/21/2013	10:15 AM	0	12	64	3	14	1	0	0	0	0	0	0	0	0
8/21/2013	10:30 AM	0	36	20	1	9	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 AM	12	82	32	3	17	0	0	1	0	0	0	0	0	0
8/21/2013	11:00 AM	44	69	35	21	26	0	0	1	0	0	0	0	0	0
8/21/2013	11:15 AM	60	80	33	2	6	0	0	1	0	0	0	0	0	0
8/21/2013	11:30 AM	32	76	35	1	6	0	0	1	0	0	0	0	0	0
8/21/2013	11:45 AM	0	55	31	1	8	0	0	3	0	0	0	0	0	0
8/21/2013	12:00 PM	0	48	28	0	4	2	0	1	0	0	0	0	0	0
8/21/2013	12:15 PM	0	66	32	2	2	0	0	0	1	0	0	0	0	0
8/21/2013	12:30 PM	0	66	36	1	5	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 PM	1	81	31	1	3	2	0	0	0	0	0	0	0	0
8/21/2013	01:00 PM	0	87	30	0	3	0	0	1	0	0	0	0	0	0
8/21/2013	01:15 PM	1	65	28	1	3	0	0	2	0	0	0	0	0	0
8/21/2013	01:30 PM	1	60	32	0	6	3	0	1	1	0	0	0	0	0
8/21/2013	01:45 PM	0	81	41	4	6	0	0	1	0	0	0	0	0	0
8/21/2013	02:00 PM	0	83	28	6	3	2	0	1	0	0	0	0	0	0
8/21/2013	02:15 PM	0	76	48	1	4	3	0	1	0	1	0	0	0	0
8/21/2013	02:30 PM	0	96	52	0	7	0	0	1	0	0	0	0	0	0
8/21/2013	02:45 PM	0	68	32	3	8	0	0	1	0	0	0	0	0	0
8/21/2013	03:00 PM	0	82	54	1	9	2	0	1	0	0	0	0	0	0
8/21/2013	03:15 PM	2	69	27	2	4	0	0	0	0	0	0	0	0	0
8/21/2013	03:30 PM	2	86	27	0	5	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 PM	0	73	38	1	6	3	0	1	0	0	0	0	0	0
8/21/2013	04:00 PM	1	58	34	1	4	0	0	1	0	0	0	0	0	0
8/21/2013	04:15 PM	1	69	37	2	4	0	0	0	0	0	0	0	0	0
8/21/2013	04:30 PM	0	61	33	11	6	0	0	3	0	0	0	0	0	0
8/21/2013	04:45 PM	0	65	24	1	5	2	0	0	0	0	0	0	0	0
8/21/2013	05:00 PM	2	67	27	1	7	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 PM	0	57	25	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	05:30 PM	0	57	34	0	5	1	0	1	0	0	0	0	0	0
8/21/2013	05:45 PM	0	54	37	1	7	0	0	2	0	0	0	0	0	0
8/21/2013	06:00 PM	1	54	29	0	8	0	0	0	0	0	0	0	0	0
8/21/2013	06:15 PM	0	57	15	1	3	1	0	2	0	0	0	0	0	0
8/21/2013	06:30 PM	0	54	28	0	2	1	0	0	0	0	0	0	0	0
8/21/2013	06:45 PM	1	62	27	1	2	1	0	1	1	0	0	0	0	0
8/21/2013	07:00 PM	0	64	31	1	3	1	0	1	0	0	0	0	0	0
8/21/2013	07:15 PM	0	54	22	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	07:30 PM	0	54	20	0	6	1	0	0	0	0	0	0	0	0
8/21/2013	07:45 PM	0	73	28	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	08:00 PM	0	46	26	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	08:15 PM	0	58	27	1	4	1	0	2	0	0	0	0	0	0
8/21/2013	08:30 PM	2	48	18	0	4	1	0	1	0	0	0	0	0	0
8/21/2013	08:45 PM	0	39	29	1	3	0	0	1	0	0	0	0	0	0
8/21/2013	09:00 PM	0	42	13	1	4	0	0	0	0	0	0	0	0	0
8/21/2013	09:15 PM	0	43	21	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	09:30 PM	0	27	11	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 PM	0	35	16	1	1	1	0	0	0	0	0	0	0	0
8/21/2013	10:00 PM	0	40	9	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	10:15 PM	0	35	13	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	10:30 PM	0	22	15	0	0	1	0	1	0	0	0	0	0	0
8/21/2013	10:45 PM	0	28	6	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 PM	0	26	6	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 PM	0	17	3	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:45 PM	0	14	8	1	0	0	0	0	0	0	0	0	0	0
Totals:		172	4826	2377	117	401	39	0	54	5	1	0	0	0	0

Total All Classes 7992

EB Rockbridge Rd
 File Name: \\vmware-host\Shared Folders\brian\01_TDC\00 Projects\2013\13526\13526-08-2_Cls.tft2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 08-2
 Location 08: EB Rockbridge Rd West of Rowland Rd
 Installed By: BE\JWE
 Counter Number: 574
 Weather: Hot
 Other: CBE

Date	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	Not Classed
8/21/2013	12:00 AM	0	27	17	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 AM	0	21	8	1	1	1	0	0	0	0	0	0	0	0
8/21/2013	12:30 AM	0	15	10	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 AM	0	12	11	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	01:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 AM	0	7	10	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:45 AM	0	10	8	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	02:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:15 AM	0	1	3	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 AM	1	9	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:45 AM	0	2	5	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	03:15 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	04:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 AM	0	6	4	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	04:30 AM	0	3	4	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	04:45 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 AM	0	8	8	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:30 AM	0	7	10	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	05:45 AM	0	11	6	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	06:00 AM	0	10	6	2	3	0	0	1	0	0	0	0	0	0
8/21/2013	06:15 AM	0	14	18	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	06:30 AM	0	18	12	2	3	0	0	0	0	0	0	0	0	0
8/21/2013	06:45 AM	1	30	13	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 AM	1	27	21	2	8	0	0	0	0	0	0	0	0	0
8/21/2013	07:15 AM	0	42	20	4	3	0	0	0	0	0	0	0	0	0
8/21/2013	07:30 AM	1	37	20	2	4	1	0	0	0	0	0	0	0	0
8/21/2013	07:45 AM	1	41	27	6	5	1	0	2	0	0	0	0	0	0
8/21/2013	08:00 AM	0	33	29	10	4	2	0	0	0	0	0	0	0	0
8/21/2013	08:15 AM	3	34	43	3	4	1	0	0	0	0	0	0	0	0
8/21/2013	08:30 AM	0	41	36	1	6	0	0	1	0	0	0	0	0	0
8/21/2013	08:45 AM	0	34	25	0	6	0	0	1	1	0	0	0	0	0
8/21/2013	09:00 AM	1	33	20	0	8	1	0	0	1	0	0	0	0	0
8/21/2013	09:15 AM	0	26	24	2	5	1	0	0	0	0	0	0	0	0
8/21/2013	09:30 AM	1	28	25	1	11	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 AM	0	15	37	1	6	2	0	1	0	0	0	0	0	0
8/21/2013	10:00 AM	0	18	40	1	4	1	0	1	0	0	0	0	0	0
8/21/2013	10:15 AM	1	14	39	0	16	0	0	1	0	0	0	0	0	0
8/21/2013	10:30 AM	0	45	21	0	14	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 AM	3	17	10	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 AM	0	11	5	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 AM	0	10	4	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:45 AM	0	61	28	4	2	0	0	1	0	0	0	0	0	0
8/21/2013	12:00 PM	0	77	28	0	7	1	0	4	0	0	0	0	0	0
8/21/2013	12:15 PM	0	76	26	0	3	0	0	1	0	0	0	0	0	0
8/21/2013	12:30 PM	0	66	29	0	2	1	0	1	0	0	0	0	0	0
8/21/2013	12:45 PM	0	81	29	1	6	0	0	1	0	0	0	0	0	0
8/21/2013	01:00 PM	0	77	24	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 PM	2	72	26	1	4	0	0	3	0	0	0	0	0	0
8/21/2013	01:30 PM	0	86	25	1	2	0	0	2	0	0	0	0	0	0
8/21/2013	01:45 PM	0	60	29	1	4	1	0	1	0	0	0	0	0	0
8/21/2013	02:00 PM	0	85	34	1	4	0	0	1	0	0	0	0	0	0
8/21/2013	02:15 PM	2	92	37	0	6	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 PM	0	96	29	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	02:45 PM	0	102	48	1	12	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 PM	0	110	40	1	6	2	0	0	0	0	0	0	0	0
8/21/2013	03:15 PM	1	99	39	1	7	0	0	0	1	0	0	0	0	0
8/21/2013	03:30 PM	1	99	43	4	5	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 PM	2	114	43	4	5	0	0	0	0	0	0	0	0	0
8/21/2013	04:00 PM	0	111	43	2	6	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 PM	1	132	42	1	6	0	0	0	2	0	0	0	0	0
8/21/2013	04:30 PM	0	115	37	0	5	1	0	0	0	0	0	0	0	0
8/21/2013	04:45 PM	1	133	39	4	3	1	0	0	0	0	0	0	0	0
8/21/2013	05:00 PM	1	132	36	1	4	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 PM	0	146	50	1	9	0	0	1	0	0	0	0	0	0
8/21/2013	05:30 PM	0	136	54	3	2	0	0	0	0	0	0	0	0	0
8/21/2013	05:45 PM	1	131	43	1	6	0	0	1	0	0	0	0	0	0
8/21/2013	06:00 PM	0	160	37	1	4	1	0	0	0	0	0	0	0	0
8/21/2013	06:15 PM	2	137	47	2	5	0	0	0	0	0	0	0	0	0
8/21/2013	06:30 PM	0	129	46	1	6	0	0	1	0	0	0	0	0	0
8/21/2013	06:45 PM	1	122	38	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 PM	0	105	45	1	7	0	0	1	0	0	0	0	0	0
8/21/2013	07:15 PM	0	107	32	0	1	1	0	0	0	0	0	0	0	0
8/21/2013	07:30 PM	1	104	32	1	4	0	0	0	0	0	0	0	0	0
8/21/2013	07:45 PM	0	84	38	0	4	0	0	0	0	0	0	0	0	0
8/21/2013	08:00 PM	1	86	42	1	8	0	0	0	0	0	0	0	0	0
8/21/2013	08:15 PM	0	83	22	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	08:30 PM	0	73	41	1	3	0	0	0	0	0	0	0	0	0
8/21/2013	08:45 PM	0	73	40	0	5	0	0	1	0	0	0	0	0	0
8/21/2013	09:00 PM	1	54	30	1	2	1	0	0	0	0	0	0	0	0
8/21/2013	09:15 PM	0	49	17	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	09:30 PM	0	65	27	1	4	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 PM	0	51	28	0	3	0	0	0	0	0	0	0	0	0
8/21/2013	10:00 PM	0	45	22	2	1	0	0	0	0	0	0	0	0	0
8/21/2013	10:15 PM	0	33	24	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	10:30 PM	0	43	16	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 PM	0	37	22	1	2	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 PM	0	38	8	0	2	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 PM	0	23	13	0	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 PM	0	31	25	1	1	0	0	0	0	0	0	0	0	0
8/21/2013	11:45 PM	0	26	6	0	2	0	0	0	0	0	0	0	0	0
Totals:		32	5020	2234	93	328	24	0	28	5	0	0	0	0	0

Total All Classes: 7764

Site ID:000001352611													
Station Num:0000000011AB													
Description:													
City: Pine Lake													
County:													
Start Date/Time:08-21-2013 00:00													
End Date/Time:08-22-2013 00:00													
08-21-2013 All Lanes													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	1	0	1	0	1	1	4	8	6	11	11	9	
30	1	0	0	0	0	2	6	13	10	6	6	13	
45	2	4	1	0	0	3	3	15	10	8	2	8	
00	3	3	0	0	0	1	2	4	12	11	8	8	
Hr Total	7	7	2	0	1	7	15	40	38	36	27	38	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	12	11	7	9	10	17	16	12	11	4	9	0	
30	11	12	8	12	16	6	17	17	9	13	1	4	
45	22	17	13	20	14	13	13	21	8	2	2	4	
00	9	10	9	6	8	12	20	10	7	6	2	3	
Hr Total	54	50	37	47	48	48	66	60	35	25	14	11	
24 Hour Total :	713												
AM Peak Hour Begins :	08:15			AM Peak Volume :				43		AM Peak Hour Factor :			0.72
PM Peak Hour Begins :	18:45			PM Peak Volume :				70		PM Peak Hour Factor :			0.80

Volume

File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\13527\13526-10 Vol.tf2

Start Date: 8/21/2013

Start Time: 12:00:00 AM

Site Code: 13526

Station ID: 10

Location 1: SB Rowland Rd North of Prince of Wales

Installed By: BE/JWE

Counter Number: 577

Weather: Hot

Other: CBE

Date	Time	SB Rowland Rd	NB Rowland Rd
8/21/2013	12:00 AM	14	17
8/21/2013	12:15 AM	15	8
8/21/2013	12:30 AM	10	8
8/21/2013	12:45 AM	9	7
8/21/2013	01:00 AM	4	8
8/21/2013	01:15 AM	7	5
8/21/2013	01:30 AM	2	10
8/21/2013	01:45 AM	4	3
8/21/2013	02:00 AM	2	3
8/21/2013	02:15 AM	1	2
8/21/2013	02:30 AM	3	4
8/21/2013	02:45 AM	4	6
8/21/2013	03:00 AM	3	6
8/21/2013	03:15 AM	6	3
8/21/2013	03:30 AM	2	7
8/21/2013	03:45 AM	1	7
8/21/2013	04:00 AM	5	3
8/21/2013	04:15 AM	10	9
8/21/2013	04:30 AM	12	6
8/21/2013	04:45 AM	9	7
8/21/2013	05:00 AM	16	13
8/21/2013	05:15 AM	12	9
8/21/2013	05:30 AM	13	24
8/21/2013	05:45 AM	23	12
8/21/2013	06:00 AM	21	28
8/21/2013	06:15 AM	41	22
8/21/2013	06:30 AM	58	55
8/21/2013	06:45 AM	45	51
8/21/2013	07:00 AM	53	68
8/21/2013	07:15 AM	64	58
8/21/2013	07:30 AM	55	57
8/21/2013	07:45 AM	63	72
8/21/2013	08:00 AM	60	86
8/21/2013	08:15 AM	52	54
8/21/2013	08:30 AM	49	62
8/21/2013	08:45 AM	38	47
8/21/2013	09:00 AM	32	43
8/21/2013	09:15 AM	44	38
8/21/2013	09:30 AM	42	40
8/21/2013	09:45 AM	29	36
8/21/2013	10:00 AM	32	25

8/21/2013 10:15 AM	16	32
8/21/2013 10:30 AM	17	22
8/21/2013 10:45 AM	34	30
8/21/2013 11:00 AM	35	43
8/21/2013 11:15 AM	29	50
8/21/2013 11:30 AM	31	32
8/21/2013 11:45 AM	31	30
8/21/2013 12:00 PM	43	48
8/21/2013 12:15 PM	37	41
8/21/2013 12:30 PM	41	34
8/21/2013 12:45 PM	48	48
8/21/2013 01:00 PM	45	46
8/21/2013 01:15 PM	51	45
8/21/2013 01:30 PM	59	49
8/21/2013 01:45 PM	58	52
8/21/2013 02:00 PM	53	65
8/21/2013 02:15 PM	51	59
8/21/2013 02:30 PM	68	72
8/21/2013 02:45 PM	64	83
8/21/2013 03:00 PM	56	65
8/21/2013 03:15 PM	59	55
8/21/2013 03:30 PM	63	67
8/21/2013 03:45 PM	69	78
8/21/2013 04:00 PM	66	70
8/21/2013 04:15 PM	79	69
8/21/2013 04:30 PM	75	90
8/21/2013 04:45 PM	68	88
8/21/2013 05:00 PM	70	95
8/21/2013 05:15 PM	71	105
8/21/2013 05:30 PM	63	94
8/21/2013 05:45 PM	92	95
8/21/2013 06:00 PM	76	91
8/21/2013 06:15 PM	82	80
8/21/2013 06:30 PM	81	80
8/21/2013 06:45 PM	87	75
8/21/2013 07:00 PM	54	82
8/21/2013 07:15 PM	74	72
8/21/2013 07:30 PM	53	55
8/21/2013 07:45 PM	66	55
8/21/2013 08:00 PM	72	47
8/21/2013 08:15 PM	49	52
8/21/2013 08:30 PM	41	55
8/21/2013 08:45 PM	63	40
8/21/2013 09:00 PM	40	43
8/21/2013 09:15 PM	37	44
8/21/2013 09:30 PM	46	34
8/21/2013 09:45 PM	40	43
8/21/2013 10:00 PM	38	31
8/21/2013 10:15 PM	32	34
8/21/2013 10:30 PM	22	22
8/21/2013 10:45 PM	15	18
8/21/2013 11:00 PM	25	14
8/21/2013 11:15 PM	20	13
8/21/2013 11:30 PM	21	25
8/21/2013 11:45 PM	13	22
24 Hr Total	3754	4008

Volume

File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\13527\13526-09 Vol.tf2

Start Date: 8/21/2013

Start Time: 12:00:00 AM

Site Code: 13526

Station ID: 09

Location 1: EB Rockbridge Rd East of Rowland Rd

Installed By: BE/JWE

Counter Number: 576

Weather: Hot

Other: CBE

Date	Time	EB Rockbridge Rd	WB Rockbridge Rd
8/21/2013	12:00 AM	55	33
8/21/2013	12:15 AM	33	30
8/21/2013	12:30 AM	32	20
8/21/2013	12:45 AM	27	18
8/21/2013	01:00 AM	15	9
8/21/2013	01:15 AM	22	16
8/21/2013	01:30 AM	19	9
8/21/2013	01:45 AM	19	13
8/21/2013	02:00 AM	14	4
8/21/2013	02:15 AM	9	6
8/21/2013	02:30 AM	16	8
8/21/2013	02:45 AM	10	7
8/21/2013	03:00 AM	11	5
8/21/2013	03:15 AM	8	10
8/21/2013	03:30 AM	11	14
8/21/2013	03:45 AM	11	12
8/21/2013	04:00 AM	9	11
8/21/2013	04:15 AM	16	28
8/21/2013	04:30 AM	14	25
8/21/2013	04:45 AM	8	25
8/21/2013	05:00 AM	18	47
8/21/2013	05:15 AM	23	46
8/21/2013	05:30 AM	29	68
8/21/2013	05:45 AM	33	86
8/21/2013	06:00 AM	39	85
8/21/2013	06:15 AM	37	147
8/21/2013	06:30 AM	62	210
8/21/2013	06:45 AM	72	158
8/21/2013	07:00 AM	99	210
8/21/2013	07:15 AM	91	183
8/21/2013	07:30 AM	92	193
8/21/2013	07:45 AM	105	165
8/21/2013	08:00 AM	130	163
8/21/2013	08:15 AM	121	166
8/21/2013	08:30 AM	118	170
8/21/2013	08:45 AM	91	170
8/21/2013	09:00 AM	77	156
8/21/2013	09:15 AM	81	152
8/21/2013	09:30 AM	87	149
8/21/2013	09:45 AM	71	122
8/21/2013	10:00 AM	79	112

8/21/2013 10:15 AM	83	93
8/21/2013 10:30 AM	117	72
8/21/2013 10:45 AM	96	79
8/21/2013 11:00 AM	103	87
8/21/2013 11:15 AM	101	96
8/21/2013 11:30 AM	94	99
8/21/2013 11:45 AM	87	107
8/21/2013 12:00 PM	96	116
8/21/2013 12:15 PM	108	126
8/21/2013 12:30 PM	112	132
8/21/2013 12:45 PM	115	137
8/21/2013 01:00 PM	116	129
8/21/2013 01:15 PM	124	134
8/21/2013 01:30 PM	130	128
8/21/2013 01:45 PM	133	147
8/21/2013 02:00 PM	138	134
8/21/2013 02:15 PM	173	143
8/21/2013 02:30 PM	147	154
8/21/2013 02:45 PM	167	151
8/21/2013 03:00 PM	164	131
8/21/2013 03:15 PM	176	120
8/21/2013 03:30 PM	192	124
8/21/2013 03:45 PM	180	153
8/21/2013 04:00 PM	200	125
8/21/2013 04:15 PM	197	144
8/21/2013 04:30 PM	184	153
8/21/2013 04:45 PM	207	122
8/21/2013 05:00 PM	223	132
8/21/2013 05:15 PM	258	124
8/21/2013 05:30 PM	230	134
8/21/2013 05:45 PM	225	135
8/21/2013 06:00 PM	236	85
8/21/2013 06:15 PM	241	135
8/21/2013 06:30 PM	216	104
8/21/2013 06:45 PM	195	120
8/21/2013 07:00 PM	211	117
8/21/2013 07:15 PM	155	118
8/21/2013 07:30 PM	185	112
8/21/2013 07:45 PM	152	141
8/21/2013 08:00 PM	158	113
8/21/2013 08:15 PM	136	126
8/21/2013 08:30 PM	136	102
8/21/2013 08:45 PM	145	115
8/21/2013 09:00 PM	122	82
8/21/2013 09:15 PM	79	81
8/21/2013 09:30 PM	112	66
8/21/2013 09:45 PM	103	74
8/21/2013 10:00 PM	91	66
8/21/2013 10:15 PM	69	64
8/21/2013 10:30 PM	72	61
8/21/2013 10:45 PM	63	40
8/21/2013 11:00 PM	62	39
8/21/2013 11:15 PM	43	28
8/21/2013 11:30 PM	65	21
8/21/2013 11:45 PM	47	31
24 Hr Total	9684	9163

APPENDIX

K FACTOR AND DIRECTIONAL DISTRIBUTION CALCULATIONS



TRAFFIC DATA COLLECTION, INC.

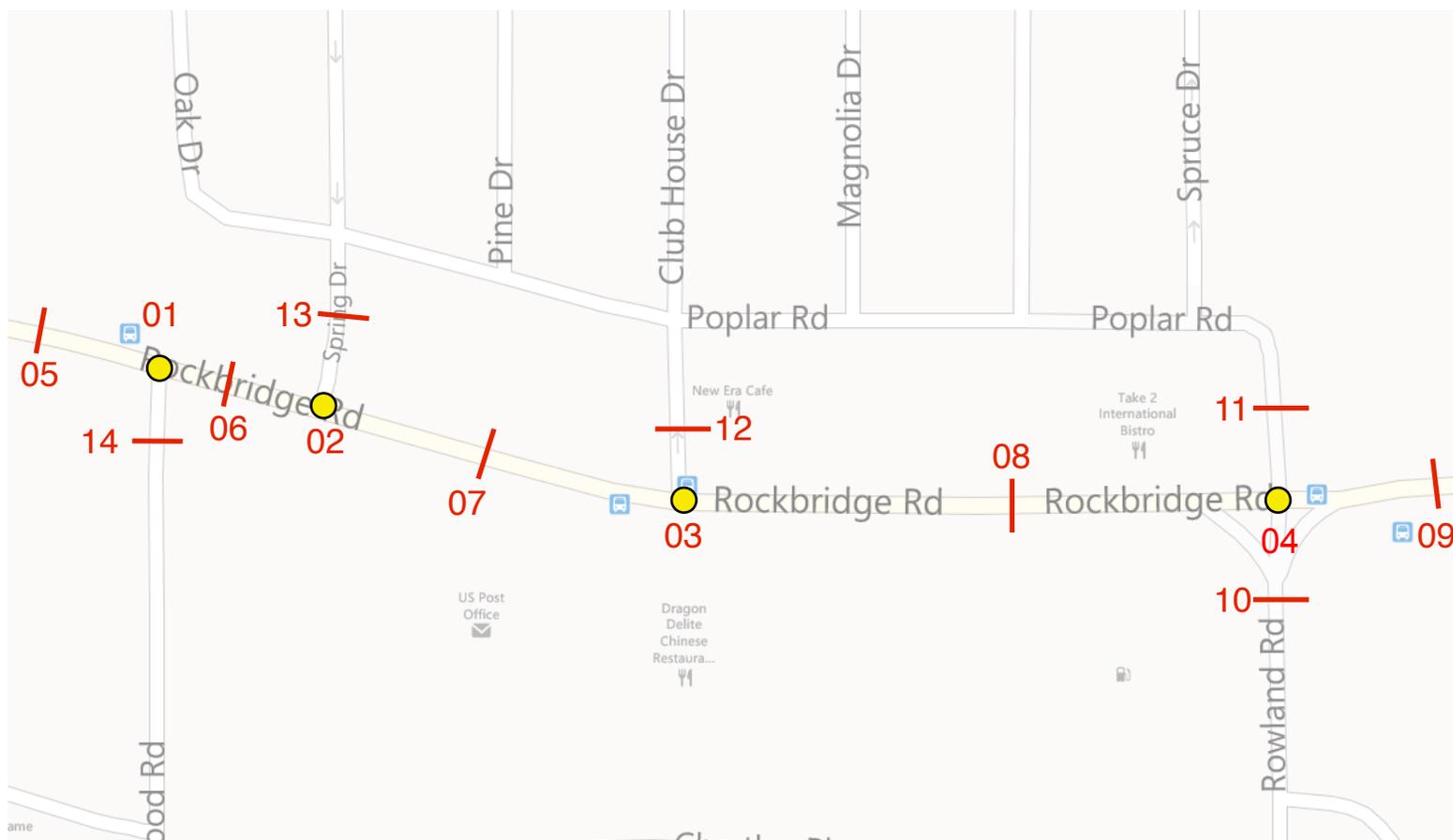
Location: Rockbridge Rd - Pine Lake, GA

Job No: 13526.01

— 24 Hr Bi-Direction Class and Volume ATR's

Date: 8/21/2013

● 4 Hr TMC's 7-9 AM, 4:00-6:00 PM



[HTTP://WWW.TRAFFICDATACOLLECTION.COM](http://www.trafficdatacollection.com)

ATLANTA - HILTON HEAD - SARASOTA

DeKalb County, PI # 0008121

TC	enter		NE-VOL	SW-VOL	T NE-VOL	T SW-VOL	K	D	DIR	ADT	each way	peak hours
05	7:15	AM	304	830	8431	8513	0.07	0.73	e	16944	8470	1134
05	17:00	PM	811	451	8431	8513	0.07	0.64	w			1262
06	7:15	AM	238	608	8152	7727	0.05	0.72	e	15879	7940	846
06	17:00	PM	809	433	8152	7727	0.08	0.65	w			1242
07	7:30	AM	269	565	8038	7625	0.05	0.68	e	15663	7830	834
07	17:00	PM	824	449	8038	7625	0.08	0.65	w			1273
08	7:15	AM	295	625	7764	7992	0.06	0.68	e	15756	7880	920
08	17:00	PM	759	388	7764	7992	0.07	0.66	w			1147
09	7:15	AM	418	704	9684	9163	0.06	0.63	e	18847	9425	1122
09	17:00	PM	936	525	9684	9163	0.08	0.64	w			1461
10	7:15	AM	273	242	4008	3754	0.07	0.53	n	7762	3880	515
10	17:00	PM	385	302	4008	3754	0.09	0.56	s			687
11	8:15	AM	26	31	389	324	0.08	0.54	n	713	355	57
11	18:45	PM	38	32	389	324	0.10	0.54	s			70
12	8:45	AM	11	0	247	0	0.04	1.00	n	247	One Way	11
12	17:30	PM	34	0	247	0	0.14	0.00	s			34
13	7:30	AM	10	62	373	711	0.07	0.86	n	1084	540	72
13	17:00	PM	35	34	373	711	0.06	0.51	s			69
14	7:15	AM	273	140	2117	1969	0.10	0.66	n	4086	2045	413
14	17:00	PM	149	159	2117	1969	0.08	0.52	s			308

Count Station Location	Peak Hour	Calculated Values		
		K	D	
Rockbridge Rd. west of Allgood Rd.	AM	0.07	0.73	5
	PM	0.07	0.64	
Rockbridge Rd. east of Allgood Rd.	AM	0.05	0.72	6
	PM	0.08	0.65	
Rockbridge Rd. east of Spring Rd.	AM	0.05	0.68	7
	PM	0.08	0.65	
Rockbridge Rd. west of Rowland Rd.	AM	0.06	0.68	8
	PM	0.07	0.66	
Rockbridge Rd. east of Rowland Rd.	AM	0.06	0.63	9
	PM	0.08	0.64	
Rowland Rd. north of Prince of Wales Rd.	AM	0.07	0.53	10
	PM	0.09	0.56	
Poplar Rd. north of Rockbridge Rd.	AM	0.08	0.54	11
	PM	0.10	0.54	
Clubhouse Dr. north of Rockbridge Rd.	AM	0.04	1.00	12
	PM	0.14	0.00	
Spring Dr. north of Rockbridge Rd.	AM	0.07	0.86	13
	PM	0.06	0.51	
Allgood Rd. south of Rockbridge Rd.	AM	0.10	0.66	14
	PM	0.08	0.52	

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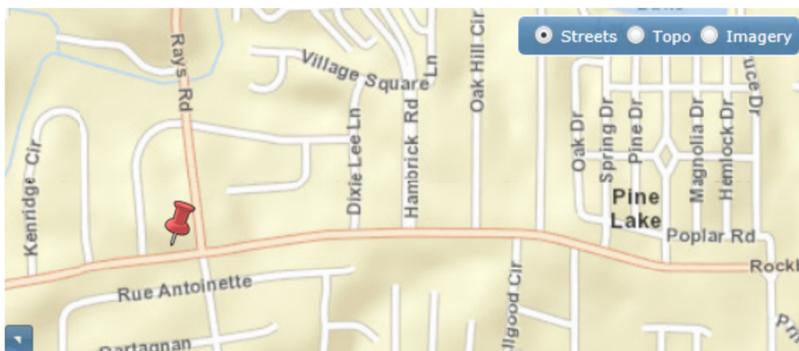
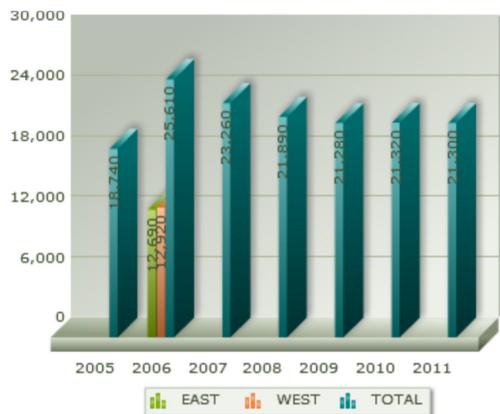
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YEAR	RCLINK	Begining Milepoint	Ending Milepoint	Directional	Actual/Estimate	Direction 1	Direction 2	Total AADT	Truck%
2011	0892793800	6.99	8.75	Non-Directional	Estimate	()	()	21300	
2010	0892793800	6.99	8.75	Non-Directional	Estimate	()	()	21320	
2009	0892793800	6.99	8.75	Non-Directional	Estimate	()	()	21280	
2008	0892793800	6.99	8.75	Non-Directional	Estimate	()	()	21890	
2007	0892793800	6.99	8.75	Non-Directional	Estimate	()	()	23260	
2006	0892793800	6.99	8.75	Bi-Directional	Actual	12920 (West)	12690 (East)	25610	
2005	0892793800	6.99	8.75	Non-Directional	Actual	()	()	18740	



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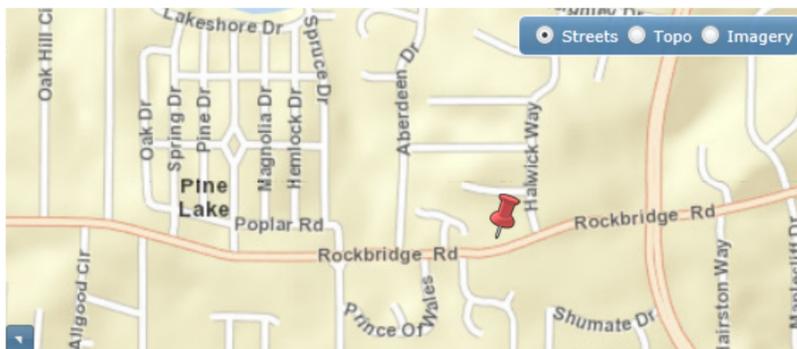
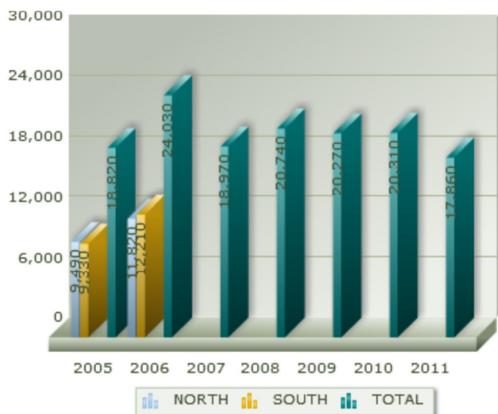
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YEAR	RCLINK	Beginning Milepoint	Ending Milepoint	Directional	Actual/Estimate	Direction 1	Direction 2	Total AADT	Truck%
2011	0892793800	6.53	6.98	Non-Directional	Actual	()	()	17860	
2010	0892793800	6.53	6.98	Non-Directional	Estimate	()	()	20310	
2009	0892793800	6.53	6.98	Non-Directional	Estimate	()	()	20270	
2008	0892793800	6.53	6.98	Non-Directional	Actual	()	()	20740	
2007	0892793800	6.53	6.98	Non-Directional	Actual	()	()	18970	
2006	0892793800	6.53	6.98	Bi-Directional	Actual	12210 (South)	11820 (North)	24030	
2005	0892793800	6.53	6.98	Bi-Directional	Actual	9490 (North)	9330 (South)	18820	



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TCDS

Count Station ID: 893456

Station Location: CR 7938/Rockbridge Road

Position: West of Allgood Road Intersection MP 6.99 to 8.75

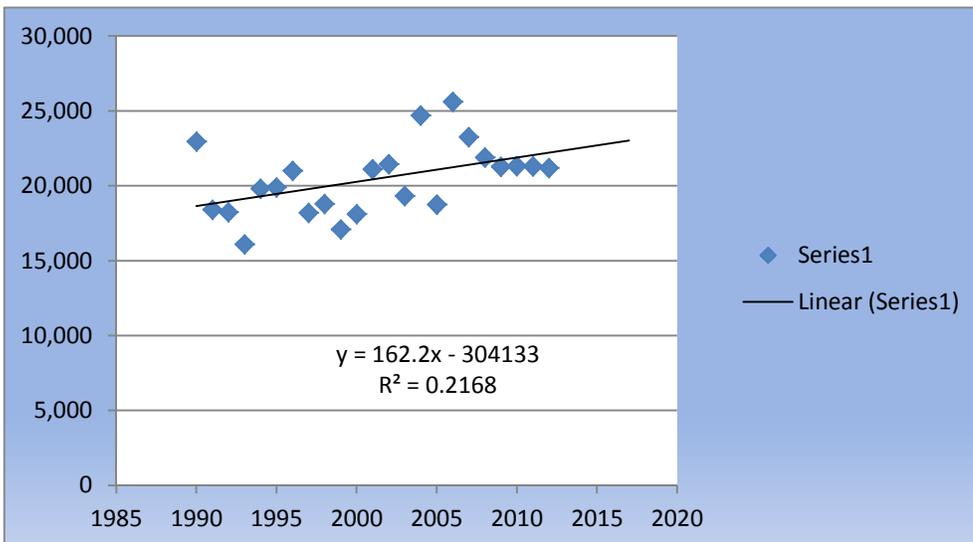
Direction: 2-Way

Funct. Class.: Urban minor arterial

Relation to Project: Adjacent to Project Limits

Distance: 0.60

Year	AADT (Historic)	AADT (Calculated)	Growth Rate
1990	22,955	18,645	
1991	18,409	18,807	0.87%
1992	18,230	18,969	0.86%
1993	16,100	19,132	0.86%
1994	19,800	19,294	0.85%
1995	19,900	19,456	0.84%
1996	21,000	19,618	0.83%
1997	18,200	19,780	0.83%
1998	18,800	19,943	0.82%
1999	17,100	20,105	0.81%
2000	18,100	20,267	0.81%
2001	21,100	20,429	0.80%
2002	21,449	20,591	0.79%
2003	19,330	20,754	0.79%
2004	24,700	20,916	0.78%
2005	18,740	21,078	0.78%
2006	25,610	21,240	0.77%
2007	23,260	21,402	0.76%
2008	21,890	21,565	0.76%
2009	21,280	21,727	0.75%
2010	21,320	21,889	0.75%
2011	21,300	22,051	0.74%
2012	21,180	22,213	
Average Growth Rate:			0.80%



TCDS

Count Station ID: 893454

Station Location: CR 7938/Rockbridge Road

Position: East of Rowland Road MP 6.53 to 6.98

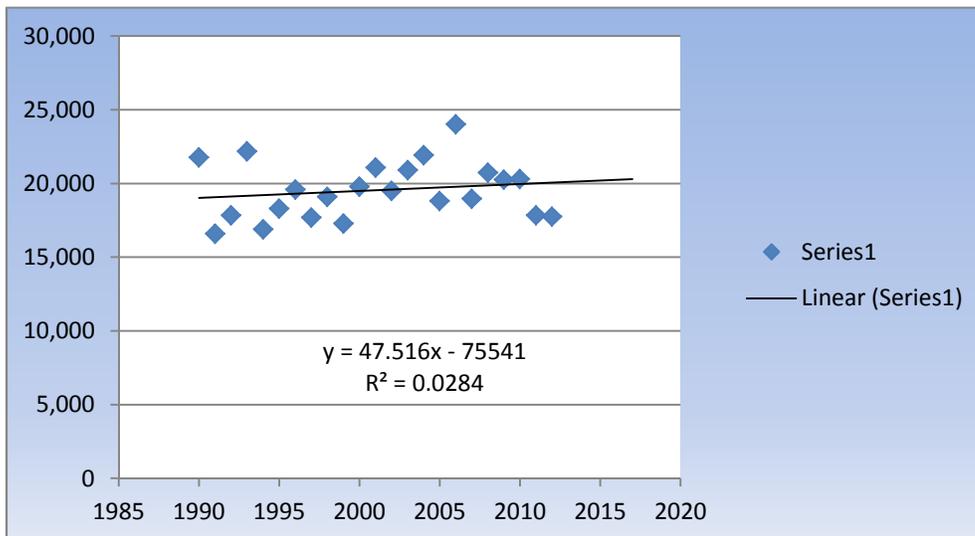
Direction: 2-Way

Funct. Class.: Urban Minor Arterial

Relation to Project: Adjacent to Project Limits

Distance: 0.25

Year	AADT (Historic)	AADT (Calculated)	Growth Rate
1990	21,776	19,016	
1991	16,611	19,063	0.25%
1992	17,843	19,111	0.25%
1993	22,200	19,158	0.25%
1994	16,900	19,206	0.25%
1995	18,300	19,253	0.25%
1996	19,600	19,301	0.25%
1997	17,700	19,348	0.25%
1998	19,100	19,396	0.25%
1999	17,300	19,443	0.24%
2000	19,800	19,491	0.24%
2001	21,100	19,539	0.24%
2002	19,519	19,586	0.24%
2003	20,920	19,634	0.24%
2004	21,940	19,681	0.24%
2005	18,820	19,729	0.24%
2006	24,030	19,776	0.24%
2007	18,970	19,824	0.24%
2008	20,740	19,871	0.24%
2009	20,270	19,919	0.24%
2010	20,310	19,966	0.24%
2011	17,860	20,014	0.24%
2012	17,760	20,061	
Average Growth Rate:			0.24%



STARS

Count Station ID: 893456

Station Location: CR 7938/Rockbridge Road

Position: West of Allgood Road Intersection MP 6.99 to 8.75

Direction: 2-Way

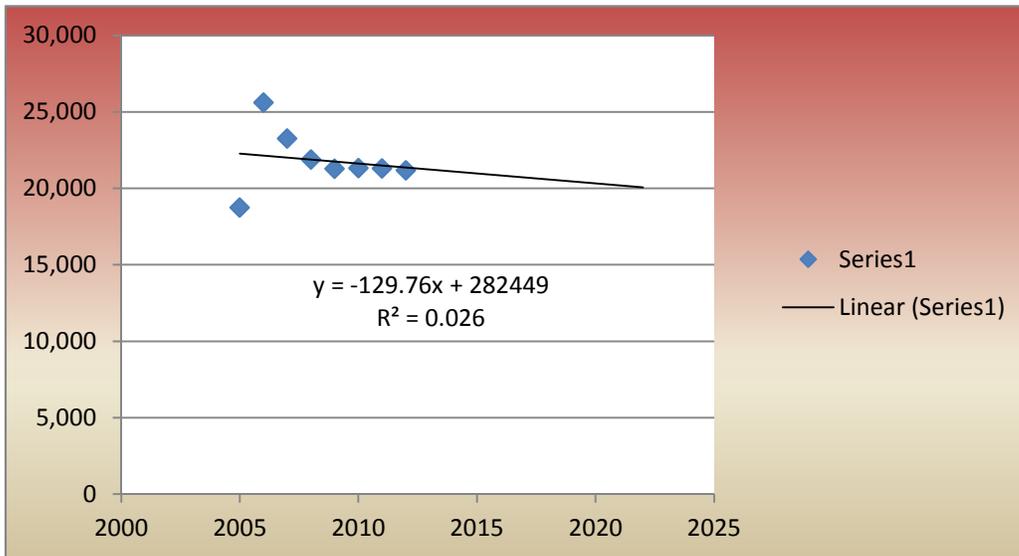
Funct. Class.: Urban minor arterial

Relation to Project: Adjacent to Project Limits

Distance: 0.60

Year	AADT (Historic)	AADT (Calculated)	Growth Rate
2005	18,740	22,280	
2006	25,610	22,150	-0.58%
2007	23,260	22,021	-0.59%
2008	21,890	21,891	-0.59%
2009	21,280	21,761	-0.59%
2010	21,320	21,631	-0.60%
2011	21,300	21,502	-0.60%
2012	21,180	21,372	
Average Growth Rate:			-0.59%

Actual
Actual



STARS

Count Station ID: 893454

Station Location: CR 7938/Rockbridge Road

Position: East of Rowland Road MP 6.53 to 6.98

Direction: 2-Way

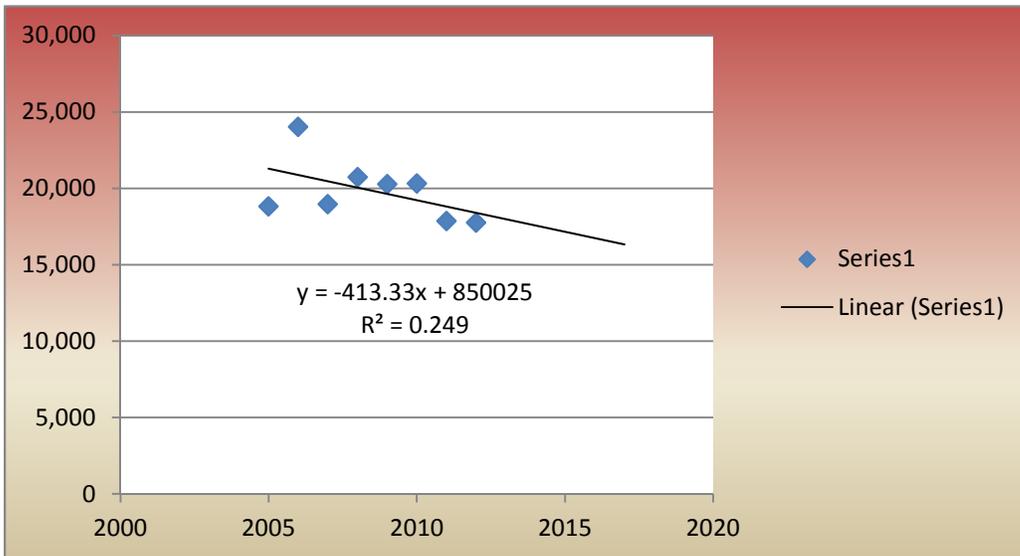
Funct. Class.: Urban Minor Arterial

Relation to Project: Adjacent to Project Limits

Distance: 0.25

Year	AADT (Historic)	AADT (Calculated)	Growth Rate
2005	18,820	21,298	
2006	24,030	20,885	-1.94%
2007	18,970	20,472	-1.98%
2008	20,740	20,058	-2.02%
2009	20,270	19,645	-2.06%
2010	20,310	19,232	-2.10%
2011	17,860	18,818	-2.15%
2012	17,760	18,405	
Average Growth Rate:			-2.04%

Actual
Actual



APPENDIX

GROWTH RATE CALCULATIONS

Population Projections

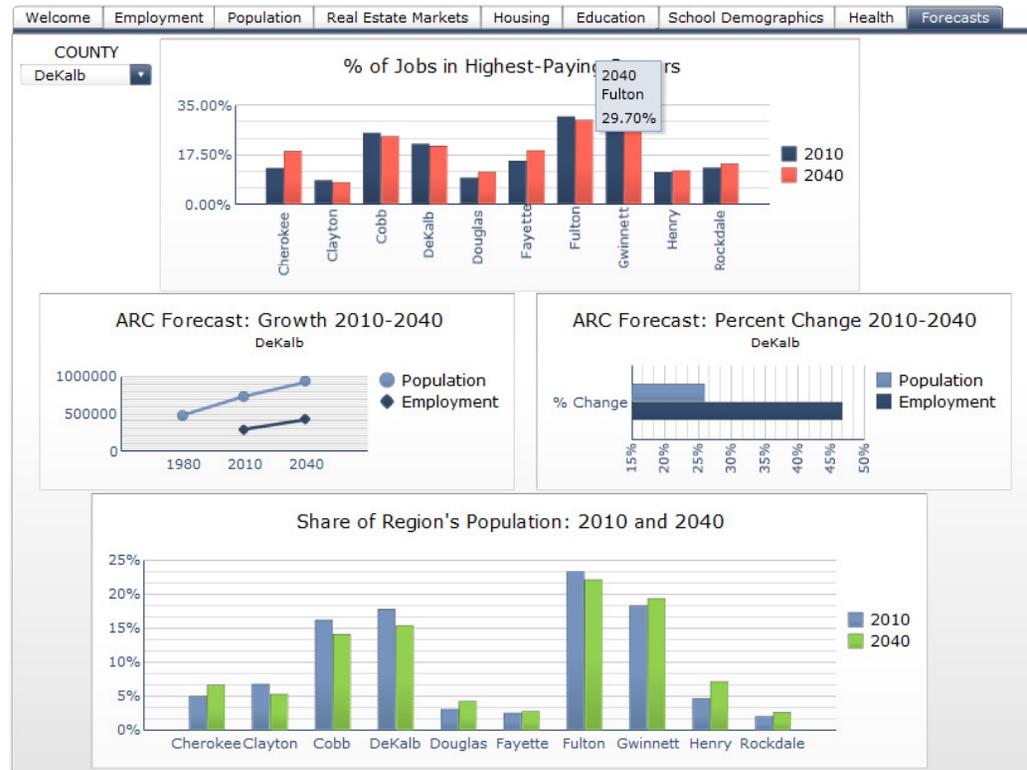


ATLANTA REGIONAL COMMISSION

County and Jurisdiction Profiles

For a list of data sources that inform the interactive dashboard of demographic data for the 10-county Metropolitan Atlanta area, please view [Data Sources](#) below.

[Data Sources](#)



Atlanta Regional Commission Population Growth Estimates

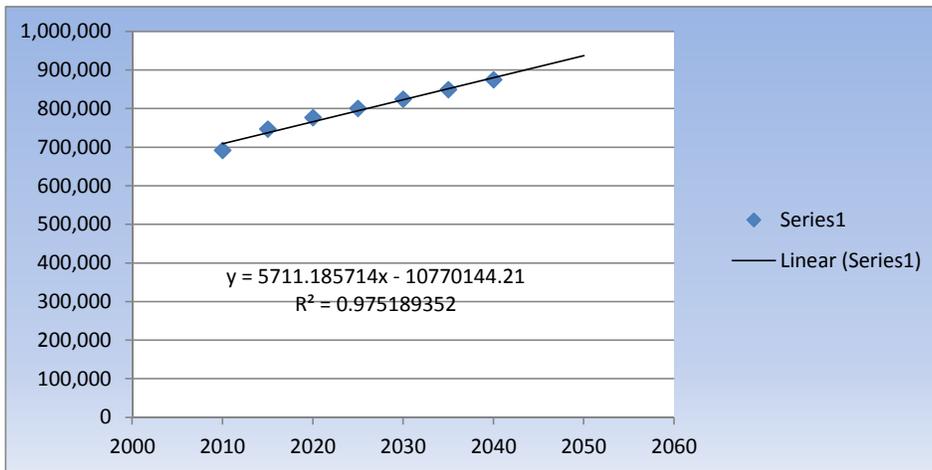
CountyFIPS	CntyName	TPop_10	TPop_15	TPop_20	TPop_25	TPop_30	TPop_35	TPop_40
013	Barrow	66,141	78,550	90,046	101,285	111,870	122,283	132,077
015	Bartow	94,635	109,473	122,846	135,772	147,655	159,396	169,856
045	Carroll	111,670	132,062	145,491	158,329	169,917	182,167	192,491
057	Cherokee	207,388	242,873	276,798	309,983	341,201	372,056	401,558
063	Clayton	281,061	293,699	302,675	307,931	312,994	317,316	321,831
067	Cobb	672,076	721,144	751,094	780,217	805,297	832,697	855,475
077	Coweta	120,105	144,761	168,503	189,433	209,461	229,312	248,948
089	DeKalb	738,752	799,373	832,422	856,511	880,070	905,798	930,718
097	Douglas	128,371	152,573	175,050	196,660	218,000	237,037	256,493
113	Fayette	106,039	118,638	130,573	140,851	149,968	159,875	168,482
117	Forsyth	176,789	211,414	250,042	282,940	315,263	346,358	378,408
121	Fulton	965,593	1,091,626	1,148,576	1,198,143	1,244,333	1,295,077	1,338,891
135	Gwinnett	758,032	838,744	912,962	981,178	1,045,103	1,109,171	1,170,599
139	Hall	178,505	211,861	241,381	269,012	295,155	321,655	346,147
151	Henry	193,536	237,099	282,062	320,968	358,338	395,664	432,647
217	Newton	97,122	116,848	136,257	153,061	169,324	185,006	200,353
223	Paulding	129,658	156,840	184,758	211,119	236,867	260,194	283,679
247	Rockdale	84,645	99,107	112,825	125,456	137,226	148,810	159,591
255	Spalding	65,756	76,341	84,140	91,830	98,445	106,857	113,979
297	Walton	78,525	92,874	104,846	118,573	131,463	143,176	154,100
Grand Total 20co		5,254,399	5,925,900	6,453,347	6,453,347	7,377,950	7,829,905	8,256,323

Source: ARC Plan 2040 Forecasts completed late 2009
 these forecasts are NOT benchmarked to 2010 Census; 2010 data were ARC estimates

Total population includes HHPop and Group Quarters

Benchmarked to the 2010 Census:

		2010	2015	2020	2025	2030	2035	2040
089	DeKalb	691,893	747,244	777,134	800,448	824,462	849,196	874,671



Growth Rate = 0.72%

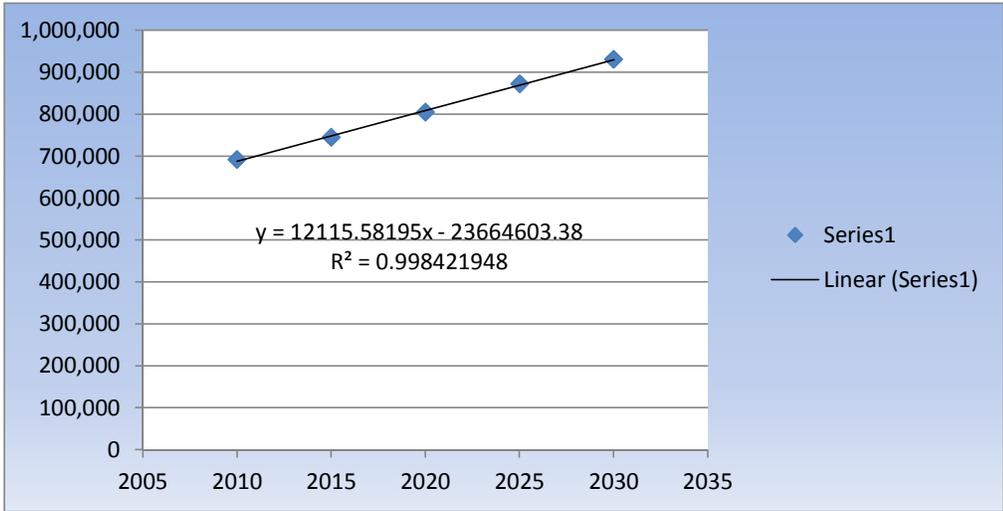
State of Georgia Population Growth Estimates

County	2010	2015	2020	2025	2030
Dawson	23,673	28,251	33,359	39,231	45,368
Decatur	29,392	31,001	32,523	34,023	35,523
DeKalb	760,651	819,193	885,607	960,283	1,025,225
Dodge	20,458	21,406	22,367	23,395	24,218
Dooly	11,600	11,775	11,965	12,184	12,431
Dougherty	95,986	96,656	97,171	97,389	97,509
Douglas	136,938	159,765	186,427	216,756	250,413
Early	11,643	11,575	11,515	11,465	11,433
Echols	4,144	4,353	4,530	4,689	4,831
Effingham	56,177	67,492	80,563	96,094	112,062
Elbert	20,589	20,906	21,136	21,312	21,427
Emanuel	23,141	23,858	24,623	25,492	26,424
Evans	12,004	13,045	14,052	15,075	16,103
Fannin	23,490	25,867	28,189	30,612	33,134
Fayette	112,859	132,165	153,081	176,421	202,787
Floyd	97,696	102,613	107,598	112,799	118,161
Forsyth	183,268	221,128	264,630	314,941	372,952
Franklin	22,346	23,963	25,829	27,920	29,901
Fulton	1,047,216	1,114,788	1,192,726	1,273,988	1,356,515
Gilmer	30,095	34,636	39,743	45,592	52,242
Glascock	2,854	2,952	3,029	3,091	3,135
Glynn	78,627	85,890	93,461	101,441	109,771
Gordon	54,925	60,375	66,191	72,509	79,377
Grady	25,914	28,133	30,321	32,632	34,841
Greene	16,360	18,640	20,971	23,499	26,134
Gwinnett	825,818	910,677	1,006,914	1,113,479	1,208,392
Habershan	44,553	48,026	51,850	56,126	60,261
Hall	197,394	232,285	273,490	322,126	379,301
Hancock	9,538	9,884	10,132	10,337	10,562
Haralson	30,062	33,270	36,779	40,666	44,436
Harris	31,178	35,888	41,001	46,656	52,606
Hart	25,063	27,320	29,645	32,120	34,687
Heard	11,898	13,171	14,407	15,679	17,033
Henry	206,987	247,235	293,903	347,964	407,649
Houston	137,958	149,875	162,609	176,199	189,897
Irwin	10,342	10,628	10,891	11,133	11,339
Jackson	66,250	77,528	90,713	105,954	123,728
Jasper	14,731	17,344	20,237	23,572	27,065
Jeff Davis	13,676	14,060	14,422	14,766	15,079
Jefferson	16,414	16,400	16,259	16,028	15,713
Jenkins	8,556	8,574	8,558	8,514	8,458
Johnson	9,698	9,979	10,272	10,555	10,849

Mar-10

Benchmarked to the 2010 Census:

	2010	2015	2020	2025	2030
DeKalb	691,893	744,477	804,779	872,381	930,830



Growth Rate = 1.52%

Year	Actual	Calc	% Growth
2010	691,893.00	687,716	
2011		699,832	1.76%
2012		711,948	1.73%
2013		724,063	1.70%
2014		736,179	1.67%
2015	744,477.00	748,294	1.65%
2016		760,410	1.62%
2017		772,525	1.59%
2018		784,641	1.57%
2019		796,757	1.54%
2020	804,779.00	808,872	1.52%
2021		820,988	1.50%
2022		833,103	1.48%
2023		845,219	1.45%
2024		857,334	1.43%
2025	872,381.00	869,450	1.41%
2026		881,566	1.39%
2027		893,681	1.37%
2028		905,797	1.36%
2029		917,912	1.34%
2030	930,830.00	930,028	1.32%
		Average	1.52%

Composite Growth: 0.72 (ARC) + 1.52 (GDOT) = 1.1%

APPENDIX

TRUCK PERCENTAGE CALCULATIONS

Rockbridge Road from Allgood Road to Rowland Road
 24 HR Truck Percentages

	Station ID/Direction							
	05EB	05WB	06EB	06WB	07EB	07WB	08EB	08WB
Total Class 1 to 3	8028	7870	7281	6952	7535	7228	7286	7375
Total SU Class 4 to 7	348	588	829	709	465	349	445	557
Total MU Class 8 to 14	55	55	42	66	38	48	33	60
Total Trucks	403	643	871	775	503	397	478	617
Total % Trucks	4.8%	7.6%	10.7%	10.0%	6.3%	5.2%	6.2%	7.7%
Total SU %	4.1%	6.9%	10.2%	9.2%	5.8%	4.6%	5.7%	7.0%
Total MU %	0.7%	0.6%	0.5%	0.9%	0.5%	0.6%	0.4%	0.8%
Direction Distribution	50%	50%	51%	49%	51%	49%	49%	51%
1 Way ADT	8431	8513	8152	7727	8038	7625	7764	7992
2010 Monthly Factor	1	1.0	1	1.0	1	1.0	1.0	1
2010 Daily Factor	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
2010 Axle Factor	1	1.0	1	1.0	1	1.0	1.0	1
1 Way AADT	7590	7660	7335	6955	7235	6865	6990	7195
		16944		15879		15663	15756	
		15250		14290		14100	14185	
Total Trucks %	7.3%							
Total SU %	6.7%							
Total MU %	0.6%							

Rockbridge Road from Allgood Road to Rowland Road
 PEAK HR Truck Percentages

	Station ID/Direction							
	05EB	05WB	06EB	06WB	07EB	07WB	08EB	08WB
Total Class 1 to 3	1028	1122	899	912	988	969	952	899
Total SU Class 4 to 7	61	113	129	89	58	41	69	54
Total MU Class 8 to 14	14	13	4	7	4	5	4	5
Total Trucks	75	126	133	96	62	46	73	59
Total % Trucks	6.7%	9.8%	12.7%	9.2%	7.5%	10.2%	6.9%	5.8%
Total SU %	5.5%	8.8%	12.3%	8.5%	7.0%	9.1%	6.5%	5.3%
Total MU %	1.3%	1.0%	0.4%	0.7%	0.5%	1.1%	0.4%	0.5%

Total Trucks %	8.6%
Total SU %	7.9%
Total MU %	0.7%

APPENDIX

AADT CALCULATIONS

WB Rockbridge Rd
 File Name: \\vmware-host\Shared Folders\ibrian\01 TDC\00 Projects\2013\13526\13526-08-2 Cls.tl2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 08-2
 Location 08: EB Rockbridge Rd West of Allgood Rd
 Installed By: BEJWJE
 Counter Number: 574
 Weather: Hot
 Other: CBE

Date	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	Not Classified	Peak HR	Peak HR Volume
8/21/2013	12:00 AM	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 AM	0	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:30 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 AM	0	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:00 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:45 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 AM	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:15 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:30 AM	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 AM	0	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:00 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 AM	0	10	13	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:30 AM	0	11	29	4	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:45 AM	0	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 AM	0	24	10	0	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 AM	0	26	15	1	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:30 AM	0	41	15	1	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:45 AM	0	53	22	0	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	06:00 AM	0	65	18	1	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	06:15 AM	0	84	51	3	4	1	0	2	0	0	0	0	0	0	0	0
8/21/2013	06:30 AM	0	167	32	5	6	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	06:45 AM	1	115	41	4	3	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	07:00 AM	0	140	38	2	7	1	0	3	0	0	0	0	0	0	0	0
8/21/2013	07:15 AM	0	156	42	6	4	1	0	3	0	1	0	0	0	0	0	213
8/21/2013	07:30 AM	1	168	35	4	13	3	0	2	0	0	0	0	0	0	0	226
8/21/2013	07:45 AM	0	152	24	2	15	0	0	5	0	0	0	0	0	0	0	198
8/21/2013	08:00 AM	0	148	30	1	10	1	0	3	0	0	0	0	0	0	0	193
8/21/2013	08:15 AM	1	120	28	4	6	0	0	120	0	0	0	0	0	0	0	830
8/21/2013	08:30 AM	0	122	42	4	8	3	0	0	0	0	0	0	0	0	0	0
8/21/2013	08:45 AM	2	112	34	6	3	1	0	1	0	0	0	0	0	0	0	0
8/21/2013	09:00 AM	0	123	61	2	3	1	0	0	1	0	0	0	0	0	0	0
8/21/2013	09:15 AM	3	47	75	4	4	1	0	1	1	0	0	0	0	0	0	0
8/21/2013	09:30 AM	0	56	77	1	1	2	0	56	1	1	2	0	0	0	0	0
8/21/2013	09:45 AM	0	56	73	2	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:00 AM	0	55	53	0	6	0	0	3	0	0	0	0	0	0	0	0
8/21/2013	10:15 AM	0	9	69	3	4	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:30 AM	0	16	67	2	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 AM	0	7	53	0	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 AM	0	22	85	4	2	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	11:15 AM	0	33	44	0	4	2	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 AM	0	34	41	1	4	1	0	1	0	0	0	0	0	0	0	0
8/21/2013	11:45 AM	0	50	47	2	5	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:00 PM	0	55	42	0	3	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 PM	0	68	41	3	2	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	12:30 PM	0	70	43	2	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 PM	0	81	32	1	7	1	0	1	0	0	0	0	0	0	0	0
8/21/2013	01:00 PM	2	90	28	2	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 PM	0	76	27	0	7	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 PM	0	71	31	0	9	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:45 PM	0	86	34	4	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:00 PM	0	91	35	3	7	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	02:15 PM	0	86	34	2	6	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 PM	0	99	31	3	9	2	0	1	0	0	0	0	0	0	0	0
8/21/2013	02:45 PM	1	76	37	2	5	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 PM	0	75	29	1	9	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	03:15 PM	2	53	23	1	11	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:30 PM	0	89	25	5	3	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	03:45 PM	1	88	27	1	6	2	0	1	0	0	0	0	0	0	0	0
8/21/2013	04:00 PM	0	64	16	0	14	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 PM	0	78	34	3	9	0	0	2	0	0	0	0	0	0	0	0
8/21/2013	04:30 PM	1	79	27	7	14	2	0	1	0	0	0	0	0	0	0	0
8/21/2013	04:45 PM	0	77	32	2	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 PM	0	62	36	2	7	1	0	0	0	0	0	0	0	0	0	109
8/21/2013	05:15 PM	0	89	22	1	12	2	0	0	0	0	0	0	0	0	0	126
8/21/2013	05:30 PM	0	71	29	1	11	2	0	0	0	0	0	0	0	0	0	114
8/21/2013	05:45 PM	1	67	19	0	14	0	0	0	1	0	0	0	0	0	0	102
8/21/2013	06:00 PM	0	73	25	0	9	0	0	1	0	0	0	0	0	0	0	451
8/21/2013	06:15 PM	1	58	17	2	11	1	0	2	0	0	0	0	0	0	0	0
8/21/2013	06:30 PM	0	69	27	1	6	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	06:45 PM	0	76	36	2	14	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 PM	0	66	21	0	5	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	07:15 PM	2	51	32	3	9	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:30 PM	0	47	22	0	9	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:45 PM	3	65	18	0	5	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	08:00 PM	1	68	28	0	7	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	08:15 PM	0	60	17	2	6	1	1	1	0	0	0	0	0	0	0	0
8/21/2013	08:30 PM	0	50	26	1	3	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	08:45 PM	1	53	15	0	4	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	09:00 PM	0	58	18	0	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	09:15 PM	0	61	18	1	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	09:30 PM	0	43	24	0	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 PM	0	48	12	1	2	1	0	1	0	0	0	0	0	0	0	0
8/21/2013	10:00 PM	0	35	16	1	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:15 PM	0	31	24	1	1	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:30 PM	0	40	13	0	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 PM	0	24	17	1	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 PM	1	14	8	0	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 PM	0															

EB Rockbridge Rd
 File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\113526\113526-06 CIs.t#2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 07
 Location 1: EB Rockbridge Rd East of Allgood Rd
 Installed By: BE/JWE
 Counter Number: 573
 Weather: Hot
 Other: CBE

Date	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	Not Classed	Peak HR	Peak HR Volume
8/21/2013	12:00 AM	0	40	6	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	12:15 AM	0	24	4	1	0	1	0	0	0	0	0	0	0	0	0	
8/21/2013	12:30 AM	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	12:45 AM	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	01:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	01:15 AM	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	01:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	01:45 AM	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	02:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	02:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	02:30 AM	1	14	0	0	0	0	0	1	0	0	0	0	0	0	0	
8/21/2013	02:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	03:00 AM	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	
8/21/2013	03:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	03:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	03:45 AM	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	
8/21/2013	04:00 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	04:15 AM	0	7	3	0	0	1	0	0	0	0	0	0	0	0	0	
8/21/2013	04:30 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	
8/21/2013	04:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	05:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	05:15 AM	0	13	3	1	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	05:30 AM	0	12	3	1	2	0	0	0	0	0	0	0	0	0	0	
8/21/2013	05:45 AM	1	16	5	1	3	0	0	1	0	0	0	0	0	0	0	
8/21/2013	06:00 AM	0	12	5	2	2	0	0	1	0	0	0	0	0	0	0	
8/21/2013	06:15 AM	0	22	3	1	0	0	0	1	0	0	0	0	0	0	0	
8/21/2013	06:30 AM	2	24	4	1	3	1	0	5	1	3	1	0	0	0	0	
8/21/2013	06:45 AM	1	34	9	0	0	0	0	0	0	0	0	0	0	0	0	
8/21/2013	07:00 AM	1	35	11	0	6	0	0	0	0	0	0	0	0	0	0	
8/21/2013	07:15 AM	0	42	12	2	1	0	0	0	0	0	0	0	0	0	0	57
8/21/2013	07:30 AM	0	31	17	2	2	0	0	0	0	0	0	0	0	0	0	52
8/21/2013	07:45 AM	0	44	11	5	3	0	0	0	1	0	0	0	0	0	0	64
8/21/2013	08:00 AM	0	38	16	7	4	0	0	0	7	4	0	0	0	0	0	65
8/21/2013	08:15 AM	1	52	19	4	3	0	0	0	19	4	0	0	0	0	0	238
8/21/2013	08:30 AM	3	59	19	1	2	0	0	0	0	0	0	0	0	0	0	
8/21/2013	08:45 AM	0	43	18	0	2	0	0	0	0	0	0	0	0	0	0	
8/21/2013	09:00 AM	1	40	13	0	3	0	1	0	1	0	0	0	0	0	0	
8/21/2013	09:15 AM	0	44	15	2	3	0	0	2	0	0	0	0	0	0	0	
8/21/2013	09:30 AM	1	41	16	0	5	0	0	0	0	0	0	0	0	0	0	
8/21/2013	09:45 AM	1	31	24	3	2	3	2	3	2	3	2	3	2	3	2	
8/21/2013	10:00 AM	0	35	32	1	5	0	0	0	0	0	0	0	0	0	0	
8/21/2013	10:15 AM	0	8	21	2	34	1	0	1	0	0	0	0	0	0	0	
8/21/2013	10:30 AM	0	6	13	1	60	0	0	0	0	0	0	0	0	0	0	
8/21/2013	10:45 AM	1	6	33	1	27	0	0	0	0	0	0	0	0	0	0	
8/21/2013	11:00 AM	2	14	39	1	21	0	0	0	0	0	0	0	0	0	0	
8/21/2013	11:15 AM	1	30	55	1	11	1	0	0	0	0	0	0	0	0	0	
8/21/2013	11:30 AM	1	33	57	2	12	0	0	0	0	0	0	0	0	0	0	
8/21/2013	11:45 AM	1	24	44	3	7	1	0	0	0	0	0	0	0	0	0	
8/21/2013	12:00 PM	1	41	49	0	9	1	0	0	0	0	0	0	0	0	0	
8/21/2013	12:15 PM	0	22	55	1	17	0	0	0	0	0	0	0	0	0	0	
8/21/2013	12:30 PM	2	34	69	1	12	0	0	0	0	0	0	0	0	0	0	
8/21/2013	12:45 PM	2	43	47	1	7	0	0	0	0	0	0	0	0	0	0	
8/21/2013	01:00 PM	1	76	39	0	9	1	1	0	0	0	0	0	0	0	0	
8/21/2013	01:15 PM	2	53	43	0	10	0	0	0	0	0	0	0	0	0	0	
8/21/2013	01:30 PM	2	68	42	0	11	1	0	0	0	0	0	0	0	0	0	
8/21/2013	01:45 PM	1	62	36	1	7	0	0	2	0	0	0	0	0	0	0	
8/21/2013	02:00 PM	1	50	46	3	10	1	0	1	1	0	0	0	0	0	0	
8/21/2013	02:15 PM	2	68	44	1	5	0	0	0	0	0	0	0	0	0	0	
8/21/2013	02:30 PM	1	68	39	0	7	1	0	0	0	0	0	0	0	0	0	
8/21/2013	02:45 PM	2	65	35	2	6	1	0	1	1	0	0	0	0	0	0	
8/21/2013	03:00 PM	3	92	48	3	10	1	0	1	1	0	0	0	0	0	0	
8/21/2013	03:15 PM	3	93	58	2	11	0	0	0	1	0	0	0	0	0	0	
8/21/2013	03:30 PM	1	84	37	3	12	0	0	1	0	0	0	0	0	0	0	
8/21/2013	03:45 PM	2	109	53	2	10	0	0	0	0	0	0	0	0	0	0	
8/21/2013	04:00 PM	1	103	68	4	8	0	0	0	0	0	0	0	0	0	0	
8/21/2013	04:15 PM	0	77	41	2	44	0	0	0	0	0	0	0	0	0	0	
8/21/2013	04:30 PM	1	43	122	0	20	0	0	1	0	0	0	0	0	0	0	
8/21/2013	04:45 PM	2	72	101	1	12	0	0	0	0	0	0	0	0	0	0	
8/21/2013	05:00 PM	1	112	68	3	14	0	0	0	0	0	0	0	0	0	0	198
8/21/2013	05:15 PM	4	73	103	1	12	1	0	0	0	0	0	0	0	0	0	194
8/21/2013	05:30 PM	3	89	74	2	47	1	0	1	0	1	0	0	0	0	0	218
8/21/2013	05:45 PM	0	38	139	1	21	0	0	0	0	0	0	0	0	0	0	199
8/21/2013	06:00 PM	2	61	135	1	16	0	0	1	0	0	0	0	0	0	0	809
8/21/2013	06:15 PM	0	106	101	1	13	0	0	1	0	0	0	0	0	0	0	
8/21/2013	06:30 PM	0	59	90	0	13	0	0	2	0	0	0	0	0	0	0	
8/21/2013	06:45 PM	1	82	106	0	6	0	0	0	0	0	0	0	0	0	0	
8/21/2013	07:00 PM	0	63	71	1	16	2	0	1	0	0	0	0	0	0	0	
8/21/2013	07:15 PM	1	97	47	0	4	0	0	1	1	0	0	0	0	0	0	
8/21/2013	07:30 PM	1	84	62	1	8	0	0	0	2	0	0	0	0	0	0	
8/21/2013	07:45 PM	1	71	55	0	12	0	0	0	0	0	0	0	0	0	0	
8/21/2013	08:00 PM	0	25	81	1	13	0	0	1	0	0	0	0	0	0	0	
8/21/2013	08:15 PM	1	28	87	1	9	1	0	1	0	0	0	0	0	0	0	
8/21/2013	08:30 PM	0	33	60	0	5	0	0	0	0	0	0	0	0	0	0	
8/21/2013	08:45 PM	1	51	43	0	7	2	0	1	0	0	0	0	0	0	0	
8/21/2013	09:00 PM	0	67	22	1	5	1	0	1	0	0	0	0	0	0	0	
8/21/2013	09:15 PM	4	69	21	0	2	1	0	0	0	0	0	0	0	0	0	
8/21/2013	09:30 PM	0	50	29	1	5	0	0	0	0	0	0	0	0	0	0	
8/21/2013	09:45 PM	0	66	27	1	4	1	0	1	0	0	0	0	0	0	0	
8/21/2013	10:00 PM	1	48	29	1	3	1	0	1	0	0	0	0	0	0	0	
8/21/2013	10:15 PM	2	53	16	0	3	0	0	1	0	0	0	0	0	0	0	
8/21/2013	10:30 PM	2	41	18	1	2	0	0	0	0	0	0	0	0	0	0	
8/21/2013	10:45 PM	0	39	23	0	1	0	0	0	0	0	0	0	0	0	0	
8/21/2013	11:00 PM	3	27	17	1	3	0	0	0	0	0	0	0	0	0	0	
8/21/2013	11:15 PM	0	31	12	0	1	0	0	0	0	0	0	0	0	0	0	
8/21/2013	11:30 PM	2	32	18	1	1	0	0	0								

WB Rockbridge Rd
 File Name: \\vmware-host\Shared Folders\ibrian\01 TDC\00 Projects\2013\13526\13526-06 Cls.tl2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 06
 Location 1: EB Rockbridge Rd East of Allgood Rd
 Installed By: BEJWE
 Counter Number: 573
 Weather: Hot
 Other: CBE

Date	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	Not Classsed	Peak HR	Peak HR Volume
8/21/2013	12:00 AM	0	14	5	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	12:15 AM	0	21	5	1	1	0	0	0	0	0	0	0	0	0		
8/21/2013	12:30 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	0		
8/21/2013	12:45 AM	0	8	4	1	1	0	0	0	0	0	0	0	0	0		
8/21/2013	01:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	01:15 AM	0	9	0	0	1	0	0	0	0	0	0	0	0	0		
8/21/2013	01:30 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	01:45 AM	0	4	5	0	1	0	0	0	0	0	0	0	0	0		
8/21/2013	02:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	02:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	02:30 AM	0	5	1	0	2	0	0	0	0	0	0	0	0	0		
8/21/2013	02:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	03:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	03:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	03:30 AM	0	6	7	0	1	0	0	0	0	0	0	0	0	0		
8/21/2013	03:45 AM	0	7	5	0	0	1	0	0	0	0	0	0	0	0		
8/21/2013	04:00 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	04:15 AM	0	8	12	0	1	0	0	1	0	0	0	0	0	0		
8/21/2013	04:30 AM	0	9	25	2	2	1	0	0	1	0	0	0	0	0		
8/21/2013	04:45 AM	0	14	3	0	2	0	0	0	0	0	0	0	0	0		
8/21/2013	05:00 AM	0	25	8	0	1	0	0	0	0	0	0	0	0	0		
8/21/2013	05:15 AM	0	24	14	1	3	0	0	0	0	0	0	0	0	0		
8/21/2013	05:30 AM	0	42	19	1	3	1	0	0	0	0	0	0	0	0		
8/21/2013	05:45 AM	0	44	22	0	4	0	0	0	0	0	0	0	0	0		
8/21/2013	06:00 AM	0	56	21	1	3	0	0	0	0	0	0	0	0	0		
8/21/2013	06:15 AM	0	91	44	2	6	0	0	1	1	0	0	0	0	0		
8/21/2013	06:30 AM	0	128	47	3	8	1	0	1	0	1	0	0	0	0		
8/21/2013	06:45 AM	1	100	39	3	5	0	0	1	0	0	0	0	0	0		
8/21/2013	07:00 AM	0	121	0	9	0	0	0	0	0	0	0	0	0	0		
8/21/2013	07:15 AM	0	108	43	2	6	1	0	1	0	0	0	0	0	0		161
8/21/2013	07:30 AM	1	116	44	0	6	2	0	2	0	0	0	0	0	0		171
8/21/2013	07:45 AM	0	85	37	1	6	0	0	1	0	0	0	0	0	0		130
8/21/2013	08:00 AM	0	104	33	1	7	1	0	0	0	0	0	0	0	0		146
8/21/2013	08:15 AM	2	83	41	1	6	2	0	9	27	0	0	0	0	0		608
8/21/2013	08:30 AM	0	100	33	4	6	5	0	1	0	0	0	0	0	0		
8/21/2013	08:45 AM	1	93	26	4	7	0	0	2	0	0	0	0	0	0		
8/21/2013	09:00 AM	0	112	41	2	4	0	1	2	2	0	0	0	0	0		
8/21/2013	09:15 AM	0	86	30	1	5	0	0	1	2	0	0	0	0	0		
8/21/2013	09:30 AM	2	83	41	1	6	2	0	2	0	0	0	0	0	0		
8/21/2013	09:45 AM	1	90	25	1	4	1	0	2	0	0	0	0	0	0		
8/21/2013	10:00 AM	0	77	17	0	3	0	0	1	0	0	0	0	0	0		
8/21/2013	10:15 AM	1	42	28	0	8	0	0	1	0	0	0	0	0	0		
8/21/2013	10:30 AM	0	45	28	2	3	0	0	0	0	0	0	0	0	0		
8/21/2013	10:45 AM	0	37	26	0	7	0	0	0	0	0	0	0	0	0		
8/21/2013	11:00 AM	0	72	32	2	11	1	0	1	0	0	0	0	0	0		
8/21/2013	11:15 AM	1	46	36	0	5	0	0	0	0	0	0	0	0	0		
8/21/2013	11:30 AM	0	21	41	0	10	1	0	1	0	0	0	0	0	0		
8/21/2013	11:45 AM	1	35	52	1	3	1	0	3	0	0	0	0	0	0		
8/21/2013	12:00 PM	0	32	50	0	5	1	0	0	0	0	0	0	0	0		
8/21/2013	12:15 PM	0	27	67	2	10	0	0	0	0	0	0	0	0	0		
8/21/2013	12:30 PM	1	25	75	3	11	0	0	0	0	0	0	0	0	0		
8/21/2013	12:45 PM	0	26	65	3	13	0	0	1	0	0	0	0	0	0		
8/21/2013	01:00 PM	1	41	74	3	9	2	0	1	0	0	0	0	0	0		
8/21/2013	01:15 PM	0	39	61	0	5	1	0	0	0	0	0	0	0	0		
8/21/2013	01:30 PM	1	26	68	1	8	1	0	0	0	0	0	0	0	0		
8/21/2013	01:45 PM	0	43	60	4	15	2	0	0	0	0	0	0	0	0		
8/21/2013	02:00 PM	0	35	79	4	11	1	0	0	0	0	0	0	0	0		
8/21/2013	02:15 PM	2	36	63	1	12	2	0	1	0	0	0	0	0	0		
8/21/2013	02:30 PM	0	28	60	3	11	0	0	0	0	0	0	0	0	0		
8/21/2013	02:45 PM	1	30	51	2	12	0	0	2	0	0	0	0	0	0		
8/21/2013	03:00 PM	0	25	56	0	8	0	0	0	0	0	0	0	0	0		
8/21/2013	03:15 PM	2	26	36	0	12	1	0	0	0	0	0	0	0	0		
8/21/2013	03:30 PM	0	44	56	3	4	1	0	0	0	1	0	0	0	0		
8/21/2013	03:45 PM	0	52	50	1	15	3	0	0	0	0	0	0	0	0		
8/21/2013	04:00 PM	1	23	57	0	10	0	0	0	0	0	0	0	0	0		
8/21/2013	04:15 PM	0	24	57	3	30	2	0	2	0	0	0	0	0	0		
8/21/2013	04:30 PM	1	18	72	9	12	1	1	2	0	0	0	0	0	0		
8/21/2013	04:45 PM	0	20	74	2	10	1	0	0	0	0	0	0	0	0		
8/21/2013	05:00 PM	0	29	56	0	11	2	0	0	0	0	0	0	0	0		99
8/21/2013	05:15 PM	1	28	84	1	7	1	0	0	0	0	0	0	0	0		122
8/21/2013	05:30 PM	0	31	59	0	21	3	0	1	0	0	0	0	0	0		115
8/21/2013	05:45 PM	0	14	72	0	7	3	0	1	0	0	0	0	0	0		97
8/21/2013	06:00 PM	0	15	69	0	9	0	0	1	0	0	0	0	0	0		433
8/21/2013	06:15 PM	0	25	55	1	7	0	0	0	0	0	0	0	0	0		
8/21/2013	06:30 PM	1	18	76	0	10	0	0	0	0	0	0	0	0	0		
8/21/2013	06:45 PM	0	28	68	1	10	1	0	1	0	0	0	0	0	0		
8/21/2013	07:00 PM	0	19	57	1	5	2	0	0	0	0	0	0	0	0		
8/21/2013	07:15 PM	1	21	57	1	10	1	0	1	0	0	0	0	0	0		
8/21/2013	07:30 PM	1	29	45	1	9	0	0	1	0	0	0	0	0	0		
8/21/2013	07:45 PM	1	21	52	1	3	1	0	0	0	0	0	0	0	0		
8/21/2013	08:00 PM	1	8	84	0	9	0	0	1	0	0	0	0	0	0		
8/21/2013	08:15 PM	0	9	65	2	5	0	0	1	0	1	0	0	0	0		
8/21/2013	08:30 PM	0	8	63	0	8	0	0	2	0	0	0	0	0	0		
8/21/2013	08:45 PM	0	13	54	0	4	2	0	1	0	0	0	0	0	0		
8/21/2013	09:00 PM	0	26	43	0	6	0	0	0	0	0	0	0	0	0		
8/21/2013	09:15 PM	0	26	46	0	1	0	0	1	0	0	0	0	0	0		
8/21/2013	09:30 PM	0	19	47	0	3	0	0	0	0	0	0	0	0	0		
8/21/2013	09:45 PM	0	21	42	2	2	1	0	1	0	0	0	0	0	0		
8/21/2013	10:00 PM	1	15	30	0	4	0	0	0	0	0	0	0	0	0		
8/21/2013	10:15 PM	0	8	41	1	5	1	0	0	0	0	0	0	0	0		
8/21/2013	10:30 PM	1	14	34	0	3	0	0	0	0	0	0	0	0	0		
8/21/2013	10:45 PM	1	14	20	1	5	0	0	0	0	0	0	0	0	0		
8/21/2013	11:00 PM	1	5	14	0	1	0	0	0	0	0	0	0	0	0		
8/21/2013	11:15 PM	0	12	19	1	1	0	0	0	0	0	0	0	0	0		
8/21/2013	11:30 PM	0	10	13	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	11:45 PM	1	10	17	1	2	0	0	1	0	0	0	0	0	0		
Totals:		32	332														

EB Rockbridge Rd
 File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\13526\13526-07 Cls.#2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 07
 Location 1: EB Rockbridge Rd East of Spring St
 Installed By: BE/JWE
 Counter Number: 573
 Weather: Hot
 Other: CBE

Date	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	Not Classed	Peak HR	Peak HR Volume
8/21/2013	12:00 AM	0	34	9	0	2	0	0	0	0	0	0	0	0	0		
8/21/2013	12:15 AM	0	24	7	1	1	1	0	0	0	0	0	0	0	0		
8/21/2013	12:30 AM	0	20	7	0	1	0	0	0	0	0	0	0	0	0		
8/21/2013	12:45 AM	0	15	9	0	2	0	0	0	0	0	0	0	0	0		
8/21/2013	01:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	01:15 AM	0	11	7	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	01:30 AM	0	8	1	0	0	1	0	0	0	0	0	0	0	0		
8/21/2013	01:45 AM	0	17	3	0	1	0	0	0	0	0	0	0	0	0		
8/21/2013	02:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	02:15 AM	0	2	3	0	1	0	0	0	0	0	0	0	0	0		
8/21/2013	02:30 AM	1	11	2	0	0	0	0	1	0	0	0	0	0	0		
8/21/2013	02:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	03:00 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	0		
8/21/2013	03:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	03:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	03:45 AM	0	6	0	0	0	0	0	1	0	0	0	0	0	0		
8/21/2013	04:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	04:15 AM	0	6	5	0	0	1	0	0	0	0	0	0	0	0		
8/21/2013	04:30 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	0		
8/21/2013	04:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	05:00 AM	0	6	3	0	0	0	0	3	0	0	0	0	0	0		
8/21/2013	05:15 AM	0	9	6	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	05:30 AM	0	6	9	1	2	0	0	0	0	0	0	0	0	0		
8/21/2013	05:45 AM	0	17	3	1	3	0	0	1	0	0	0	0	0	0		
8/21/2013	06:00 AM	0	15	3	1	2	0	0	1	0	0	0	0	0	0		
8/21/2013	06:15 AM	0	21	7	1	0	0	0	0	0	0	0	0	0	0		
8/21/2013	06:30 AM	0	20	7	3	2	0	0	7	0	0	0	0	0	0		
8/21/2013	06:45 AM	1	32	10	1	0	0	0	0	0	0	0	0	0	0		
8/21/2013	07:00 AM	0	37	12	2	4	0	0	0	0	0	0	0	0	0		
8/21/2013	07:15 AM	0	28	20	3	2	1	0	1	0	0	0	0	0	0		
8/21/2013	07:30 AM	2	27	13	1	2	0	0	0	0	0	0	0	0	0	45	
8/21/2013	07:45 AM	1	58	8	6	1	1	0	0	0	0	0	0	0	0	75	
8/21/2013	08:00 AM	2	34	13	11	2	1	0	1	13	0	0	0	0	0	64	
8/21/2013	08:15 AM	1	52	25	5	1	0	0	0	1	0	0	0	0	0	85	269
8/21/2013	08:30 AM	2	62	16	0	4	2	0	0	0	0	0	0	0	0		
8/21/2013	08:45 AM	0	42	16	0	3	1	0	0	0	0	0	0	0	0		
8/21/2013	09:00 AM	1	39	12	0	4	0	0	1	1	0	0	0	0	0		
8/21/2013	09:15 AM	0	27	28	1	4	2	0	1	0	0	0	0	0	0		
8/21/2013	09:30 AM	1	19	32	0	9	0	0	0	0	0	0	0	0	0		
8/21/2013	09:45 AM	0	17	39	4	2	0	0	17	0	0	0	0	0	0		
8/21/2013	10:00 AM	2	34	31	1	4	0	0	0	0	0	0	0	0	0		
8/21/2013	10:15 AM	1	9	40	1	9	0	0	0	1	0	0	0	0	0		
8/21/2013	10:30 AM	0	18	51	0	10	2	0	0	0	0	0	0	0	0		
8/21/2013	10:45 AM	0	16	47	0	6	1	0	0	0	0	0	0	0	0		
8/21/2013	11:00 AM	0	21	34	0	9	1	0	0	0	0	0	0	0	0		
8/21/2013	11:15 AM	0	16	68	3	13	2	0	0	0	0	0	0	0	0		
8/21/2013	11:30 AM	0	38	49	2	11	4	0	0	0	0	0	0	0	0		
8/21/2013	11:45 AM	0	37	32	2	5	0	0	0	0	0	0	0	0	0		
8/21/2013	12:00 PM	0	60	34	0	8	0	0	1	0	0	0	0	0	0		
8/21/2013	12:15 PM	0	36	45	1	14	0	0	1	0	0	0	0	0	0		
8/21/2013	12:30 PM	1	48	51	2	11	0	0	0	1	0	0	0	0	0		
8/21/2013	12:45 PM	0	51	40	1	7	0	0	0	40	0	0	0	0	0		
8/21/2013	01:00 PM	0	63	45	0	7	4	0	0	0	0	0	0	0	0		
8/21/2013	01:15 PM	0	68	33	0	4	0	0	0	0	0	0	0	0	0		
8/21/2013	01:30 PM	0	89	30	1	5	1	0	1	0	0	0	0	0	0		
8/21/2013	01:45 PM	2	73	30	1	7	1	0	0	0	0	0	0	0	0		
8/21/2013	02:00 PM	0	69	37	1	6	0	0	2	1	0	0	0	0	0		
8/21/2013	02:15 PM	2	91	33	1	1	0	0	0	0	0	0	0	0	0		
8/21/2013	02:30 PM	0	104	29	0	3	1	0	0	0	0	0	0	0	0		
8/21/2013	02:45 PM	1	85	26	1	5	2	0	0	1	0	0	0	0	0		
8/21/2013	03:00 PM	0	92	37	2	5	2	0	2	0	0	0	0	0	0		
8/21/2013	03:15 PM	1	123	41	2	4	2	0	1	0	0	0	0	0	0		
8/21/2013	03:30 PM	0	104	29	3	7	1	0	1	0	0	0	0	0	0		
8/21/2013	03:45 PM	3	127	40	4	2	1	0	0	0	0	0	0	0	0		
8/21/2013	04:00 PM	2	135	39	2	6	2	0	0	0	0	0	0	0	0		
8/21/2013	04:15 PM	2	138	40	0	1	0	0	1	0	0	0	0	0	0		
8/21/2013	04:30 PM	2	139	32	1	10	1	0	0	0	0	0	0	0	0		
8/21/2013	04:45 PM	1	140	36	1	5	1	0	0	0	0	0	0	0	0		
8/21/2013	05:00 PM	0	150	34	4	3	0	0	0	0	0	0	0	0	0	191	
8/21/2013	05:15 PM	2	135	41	1	7	1	0	0	0	0	0	0	0	0	187	
8/21/2013	05:30 PM	0	171	45	3	2	1	0	1	45	0	0	0	0	0	223	
8/21/2013	05:45 PM	1	181	35	1	2	2	0	1	0	0	0	0	0	0	223	824
8/21/2013	06:00 PM	3	164	34	1	0	1	0	1	0	0	0	0	0	0		
8/21/2013	06:15 PM	1	163	34	1	5	0	0	2	0	0	0	0	0	0		
8/21/2013	06:30 PM	0	130	26	1	2	0	0	0	0	0	0	0	0	0		
8/21/2013	06:45 PM	2	150	35	1	4	0	0	0	0	0	0	0	0	0		
8/21/2013	07:00 PM	0	96	41	1	8	0	0	0	0	0	0	0	0	0		
8/21/2013	07:15 PM	0	124	23	0	2	0	0	1	0	0	0	0	0	0		
8/21/2013	07:30 PM	1	111	40	1	3	1	0	0	0	0	0	0	0	0		
8/21/2013	07:45 PM	1	84	27	0	9	1	0	1	0	0	0	0	0	0		
8/21/2013	08:00 PM	0	64	41	2	4	0	0	0	0	0	0	0	0	0		
8/21/2013	08:15 PM	0	80	31	1	3	2	0	2	0	0	0	0	0	0		
8/21/2013	08:30 PM	0	85	12	0	1	1	0	0	12	0	0	0	0	0		
8/21/2013	08:45 PM	0	76	19	0	3	0	0	1	0	0	0	0	0	0		
8/21/2013	09:00 PM	0	68	16	1	3	0	0	0	0	0	0	0	0	0		
8/21/2013	09:15 PM	1	76	14	0	0	1	0	0	0	0	0	0	0	0		
8/21/2013	09:30 PM	0	68	8	1	2	1	0	0	0	0	0	0	0	0		
8/21/2013	09:45 PM	0	75	15	1	0	1	0	0	0	0	0	0	0	0		
8/21/2013	10:00 PM	0	64	18	1	1	0	0	0	0	0	0	0	0	0		
8/21/2013	10:15 PM	0	56	6	0	1	0	0	0	0	0	0	0	0	0		
8/21/2013	10:30 PM	0	52	6	1	0	0	0	0	0	0	0	0	0	0		
8/21/2013	10:45 PM	0	48	11	0	0	0	0	0	0	0	0	0	0	0		
8/21/2013	11:00 PM	0	37	5	1	1	0	0	0	0	0	0	0	0	0		
8/21/2013	11:15 PM	0	33	8	0	1	0	0	0	0	0	0	0	0	0		
8/21/2013	11:30 PM	1	42	7	1	1	0	0	0	0	0	0	0	0	0		
8/21/2013	11:45 PM	0	33	10	0	3	0	0	0	0	0	0	0	0	0		
8/21/2013	Totals:	45	5416														

WB Rockbridge Rd
 File Name: \\mware-host\Shared Folders\brian01 TDC\00 Projects\2013\113526\13526-07 Cls.#2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 07
 Location 1: WB Rockbridge Rd East of Spring St
 Installed By: BE/UWE
 Counter Number: 573
 Weather: Hot
 Other: CBE

Date	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	Not Classed	Peak HR	Peak HR Volume
8/21/2013	12:00 AM	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 AM	0	20	4	1	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:30 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 AM	0	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 AM	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:45 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 AM	0	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:15 AM	0	2	3	0	0	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	03:30 AM	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:00 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 AM	0	9	12	0	1	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	04:30 AM	0	10	3	0	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:45 AM	0	16	1	0	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 AM	0	26	9	0	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 AM	0	23	10	0	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:30 AM	0	47	12	1	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:45 AM	1	48	18	2	3	0	0	2	0	0	0	0	0	0	0	0
8/21/2013	06:00 AM	0	55	13	1	1	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	06:15 AM	0	100	30	2	2	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	06:30 AM	0	135	27	3	5	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	06:45 AM	0	106	29	3	5	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 AM	0	133	37	0	5	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:15 AM	0	132	26	2	3	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:30 AM	0	130	24	0	4	2	0	0	0	0	0	0	0	0	0	160
8/21/2013	07:45 AM	1	101	24	1	7	0	0	0	0	0	0	0	0	0	0	134
8/21/2013	08:00 AM	4	98	31	1	2	0	0	2	0	0	0	0	0	0	0	138
8/21/2013	08:15 AM	0	106	22	2	1	1	0	1	0	0	0	0	0	0	0	138
8/21/2013	08:30 AM	0	106	35	3	6	2	0	1	0	0	0	0	0	0	0	133
8/21/2013	08:45 AM	0	105	26	5	6	1	0	0	0	0	0	0	0	0	0	565
8/21/2013	09:00 AM	0	106	29	2	1	0	0	2	2	0	1	0	0	0	0	0
8/21/2013	09:15 AM	0	88	24	1	4	0	0	4	0	0	0	0	0	0	0	0
8/21/2013	09:30 AM	0	95	27	1	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 AM	0	95	19	1	2	0	0	2	0	0	0	0	0	0	0	0
8/21/2013	10:00 AM	0	79	14	0	1	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	10:15 AM	1	53	20	0	2	1	0	2	0	0	0	0	0	0	0	0
8/21/2013	10:30 AM	0	51	16	0	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 AM	2	46	18	1	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 AM	0	82	21	0	7	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 AM	0	67	17	0	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 AM	0	51	14	2	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:45 AM	0	71	18	1	4	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	12:00 PM	1	69	22	0	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 PM	0	80	21	1	2	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:30 PM	0	66	33	1	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 PM	0	73	25	1	3	1	0	2	0	0	0	0	0	0	0	0
8/21/2013	01:00 PM	0	98	14	1	5	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 PM	0	70	19	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 PM	0	76	26	1	0	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:45 PM	1	93	14	7	7	1	0	3	0	0	0	0	0	0	0	0
8/21/2013	02:00 PM	0	97	22	3	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:15 PM	2	84	26	1	7	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	02:30 PM	0	87	35	1	4	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	02:45 PM	1	83	26	1	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 PM	1	63	27	0	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:15 PM	2	49	16	0	6	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:30 PM	0	80	25	2	2	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	03:45 PM	2	89	28	1	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:00 PM	1	65	21	0	7	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	04:15 PM	0	76	28	4	7	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:30 PM	1	62	26	6	3	1	0	2	0	0	0	0	0	0	0	0
8/21/2013	04:45 PM	1	77	23	3	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 PM	0	68	28	1	5	0	0	1	0	0	0	0	0	0	0	103
8/21/2013	05:15 PM	1	90	20	1	5	1	0	0	0	0	0	0	0	0	0	118
8/21/2013	05:30 PM	1	83	28	1	1	0	0	0	0	0	0	0	0	0	0	114
8/21/2013	05:45 PM	0	91	19	0	3	0	0	0	1	0	0	0	0	0	0	114
8/21/2013	06:00 PM	1	72	24	1	5	0	0	0	0	0	0	0	0	0	0	449
8/21/2013	06:15 PM	0	72	16	1	2	3	0	0	0	0	0	0	0	0	0	0
8/21/2013	06:30 PM	0	71	22	1	1	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	06:45 PM	0	85	29	1	4	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 PM	1	67	14	0	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:15 PM	0	64	25	1	3	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	07:30 PM	1	62	19	1	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:45 PM	0	66	22	1	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	08:00 PM	0	72	16	0	2	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	08:15 PM	1	75	15	1	2	1	0	1	0	0	0	0	0	0	0	0
8/21/2013	08:30 PM	0	54	19	0	2	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	08:45 PM	0	60	16	1	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	09:00 PM	0	54	16	0	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	09:15 PM	0	57	11	1	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	09:30 PM	0	49	19	0	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 PM	0	42	11	2	1	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	10:00 PM	0	37	16	0	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:15 PM	0	37	15	1	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:30 PM	0	41	10	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 PM	1	26	7	1	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 PM	0	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 PM	0	27	3	1												

EB Rockbridge Rd
 File Name: \\vmware-host\Shared Folders\brlan\01 TDC\00 Projects\2013\13526\13526-08-2 Cls.tl2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 08-2
 Location 08: EB Rockbridge Rd West of Rowland Rd
 Installed By: BEJWE
 Counter Number: 574
 Weather: Hot
 Other: CBE

Date	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	Not Classed	Peak HR	Peak HR Volume
8/21/2013	12:00 AM	0	27	17	0	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:15 AM	0	21	8	1	1	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:30 AM	0	15	10	0	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	12:45 AM	0	12	11	0	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 AM	0	7	10	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:45 AM	0	10	8	0	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:15 AM	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 AM	1	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:45 AM	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:15 AM	0	3	4	2	8	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 AM	0	6	4	0	0	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:30 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:45 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:15 AM	0	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:30 AM	0	7	10	1	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:45 AM	0	11	1	0	6	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	06:00 AM	0	10	6	2	3	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	06:15 AM	0	14	18	1	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	06:30 AM	0	18	12	2	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	06:45 AM	1	30	13	1	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 AM	1	27	21	2	8	0	0	27	21	2	8	0	0	0	0	69
8/21/2013	07:15 AM	0	42	20	4	3	0	0	0	0	0	0	0	0	0	0	65
8/21/2013	07:30 AM	1	37	20	2	4	1	0	0	0	0	0	0	0	0	0	83
8/21/2013	07:45 AM	1	41	27	6	5	1	0	2	0	0	0	0	0	0	0	78
8/21/2013	08:00 AM	0	33	29	10	4	2	0	0	0	0	0	0	0	0	0	295
8/21/2013	08:15 AM	3	34	48	3	7	1	0	34	48	3	7	1	0	0	0	0
8/21/2013	08:30 AM	0	41	36	1	6	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	08:45 AM	0	34	25	0	6	0	0	1	1	0	0	0	0	0	0	0
8/21/2013	09:00 AM	1	33	20	0	8	1	0	0	1	0	0	0	0	0	0	0
8/21/2013	09:15 AM	0	26	24	2	5	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	09:30 AM	0	28	25	1	11	0	0	28	25	1	11	0	0	0	0	0
8/21/2013	09:45 AM	0	15	37	1	6	2	0	1	0	0	0	0	0	0	0	0
8/21/2013	10:00 AM	0	18	40	1	4	1	0	1	0	0	0	0	0	0	0	0
8/21/2013	10:15 AM	1	14	39	0	16	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	10:30 AM	0	45	21	0	14	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 AM	3	17	10	1	1	0	0	1	1	0	0	0	0	0	0	0
8/21/2013	11:00 AM	0	11	5	0	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 AM	0	10	4	0	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:45 AM	0	61	28	4	2	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	12:00 PM	0	77	28	0	7	1	0	4	28	7	1	0	0	0	0	0
8/21/2013	12:15 PM	0	76	26	0	3	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	12:30 PM	0	66	29	0	2	1	0	1	0	0	0	0	0	0	0	0
8/21/2013	12:45 PM	0	81	29	1	6	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	01:00 PM	0	77	24	0	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	01:15 PM	2	72	26	1	4	0	0	0	26	72	1	4	0	0	0	0
8/21/2013	01:30 PM	0	86	25	1	2	0	0	2	0	0	0	0	0	0	0	0
8/21/2013	01:45 PM	0	60	29	1	4	1	0	1	0	0	0	0	0	0	0	0
8/21/2013	02:00 PM	0	85	34	1	4	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	02:15 PM	2	92	37	0	6	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:30 PM	0	96	29	0	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	02:45 PM	0	102	48	1	12	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:00 PM	0	110	40	1	6	2	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:15 PM	1	99	39	1	7	0	0	0	1	0	0	0	0	0	0	0
8/21/2013	03:30 PM	1	99	43	4	5	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	03:45 PM	2	114	48	4	5	1	0	0	48	114	4	5	1	0	0	0
8/21/2013	04:00 PM	0	111	43	2	6	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:15 PM	1	132	42	1	6	0	0	0	2	0	0	0	0	0	0	0
8/21/2013	04:30 PM	0	115	37	0	5	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	04:45 PM	1	133	39	4	3	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	05:00 PM	1	132	36	1	4	0	0	0	36	1	4	0	0	0	0	174
8/21/2013	05:15 PM	0	146	50	1	9	0	0	1	0	0	0	0	0	0	0	207
8/21/2013	05:30 PM	0	136	54	3	2	0	0	0	0	0	0	0	0	0	0	195
8/21/2013	05:45 PM	1	131	43	1	6	0	0	1	0	0	0	0	0	0	0	183
8/21/2013	06:00 PM	0	160	37	1	4	1	0	0	0	0	0	0	0	0	0	759
8/21/2013	06:15 PM	2	137	47	2	5	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	06:30 PM	0	129	46	1	6	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	06:45 PM	1	122	38	1	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:00 PM	0	105	45	1	7	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	07:15 PM	0	107	32	0	1	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:30 PM	1	104	32	1	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	07:45 PM	0	84	38	0	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	08:00 PM	1	86	42	1	8	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	08:15 PM	0	83	22	0	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	08:30 PM	0	73	41	1	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	08:45 PM	0	73	40	0	5	0	0	1	0	0	0	0	0	0	0	0
8/21/2013	09:00 PM	1	54	30	1	2	1	0	0	0	0	0	0	0	0	0	0
8/21/2013	09:15 PM	0	49	17	0	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	09:30 PM	0	65	27	1	4	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	09:45 PM	0	51	28	0	3	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:00 PM	0	45	22	2	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:15 PM	0	33	24	1	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:30 PM	0	43	16	0	1	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	10:45 PM	0	37	22	1	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:00 PM	0	38	8	0	2	0	0	0	0	0	0	0	0	0	0	0
8/21/2013	11:15 PM	0	2														

Volume
 File Name: \\vmware-host\Shared Folders\brlan\01 TDC\00 Projects\2013\13527\13526-09 Vol.tft2
 Start Date: 8/21/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 09
 Location 1: EB Rockbridge Rd East of Rowland Rd
 Installed By: BEUJWE
 Counter Number: 576
 Weather: Hot
 Other: CBE

Date	Time	EB Rockbridge Rd	WB Rockbridge Rd	EB Peak HR Volume	WB Peak HR Volume
8/21/2013	12:00 AM	55	33		
8/21/2013	12:15 AM	33	30		
8/21/2013	12:30 AM	32	20		
8/21/2013	12:45 AM	27	18		
8/21/2013	01:00 AM	15	9		
8/21/2013	01:15 AM	22	16		
8/21/2013	01:30 AM	19	9		
8/21/2013	01:45 AM	19	13		
8/21/2013	02:00 AM	14	4		
8/21/2013	02:15 AM	9	6		
8/21/2013	02:30 AM	16	8		
8/21/2013	02:45 AM	10	7		
8/21/2013	03:00 AM	11	5		
8/21/2013	03:15 AM	8	10		
8/21/2013	03:30 AM	11	14		
8/21/2013	03:45 AM	11	12		
8/21/2013	04:00 AM	9	11		
8/21/2013	04:15 AM	16	28		
8/21/2013	04:30 AM	14	25		
8/21/2013	04:45 AM	8	25		
8/21/2013	05:00 AM	18	47		
8/21/2013	05:15 AM	23	46		
8/21/2013	05:30 AM	29	68		
8/21/2013	05:45 AM	33	86		
8/21/2013	06:00 AM	39	85		
8/21/2013	06:15 AM	37	147		
8/21/2013	06:30 AM	62	210		
8/21/2013	06:45 AM	72	158		
8/21/2013	07:00 AM	99	210		
8/21/2013	07:15 AM	91	183		
8/21/2013	07:30 AM	92	193		
8/21/2013	07:45 AM	105	165		
8/21/2013	08:00 AM	130	163	418	704
8/21/2013	08:15 AM	121	166		
8/21/2013	08:30 AM	118	170		
8/21/2013	08:45 AM	91	170		
8/21/2013	09:00 AM	77	156		
8/21/2013	09:15 AM	81	152		
8/21/2013	09:30 AM	87	149		
8/21/2013	09:45 AM	71	122		
8/21/2013	10:00 AM	79	112		
8/21/2013	10:15 AM	83	93		
8/21/2013	10:30 AM	117	72		
8/21/2013	10:45 AM	96	79		
8/21/2013	11:00 AM	103	87		
8/21/2013	11:15 AM	101	96		
8/21/2013	11:30 AM	94	99		
8/21/2013	11:45 AM	87	107		
8/21/2013	12:00 PM	96	116		
8/21/2013	12:15 PM	108	126		
8/21/2013	12:30 PM	112	132		
8/21/2013	12:45 PM	115	137		
8/21/2013	01:00 PM	116	129		
8/21/2013	01:15 PM	124	134		
8/21/2013	01:30 PM	130	128		
8/21/2013	01:45 PM	133	147		
8/21/2013	02:00 PM	138	134		
8/21/2013	02:15 PM	173	143		
8/21/2013	02:30 PM	147	154		
8/21/2013	02:45 PM	167	151		
8/21/2013	03:00 PM	164	131		
8/21/2013	03:15 PM	176	120		
8/21/2013	03:30 PM	192	124		
8/21/2013	03:45 PM	180	153		
8/21/2013	04:00 PM	200	125		
8/21/2013	04:15 PM	197	144		
8/21/2013	04:30 PM	184	153		
8/21/2013	04:45 PM	207	122		
8/21/2013	05:00 PM	223	132		
8/21/2013	05:15 PM	258	124		
8/21/2013	05:30 PM	230	134		
8/21/2013	05:45 PM	225	135	936	525
8/21/2013	06:00 PM	236	85		
8/21/2013	06:15 PM	241	135		
8/21/2013	06:30 PM	216	104		
8/21/2013	06:45 PM	195	120		
8/21/2013	07:00 PM	211	117		
8/21/2013	07:15 PM	155	118		
8/21/2013	07:30 PM	185	112		
8/21/2013	07:45 PM	152	141		
8/21/2013	08:00 PM	158	113		
8/21/2013	08:15 PM	136	126		
8/21/2013	08:30 PM	136	102		
8/21/2013	08:45 PM	145	115		
8/21/2013	09:00 PM	122	82		
8/21/2013	09:15 PM	79	81		
8/21/2013	09:30 PM	112	66		
8/21/2013	09:45 PM	103	74		
8/21/2013	10:00 PM	91	66		
8/21/2013	10:15 PM	69	64		
8/21/2013	10:30 PM	72	61		
8/21/2013	10:45 PM	63	40		
8/21/2013	11:00 PM	62	39		
8/21/2013	11:15 PM	43	28		
8/21/2013	11:30 PM	65	21		
8/21/2013	11:45 PM	47	31		
24 Hr Total		9684	9163		

EB:
 Direction Distribution 51.4%
 1 Way ADT 9684
 2010 Monthly Factor 1
 2010 Daily Factor 0.9
 2010 Axle Factor 0.98
 1 Way AADT 8540

WB:
 Direction Distribution 46.6%
 1 Way ADT 9163
 2010 Monthly Factor 1
 2010 Daily Factor 0.9
 2010 Axle Factor 0.98
 1 Way AADT 8080
 2 Way ADT 18847
 2 Way AADT 16620

Volume

File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\13527\13526-10 Vol.tf2

Start Date: 8/21/2013

Start Time: 12:00:00 AM

Site Code: 13526

Station ID: 10

Location 1: SB Rowland Rd North of Prince of Wales

Installed By: BE/JWE

Counter Number: 577

Weather: Hot

Other: CBE

Date	Time	SB Rowland Rd	NB Rowland Rd	SB Peak HR Volume	NB Peak HR Volume
8/21/2013	12:00 AM	14	17		
8/21/2013	12:15 AM	15	8		
8/21/2013	12:30 AM	10	8		
8/21/2013	12:45 AM	9	7		
8/21/2013	01:00 AM	4	8		
8/21/2013	01:15 AM	7	5		
8/21/2013	01:30 AM	2	10		
8/21/2013	01:45 AM	4	3		
8/21/2013	02:00 AM	2	3		
8/21/2013	02:15 AM	1	2		
8/21/2013	02:30 AM	3	4		
8/21/2013	02:45 AM	4	6		
8/21/2013	03:00 AM	3	6		
8/21/2013	03:15 AM	6	3		
8/21/2013	03:30 AM	2	7		
8/21/2013	03:45 AM	1	7		
8/21/2013	04:00 AM	5	3		
8/21/2013	04:15 AM	10	9		
8/21/2013	04:30 AM	12	6		
8/21/2013	04:45 AM	9	7		
8/21/2013	05:00 AM	16	13		
8/21/2013	05:15 AM	12	9		
8/21/2013	05:30 AM	13	24		
8/21/2013	05:45 AM	23	12		
8/21/2013	06:00 AM	21	28		
8/21/2013	06:15 AM	41	22		
8/21/2013	06:30 AM	58	55		
8/21/2013	06:45 AM	45	51		
8/21/2013	07:00 AM	53	68		
8/21/2013	07:15 AM	64	58		
8/21/2013	07:30 AM	55	57		
8/21/2013	07:45 AM	63	72		
8/21/2013	08:00 AM	60	86	242	273
8/21/2013	08:15 AM	52	54		
8/21/2013	08:30 AM	49	62		
8/21/2013	08:45 AM	38	47		
8/21/2013	09:00 AM	32	43		
8/21/2013	09:15 AM	44	38		
8/21/2013	09:30 AM	42	40		
8/21/2013	09:45 AM	29	36		
8/21/2013	10:00 AM	32	25		
8/21/2013	10:15 AM	16	32		
8/21/2013	10:30 AM	17	22		
8/21/2013	10:45 AM	34	30		
8/21/2013	11:00 AM	35	43		
8/21/2013	11:15 AM	29	50		
8/21/2013	11:30 AM	31	32		
8/21/2013	11:45 AM	31	30		
8/21/2013	12:00 PM	43	48		
8/21/2013	12:15 PM	37	41		
8/21/2013	12:30 PM	41	34		
8/21/2013	12:45 PM	48	48		
8/21/2013	01:00 PM	45	46		
8/21/2013	01:15 PM	51	45		
8/21/2013	01:30 PM	59	49		
8/21/2013	01:45 PM	58	52		
8/21/2013	02:00 PM	53	65		
8/21/2013	02:15 PM	51	59		
8/21/2013	02:30 PM	68	72		
8/21/2013	02:45 PM	64	83		
8/21/2013	03:00 PM	56	65		
8/21/2013	03:15 PM	59	55		
8/21/2013	03:30 PM	63	67		
8/21/2013	03:45 PM	69	78		

8/21/2013 04:00 PM	66	70		
8/21/2013 04:15 PM	79	69		
8/21/2013 04:30 PM	75	90		
8/21/2013 04:45 PM	68	88		
8/21/2013 05:00 PM	70	95		
8/21/2013 05:15 PM	71	105		
8/21/2013 05:30 PM	63	94		
8/21/2013 05:45 PM	92	95		
8/21/2013 06:00 PM	76	91	302	385
8/21/2013 06:15 PM	82	80		
8/21/2013 06:30 PM	81	80		
8/21/2013 06:45 PM	87	75		
8/21/2013 07:00 PM	54	82		
8/21/2013 07:15 PM	74	72		
8/21/2013 07:30 PM	53	55		
8/21/2013 07:45 PM	66	55		
8/21/2013 08:00 PM	72	47		
8/21/2013 08:15 PM	49	52		
8/21/2013 08:30 PM	41	55		
8/21/2013 08:45 PM	63	40		
8/21/2013 09:00 PM	40	43		
8/21/2013 09:15 PM	37	44		
8/21/2013 09:30 PM	46	34		
8/21/2013 09:45 PM	40	43		
8/21/2013 10:00 PM	38	31		
8/21/2013 10:15 PM	32	34		
8/21/2013 10:30 PM	22	22		
8/21/2013 10:45 PM	15	18		
8/21/2013 11:00 PM	25	14		
8/21/2013 11:15 PM	20	13		
8/21/2013 11:30 PM	21	25		
8/21/2013 11:45 PM	13	22		
24 Hr Total	3754	4008		

SB:

Direction Distribution	48.4%
1 Way ADT	3754
2010 Monthly Factor	1
2010 Daily Factor	0.9
2010 Axle Factor	0.98
1 Way AADT	3310

NB:

Direction Distribution	51.6%
1 Way ADT	4008
2010 Monthly Factor	1
2010 Daily Factor	0.9
2010 Axle Factor	0.98
1 Way AADT	3535
2 Way ADT	7762
2 Way AADT	6845

Volume

File Name: \\vmware-host\Shared Folders\brian\01 TDC\00 Projects\2013\13526\13526-14-2 Vol.tf2
 Start Date: 8/29/2013
 Start Time: 12:00:00 AM
 Site Code: 13526
 Station ID: 14-2
 Location 1: SB Allgood Rd South of Rockbridge Rd
 Installed By: BE/JE
 Counter Number: 573
 Weather: Mild
 Other: CBE

Date	Time	SB Allgood Rd	NB Allgood Rd	SB Peak HR Volume	NB Peak HR Volume
8/29/2013	12:00 AM	12	7		
8/29/2013	12:15 AM	4	5		
8/29/2013	12:30 AM	3	1		
8/29/2013	12:45 AM	5	1		
8/29/2013	01:00 AM	4	4		
8/29/2013	01:15 AM	2	4		
8/29/2013	01:30 AM	6	3		
8/29/2013	01:45 AM	1	0		
8/29/2013	02:00 AM	5	2		
8/29/2013	02:15 AM	1	4		
8/29/2013	02:30 AM	4	1		
8/29/2013	02:45 AM	3	2		
8/29/2013	03:00 AM	2	3		
8/29/2013	03:15 AM	1	0		
8/29/2013	03:30 AM	1	2		
8/29/2013	03:45 AM	2	3		
8/29/2013	04:00 AM	0	1		
8/29/2013	04:15 AM	0	3		
8/29/2013	04:30 AM	0	1		
8/29/2013	04:45 AM	1	2		
8/29/2013	05:00 AM	4	2		
8/29/2013	05:15 AM	3	5		
8/29/2013	05:30 AM	6	9		
8/29/2013	05:45 AM	2	10		
8/29/2013	06:00 AM	8	11		
8/29/2013	06:15 AM	2	19		
8/29/2013	06:30 AM	13	36		
8/29/2013	06:45 AM	16	34		
8/29/2013	07:00 AM	31	47		
8/29/2013	07:15 AM	34	55		
8/29/2013	07:30 AM	43	70		
8/29/2013	07:45 AM	32	85		
8/29/2013	08:00 AM	31	63	140	273
8/29/2013	08:15 AM	24	46		
8/29/2013	08:30 AM	19	46		
8/29/2013	08:45 AM	17	28		
8/29/2013	09:00 AM	13	27		
8/29/2013	09:15 AM	20	24		
8/29/2013	09:30 AM	13	19		
8/29/2013	09:45 AM	15	24		
8/29/2013	10:00 AM	19	24		
8/29/2013	10:15 AM	18	22		
8/29/2013	10:30 AM	22	24		
8/29/2013	10:45 AM	21	22		
8/29/2013	11:00 AM	21	21		
8/29/2013	11:15 AM	20	26		
8/29/2013	11:30 AM	29	27		
8/29/2013	11:45 AM	19	23		
8/29/2013	12:00 PM	33	24		
8/29/2013	12:15 PM	25	28		
8/29/2013	12:30 PM	23	34		
8/29/2013	12:45 PM	27	22		
8/29/2013	01:00 PM	19	23		
8/29/2013	01:15 PM	19	27		
8/29/2013	01:30 PM	41	30		
8/29/2013	01:45 PM	20	29		
8/29/2013	02:00 PM	34	35		
8/29/2013	02:15 PM	33	28		
8/29/2013	02:30 PM	41	53		
8/29/2013	02:45 PM	37	43		
8/29/2013	03:00 PM	40	39		
8/29/2013	03:15 PM	36	27		
8/29/2013	03:30 PM	29	28		
8/29/2013	03:45 PM	27	21		

8/29/2013 04:00 PM	31	44		
8/29/2013 04:15 PM	54	31		
8/29/2013 04:30 PM	42	26		
8/29/2013 04:45 PM	42	20		
8/29/2013 05:00 PM	39	42		
8/29/2013 05:15 PM	37	35		
8/29/2013 05:30 PM	41	38		
8/29/2013 05:45 PM	42	34	159	149
8/29/2013 06:00 PM	40	37		
8/29/2013 06:15 PM	48	28		
8/29/2013 06:30 PM	37	36		
8/29/2013 06:45 PM	39	51		
8/29/2013 07:00 PM	39	25		
8/29/2013 07:15 PM	28	30		
8/29/2013 07:30 PM	33	29		
8/29/2013 07:45 PM	33	25		
8/29/2013 08:00 PM	26	21		
8/29/2013 08:15 PM	25	12		
8/29/2013 08:30 PM	27	18		
8/29/2013 08:45 PM	23	13		
8/29/2013 09:00 PM	21	14		
8/29/2013 09:15 PM	16	15		
8/29/2013 09:30 PM	19	17		
8/29/2013 09:45 PM	25	17		
8/29/2013 10:00 PM	17	10		
8/29/2013 10:15 PM	14	11		
8/29/2013 10:30 PM	17	9		
8/29/2013 10:45 PM	9	4		
8/29/2013 11:00 PM	13	11		
8/29/2013 11:15 PM	12	9		
8/29/2013 11:30 PM	18	12		
8/29/2013 11:45 PM	6	4		
24 Hour Total	1969	2117		

SB:

Direction Distribution	48.2%
1 Way ADT	1969
2010 Monthly Factor	1
2010 Daily Factor	0.9
2010 Axle Factor	0.98
1 Way AADT	1735

NB:

Direction Distribution	51.8%
1 Way ADT	2117
2010 Monthly Factor	1
2010 Daily Factor	0.9
2010 Axle Factor	0.98
1 Way AADT	1865
2 Way ADT	4086
2 Way AADT	3600

P.I. No. 0008121 DeKalb County, GA

Location	Traffic Volume - AADT (Average Annual Daily Traffic 2-Way)		
	2013	2018	2038
Rockbridge Rd. west of Allgood Rd.	16,380	17,216	21,006
ONE WAY	8,190	8,608	10,503
Rockbridge Rd. east of Allgood Rd.	14,780	15,534	18,954
ONE WAY	7,390	7,767	9,477
Rockbridge Rd. east of Spring Rd.	14,100	14,819	18,082
ONE WAY	7,050	7,410	9,041
Rockbridge Rd. west of Rowland Rd.	13,880	14,588	17,800
ONE WAY	6,940	7,294	8,900
Rockbridge Rd. east of Rowland Rd.	16,180	17,005	20,750
ONE WAY	8,090	8,503	10,375
Rowland Rd. north of Prince of Wales	6,800	7,147	8,721
ONE WAY	3,400	3,573	4,360
Poplar Rd. north of Rockbridge Rd.	700	736	898
ONE WAY	350	368	449
Clubhouse Dr. north of Rockbridge	220	231	282
ONE WAY	110	116	141
Spring Dr. north of Rockbridge Rd.	1,000	1,051	1,282
ONE WAY	500	526	641
Allgood Rd. south of Rockbridge Rd.	3,600	3,784	4,617
ONE WAY	1,800	1,892	2,308

Note: Assumes 1% growth per year from 2013 to 2038.

APPENDIX

BASE AND DESIGN YEAR PROJECTIONS

Future Traffic Volumes

Location	2013 Traffic Volume - AM												Total EB	Total WB
Rockbridge Rd at Allgood Rd Raw	EB			WB			NB			SB				
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right		
	0	278	83	31	687	0	239	0	39	0	0	0	361	718
	2018 Traffic Volume - AM													
1%/year growth from 2013	0	292	87	33	722	0	251	0	41	0	0	0	379	755
	2038 Traffic Volume - AM													
1%/year growth from 2018	0	357	106	40	881	0	307	0	50	0	0	0	463	921
% Turning Movement AM	0%	77%	23%	4%	96%	0%	86%	0%	14%	#DIV/0!	#DIV/0!	#DIV/0!		
	2013 Traffic Volume - PM												Total EB	Total WB
	EB			WB			NB			SB				
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right		
	0	848	139	47	497	0	85	0	63	0	0	0	987	544
	2018 Traffic Volume - PM													
1%/year growth from 2013	0	891	146	49	522	0	89	0	66	0	0	0	1037	572
	2038 Traffic Volume - PM													
1%/year growth from 2018	0	1088	178	60	637	0	109	0	81	0	0	0	1266	698
% Turning Movement PM	0%	86%	14%	9%	91%	0%	57%	0%	43%	#DIV/0!	#DIV/0!	#DIV/0!		

Future Traffic Volumes

Location	2013 Traffic Volume - AM												Total EB	Total WB	LOS
Rockbridge Rd at Allgood Rd DHV	EB			WB			NB			SB					
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right			
	0	225	70	20	495	0	225	0	35	0	0	0	295	515	B
	2018 Traffic Volume - AM														
1%/year growth from 2013	0	236	74	21	520	0	236	0	37	0	0	0	310	541	B
	2038 Traffic Volume - AM														
1%/year growth from 2018	0	289	90	26	635	0	289	0	45	0	0	0	378	660	B
	2013 Traffic Volume - PM												Total EB	Total WB	
	EB			WB			NB			SB					
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right			
	0	710	115	40	370	0	75	0	55	0	0	0	825	410	B
	2018 Traffic Volume - PM														
1%/year growth from 2013	0	746	121	42	389	0	79	0	58	0	0	0	867	431	B
	2038 Traffic Volume - PM														
1%/year growth from 2018	0	911	147	51	474	0	96	0	71	0	0	0	1058	526	B

Future Traffic Volumes

Location	2013 Traffic Volume - AM												Total EB	Total WB
	EB			WB			NB			SB				
Rockbridge Rd at Spring Rd Raw	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right		
	5	396	0	0	754	0	0	0	0	8	0	57	795	1030
	2018 Traffic Volume - AM													
1%/year growth from 2013	5	416	0	0	792	0	0	0	0	8	0	60	836	1083
	2038 Traffic Volume - AM													
1%/year growth from 2018	6	508	0	0	967	0	0	0	0	10	0	73	1020	1321
% Turning Movement AM	1%	99%	0%	0%	100%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	12%	0%	88%		
	2013 Traffic Volume - PM												Total EB	Total WB
	EB			WB			NB			SB				
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right		
	41	931	0	0	454	2	0	0	0	7	0	26	972	456
	2018 Traffic Volume - PM													
1%/year growth from 2013	43	978	0	0	477	2	0	0	0	7	0	27	1022	479
	2038 Traffic Volume - PM													
1%/year growth from 2018	53	1194	0	0	582	3	0	0	0	9	0	33	1247	585
% Turning Movement PM	4%	96%	0%	0%	100%	0.4%	#DIV/0!	#DIV/0!	#DIV/0!	21%	0%	79%		

Future Traffic Volumes

Location	2013 Traffic Volume - AM												Total EB	Total WB	LOS
Rockbridge Rd at Spring Rd DHV	EB			WB			NB			SB					
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right			
	5	255	0	0	460	0	0	0	0	10	0	55	260	460	A
	2018 Traffic Volume - AM														
1%/year growth from 2013	5	268	0	0	483	0	0	0	0	11	0	58	273	483	A
	2038 Traffic Volume - AM														
1%/year growth from 2018	6	327	0	0	590	0	0	0	0	13	0	71	333	590	A
	2013 Traffic Volume - PM												Total EB	Total WB	
	EB			WB			NB			SB					
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right			
	30	735	0	0	390	5	0	0	0	10	0	20	765	395	A
	2018 Traffic Volume - PM														
1%/year growth from 2013	32	772	0	0	410	5	0	0	0	11	0	21	804	415	A
	2038 Traffic Volume - PM														
1%/year growth from 2018	38	943	0	0	500	6	0	0	0	13	0	26	981	507	A

Future Traffic Volumes

Location	2013 Traffic Volume - AM												Total EB	Total WB
	EB			WB			NB			SB				
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right		
Raw	1	248	42	213	556	4	88	2	179	12	6	6	291	773
1%/year growth from 2013	1	261	44	224	584	4	92	2	188	13	6	6	306	812
1%/year growth from 2018	1	318	54	273	713	5	113	3	230	15	8	8	373	991
% Turning Movement AM	0.3%	85%	14%	28%	72%	0.5%	33%	1%	67%	50%	25%	25%		
	2013 Traffic Volume - PM												Total EB	Total WB
	EB			WB			NB			SB				
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right		
	3	729	112	170	422	17	100	8	268	7	2	2	844	609
1%/year growth from 2013	3	766	118	179	444	18	105	8	282	7	2	2	887	640
1%/year growth from 2018	4	935	144	218	541	22	128	10	344	9	3	3	1082	781
% Turning Movement PM	0.4%	86%	13%	28%	69%	3%	27%	2%	71%	64%	18%	18%		

Future Traffic Volumes

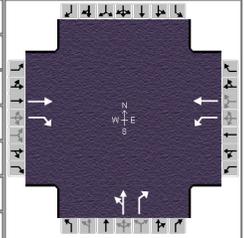
Location	2013 Traffic Volume - AM												Total EB	Total WB	LOS
	EB			WB			NB			SB					
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right			
Rockbridge Rd at Rowland Rd Poplar Rd	15	200	35	185	485	5	80	5	155	15	15	25	250	675	B
DHV															
	2018 Traffic Volume - AM														
1%/year growth from 2013	16	210	37	194	510	5	84	5	163	16	16	26	263	709	B
	2038 Traffic Volume - AM														
1%/year growth from 2018	19	256	45	237	622	6	103	6	199	19	19	32	321	866	B
	2013 Traffic Volume - PM												Total EB	Total WB	
	EB			WB			NB			SB					
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right			
	5	500	75	116	285	15	95	10	235	5	5	10	580	416	C
	2018 Traffic Volume - PM														
1%/year growth from 2013	5	526	79	122	300	16	100	11	247	5	5	11	610	437	C
	2038 Traffic Volume - PM														
1%/year growth from 2018	6	641	96	149	365	19	122	13	301	6	6	13	744	533	C

APPENDIX

LEVEL OF SERVICE CALCULATIONS

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	AM Peak Hour	PHF	1.00
Intersection	Allgood	Analysis Year	2013	Analysis Period	1 > 7:15
File Name	Rockbridge AM 2013 new.xus				
Project Description	AM 2013				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		225	70	20	495		225	0	35			

Signal Information														
Cycle, s	80.0	Reference Phase	6											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On	Green	2.1	51.0	11.9	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

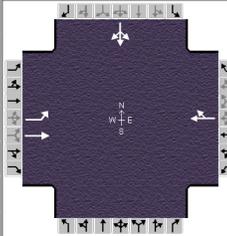
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		11.0		
Phase Duration, s		55.8	7.3	63.1		16.9		
Change Period, (Y+R _c), s		5.0	5.0	5.0		5.0		
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.1		
Queue Clearance Time (g _s), s			2.4			11.7		
Green Extension Time (g _e), s		0.0	0.0	0.0		0.3		
Phase Call Probability			0.43			1.00		
Max Out Probability			0.00			0.02		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement		2	12	1	6		3	8	18			
Adjusted Flow Rate (v), veh/h		225	40	25	620		225	15				
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1554	1792	1810		1810	1591				
Queue Service Time (g _s), s		4.1	0.8	0.4	3.3		9.7	0.6				
Cycle Queue Clearance Time (g _c), s		4.1	0.8	0.4	3.3		9.7	0.6				
Green Ratio (g/C)		0.64	0.64	0.69	0.73		0.15	0.15				
Capacity (c), veh/h		1148	990	816	1315		269	236				
Volume-to-Capacity Ratio (X)		0.196	0.040	0.031	0.472		0.837	0.063				
Available Capacity (c _a), veh/h		1153	990	1132	1315		430	378				
Back of Queue (Q), veh/ln (50th percentile)		1.7	0.2	0.2	1.2		4.4	0.2				
Queue Storage Ratio (RQ) (50th percentile)		0.22	0.05	0.06	0.15		0.00	0.00				
Uniform Delay (d ₁), s/veh		6.3	5.4	4.3	1.0		33.1	29.3				
Incremental Delay (d ₂), s/veh		0.4	0.1	0.0	1.1		4.2	0.0				
Initial Queue Delay (d ₃), s/veh		0.2	0.0	0.0	0.2		0.0	0.0				
Control Delay (d), s/veh		6.8	5.5	4.3	2.3		37.3	29.3				
Level of Service (LOS)		A	A	A	A		D	C				
Approach Delay, s/veh / LOS	6.6	A		2.4	A		36.8	D		0.0		
Intersection Delay, s/veh / LOS	10.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	1.8	A	2.3	B	2.4	B
Bicycle LOS Score / LOS	0.9	A	1.3	A	0.9	A		

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	AM Peak Hour	PHF	1.00
Intersection	Spring	Analysis Year	2013	Analysis Period	1 > 7:15
File Name	Rockbridge AM 2013 new.xus				
Project Description	AM 2013				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	5	255			460	0				10	0	55

Signal Information				Phase Diagram									
Cycle, s	80.0	Reference Phase	2	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Offset, s	35	Reference Point	End	Green	1.1	56.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0

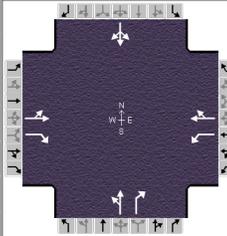
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				12.0
Phase Duration, s	6.1	67.9		61.9				12.1
Change Period, (Y+R _c), s	5.0	5.0		5.0				5.0
Max Allow Headway (MAH), s	3.1	0.0		0.0				3.5
Queue Clearance Time (g _s), s	2.1							4.5
Green Extension Time (g _e), s	0.0	0.0		0.0				0.0
Phase Call Probability	0.11							0.71
Max Out Probability	0.00							0.05

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (v), veh/h	5	255			0						55	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1810			0						1643	
Queue Service Time (g _s), s	0.1	3.7			0.0						2.5	
Cycle Queue Clearance Time (g _c), s	0.1	3.7			0.0						2.5	
Green Ratio (g/C)	0.75	0.79									0.09	
Capacity (c), veh/h	616	1423									145	
Volume-to-Capacity Ratio (X)	0.008	0.179			0.000						0.379	
Available Capacity (c _a), veh/h	1115	1424									205	
Back of Queue (Q), veh/ln (50th percentile)	0.0	0.9									1.0	
Queue Storage Ratio (RQ) (50th percentile)	0.00	0.11			0.00						0.26	
Uniform Delay (d ₁), s/veh	3.3	3.0									34.4	
Incremental Delay (d ₂), s/veh	0.0	0.3			0.0						0.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0						0.0	
Control Delay (d), s/veh	3.4	3.3									35.0	
Level of Service (LOS)	A	A									D	
Approach Delay, s/veh / LOS	3.3	A		4.5	A		0.0			35.0	D	
Intersection Delay, s/veh / LOS	6.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.8	A	2.1	B	2.1	B	2.3	B
Bicycle LOS Score / LOS	0.9	A	1.2	A			0.6	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	AM Peak Hour	PHF	1.00
Intersection	Rowland	Analysis Year	2013	Analysis Period	1 > 7:15
File Name	Rockbridge AM 2013 new.xus				
Project Description	AM 2013				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	15	200	35	185	485	5	80	5	155	15	15	25

Signal Information													
Cycle, s	80.0	Reference Phase	2										
Offset, s	18	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	5.7	41.1	3.5	9.7	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0			
				Red	1.0	1.0	1.0	1.0	0.0	0.0			

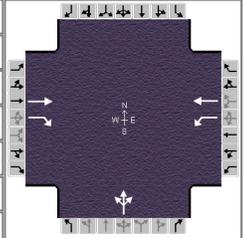
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		7.3	1.0	4.0		11.0		12.0
Phase Duration, s		46.1	10.7	56.8		14.7		8.5
Change Period, (Y+R _c), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.3		3.2
Queue Clearance Time (g _s), s			5.6			9.5		4.5
Green Extension Time (g _e), s		0.0	0.2	0.0		0.3		0.0
Phase Call Probability			0.98			1.00		0.71
Max Out Probability			0.01			0.10		0.13

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h		228	27	185	490			85	155		55	
Adjusted Saturation Flow Rate (s), veh/h/ln		1747	1552	1782	1779			1815	1610		1734	
Queue Service Time (g _s), s		0.0	0.5	3.6	10.7			3.5	7.5		2.5	
Cycle Queue Clearance Time (g _c), s		4.6	0.5	3.6	10.7			3.5	7.5		2.5	
Green Ratio (g/C)		0.51	0.51	0.61	0.65			0.12	0.12		0.04	
Capacity (c), veh/h		945	797	751	1151			220	195		76	
Volume-to-Capacity Ratio (X)		0.242	0.033	0.246	0.426			0.387	0.794		0.719	
Available Capacity (c _a), veh/h		945	797	930	1151			351	311		195	
Back of Queue (Q), veh/ln (50th percentile)		1.7	0.2	1.2	3.6			1.5	3.0		1.1	
Queue Storage Ratio (RQ) (50th percentile)		0.18	0.06	0.12	0.37			0.25	0.49		0.38	
Uniform Delay (d ₁), s/veh		8.3	7.8	7.1	6.9			32.4	34.2		37.7	
Incremental Delay (d ₂), s/veh		0.6	0.1	0.1	1.2			0.4	2.8		4.8	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Control Delay (d), s/veh		8.9	7.8	7.2	8.0			32.8	37.0		42.5	
Level of Service (LOS)		A	A	A	A			C	D		D	
Approach Delay, s/veh / LOS	8.8		A	7.8		A	35.5		D	42.5		D
Intersection Delay, s/veh / LOS	15.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.1	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	0.9	A	1.6	A	0.9	A	0.6	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	10/17/2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	PM Peak Hur	PHF	1.00
Intersection	Allgood	Analysis Year	2013	Analysis Period	1 > 5:00
File Name	Rockbridge PM 2013 new.xus				
Project Description	PM 2013				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		710	115	40	370		75	0	55			

Signal Information														
Cycle, s	180.0	Reference Phase	6											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On	Green	4.3	146.6	14.1	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

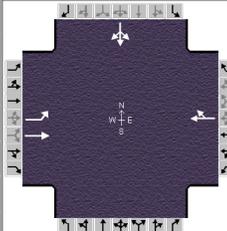
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		12.0		
Phase Duration, s		151.1	9.8	160.9		19.1		
Change Period, (Y+R _c), s		5.0	5.0	5.0		5.0		
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.2		
Queue Clearance Time (g _s), s			2.6			13.9		
Green Extension Time (g _e), s		0.0	0.1	0.0		0.2		
Phase Call Probability			0.86			1.00		
Max Out Probability			0.00			0.00		

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement		2	12	1	6		3	8	18				
Adjusted Flow Rate (v), veh/h		710	75	40	366			115					
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1555	1792	1810			1714					
Queue Service Time (g _s), s		21.6	1.7	0.6	7.2			11.9					
Cycle Queue Clearance Time (g _c), s		21.6	1.7	0.6	7.2			11.9					
Green Ratio (g/C)		0.81	0.81	0.85	0.87			0.08					
Capacity (c), veh/h		1462	1266	599	1567			134					
Volume-to-Capacity Ratio (X)		0.486	0.059	0.066	0.233			0.857					
Available Capacity (c _a), veh/h		1474	1266	1013	1567			428					
Back of Queue (Q), veh/ln (50th percentile)		8.9	0.6	0.3	2.6			5.5					
Queue Storage Ratio (RQ) (50th percentile)		0.92	0.11	0.12	0.33			0.55					
Uniform Delay (d ₁), s/veh		6.0	3.3	4.1	2.6			82.0					
Incremental Delay (d ₂), s/veh		1.2	0.1	0.0	0.3			6.3					
Initial Queue Delay (d ₃), s/veh		0.2	0.0	0.0	0.1			0.0					
Control Delay (d), s/veh		7.4	3.4	4.2	3.0			88.3					
Level of Service (LOS)		A	A	A	A			F					
Approach Delay, s/veh / LOS	7.0	A		3.1	A		88.3	F		0.0			
Intersection Delay, s/veh / LOS		12.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	1.8	A	2.3	B	2.4	B
Bicycle LOS Score / LOS	1.8	A	1.2	A	0.7	A		

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Bowler Engr			Duration, h	1.00	
Analyst	cab		Analysis Date	10/17/2013	Area Type	Other
Jurisdiction	DeKalb		Time Period	PM Peak Hur	PHF	1.00
Intersection	Spring		Analysis Year	2013	Analysis Period	1 > 5:00
File Name	Rockbridge PM 2013 new.xus					
Project Description	PM 2013					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	30	735			390	5				10	0	20

Signal Information				Phase Diagram									
Cycle, s	180.0	Reference Phase	2	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Offset, s	20	Reference Point	End	Green	7.8	150.9	6.3	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0

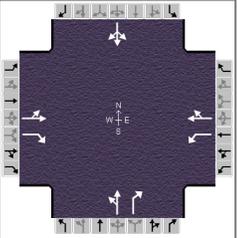
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				12.0
Phase Duration, s	12.8	168.7		155.9				11.3
Change Period, (Y+R _c), s	5.0	5.0		5.0				5.0
Max Allow Headway (MAH), s	3.1	0.0		0.0				3.2
Queue Clearance Time (g _s), s	2.3							4.1
Green Extension Time (g _e), s	0.0	0.0		0.0				0.0
Phase Call Probability	0.78							0.63
Max Out Probability	0.00							0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (v), veh/h	30	735			390						20	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1810			1805						1704	
Queue Service Time (g _s), s	0.3	13.2			7.0						2.1	
Cycle Queue Clearance Time (g _c), s	0.3	13.2			7.0						2.1	
Green Ratio (g/C)	0.89	0.91			0.84						0.04	
Capacity (c), veh/h	921	1645			1513						60	
Volume-to-Capacity Ratio (X)	0.033	0.447			0.258						0.333	
Available Capacity (c _a), veh/h	984	1645			1513						95	
Back of Queue (Q), veh/ln (50th percentile)	0.1	2.8			2.2						1.0	
Queue Storage Ratio (RQ) (50th percentile)	0.02	0.36			0.19						0.24	
Uniform Delay (d ₁), s/veh	1.6	1.6			2.5						84.8	
Incremental Delay (d ₂), s/veh	0.0	0.8			0.4						1.2	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0						0.0	
Control Delay (d), s/veh	1.6	2.4			3.0						86.0	
Level of Service (LOS)	A	A			A						F	
Approach Delay, s/veh / LOS	2.3	A		3.0	A		0.0			86.0	F	
Intersection Delay, s/veh / LOS	4.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.8	A	2.0	B	2.2	B	2.3	B
Bicycle LOS Score / LOS	1.7	A	1.1	A			0.5	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Bowler Engr			Duration, h	1.00		
Analyst	cab		Analysis Date	10/17/2013		Area Type	Other
Jurisdiction	DeKalb		Time Period	PM Peak Hur		PHF	1.00
Intersection	Rowland		Analysis Year	2013		Analysis Period	1 > 5:00
File Name	Rockbridge PM 2013 new.xus						
Project Description	PM 2013						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	5	500	75	116	285	15	95	10	235	5	5	10

Signal Information														
Cycle, s	180.0	Reference Phase	2											
Offset, s	30	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	5.2	128.8	3.1	22.9	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
				Red	1.0	1.0	1.0	1.0	0.0	0.0				

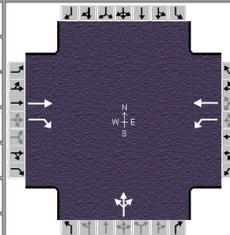
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		7.3	1.0	4.0		11.0		12.0
Phase Duration, s		133.8	10.2	144.0		27.9		8.1
Change Period, (Y+R _c), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.3		3.2
Queue Clearance Time (g _s), s			5.1			22.4		4.0
Green Extension Time (g _e), s		0.0	0.2	0.0		0.5		0.0
Phase Call Probability			1.00			1.00		0.61
Max Out Probability			0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h		657	59	116	295			105	185		19	
Adjusted Saturation Flow Rate (s), veh/h/ln		1805	1554	1782	1770			1818	1610		1730	
Queue Service Time (g _s), s		0.0	2.1	3.1	8.2			9.6	20.4		2.0	
Cycle Queue Clearance Time (g _c), s		30.9	2.1	3.1	8.2			9.6	20.4		2.0	
Green Ratio (g/C)		0.72	0.72	0.76	0.77			0.13	0.13		0.02	
Capacity (c), veh/h		1312	1112	517	1367			231	205		29	
Volume-to-Capacity Ratio (X)		0.500	0.053	0.224	0.216			0.454	0.903		0.645	
Available Capacity (c _a), veh/h		1312	1112	852	1367			373	330		96	
Back of Queue (Q), veh/ln (50th percentile)		12.9	0.7	1.1	3.1			4.5	9.3		1.0	
Queue Storage Ratio (RQ) (50th percentile)		0.00	0.25	0.11	0.00			0.00	0.00		0.32	
Uniform Delay (d ₁), s/veh		12.6	8.0	9.3	5.6			72.8	77.5		87.9	
Incremental Delay (d ₂), s/veh		1.2	0.1	0.1	0.4			0.5	14.4		8.8	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Control Delay (d), s/veh		13.8	8.1	9.4	6.0			73.3	91.8		96.7	
Level of Service (LOS)		B	A	A	A			E	F		F	
Approach Delay, s/veh / LOS	13.4	B		6.9	A		85.1	F		96.7	F	
Intersection Delay, s/veh / LOS	27.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.1	B	2.3	B	2.4	B
Bicycle LOS Score / LOS	1.4	A	1.2	A	1.0	A	0.5	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	AM Peak Hoour	PHF	1.00
Intersection	Allgood	Analysis Year	2018	Analysis Period	1> 7:15
File Name	Rockbridge AM 2018 new.xus				
Project Description	AM 2018				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		236	74	21	520		236	0	37			

Signal Information														
Cycle, s	70.0	Reference Phase	6											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On	Green	2.0	41.1	11.9	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

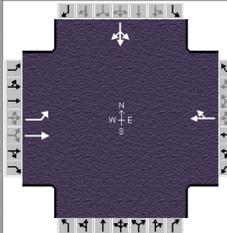
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		12.0		
Phase Duration, s		45.9	7.2	53.1		16.9		
Change Period, (Y+R _c), s		5.0	5.0	5.0		5.0		
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.1		
Queue Clearance Time (g _s), s			2.4			11.7		
Green Extension Time (g _e), s		0.0	0.0	0.0		0.3		
Phase Call Probability			0.40			0.99		
Max Out Probability			0.00			0.00		

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement		2	12	1	6		3	8	18				
Adjusted Flow Rate (v), veh/h		236	54	26	650			253					
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1553	1792	1810			1773					
Queue Service Time (g _s), s		4.3	1.0	0.4	5.2			9.7					
Cycle Queue Clearance Time (g _c), s		4.3	1.0	0.4	5.2			9.7					
Green Ratio (g/C)		0.59	0.59	0.64	0.69			0.17					
Capacity (c), veh/h		1049	911	757	1243			302					
Volume-to-Capacity Ratio (X)		0.225	0.059	0.035	0.523			0.838					
Available Capacity (c _a), veh/h		1062	912	1221	1243			532					
Back of Queue (Q), veh/ln (50th percentile)		1.8	0.3	0.2	1.5			4.1					
Queue Storage Ratio (RQ) (50th percentile)		0.23	0.06	0.06	0.20			0.00					
Uniform Delay (d ₁), s/veh		7.3	6.2	5.0	1.7			28.1					
Incremental Delay (d ₂), s/veh		0.5	0.1	0.0	1.4			2.5					
Initial Queue Delay (d ₃), s/veh		0.2	0.0	0.0	0.2			0.0					
Control Delay (d), s/veh		8.0	6.4	5.0	3.3			30.6					
Level of Service (LOS)		A	A	A	A			C					
Approach Delay, s/veh / LOS	7.7	A		3.3	A		30.6	C		0.0			
Intersection Delay, s/veh / LOS		10.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	1.8	A	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.0	A	1.4	A	0.9	A		

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	AM Peak Hoour	PHF	1.00
Intersection	Spring	Analysis Year	2018	Analysis Period	1 > 7:15
File Name	Rockbridge AM 2018 new.xus				
Project Description	AM 2018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	5	268			483	1				11	0	58

Signal Information				Signal Phases									
Cycle, s	70.0	Reference Phase	2	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Offset, s	32	Reference Point	End	Green	0.9	47.9	6.1	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0

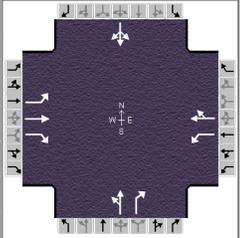
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				12.0
Phase Duration, s	5.9	58.8		52.9				11.2
Change Period, (Y+R _c), s	5.0	5.0		5.0				5.0
Max Allow Headway (MAH), s	3.1	0.0		0.0				3.4
Queue Clearance Time (g _s), s	2.1							4.0
Green Extension Time (g _e), s	0.0	0.0		0.0				0.0
Phase Call Probability	0.09							0.61
Max Out Probability	0.00							0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (v), veh/h	5	268			620						49	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1810			1809						1651	
Queue Service Time (g _s), s	0.1	4.5			10.5						2.0	
Cycle Queue Clearance Time (g _c), s	0.1	4.5			10.5						2.0	
Green Ratio (g/C)	0.73	0.77			0.68						0.09	
Capacity (c), veh/h	560	1392			1238						146	
Volume-to-Capacity Ratio (X)	0.009	0.193			0.501						0.337	
Available Capacity (c _a), veh/h	975	1392			1238						236	
Back of Queue (Q), veh/ln (50th percentile)	0.0	1.0			2.9						0.8	
Queue Storage Ratio (RQ) (50th percentile)	0.00	0.13			0.25						0.20	
Uniform Delay (d ₁), s/veh	3.8	4.0			4.6						30.0	
Incremental Delay (d ₂), s/veh	0.0	0.3			1.2						0.5	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.1						0.0	
Control Delay (d), s/veh	3.8	4.3			5.9						30.5	
Level of Service (LOS)	A	A			A						C	
Approach Delay, s/veh / LOS	4.3	A		5.9	A		0.0			30.5	C	
Intersection Delay, s/veh / LOS	6.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.8	A	2.1	B	2.1	B	2.3	B
Bicycle LOS Score / LOS	0.9	A	1.3	A			0.6	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	AM Peak Hoour	PHF	1.00
Intersection	Rowland	Analysis Year	2018	Analysis Period	1> 7:15
File Name	Rockbridge AM 2018 new.xus				
Project Description	AM 2018				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	16	210	37	194	510	5	84	5	163	16	16	26

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	70.0	Reference Phase	2												
Offset, s	12	Reference Point	End	Green	1.4	4.1	34.0	3.3	7.1	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	1.0	0.0					

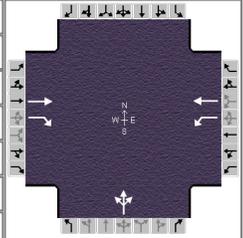
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	4.0		11.0		12.0
Phase Duration, s	6.4	39.0	10.5	43.2		12.1		8.3
Change Period, (Y+R _c), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.3		3.2
Queue Clearance Time (g _s), s	2.3		5.6			7.2		4.2
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0		0.1		0.0
Phase Call Probability	0.28		0.98			0.98		0.66
Max Out Probability	0.00		1.00			1.00		1.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	17	224	23	194	513		89	123		55		
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1810	1552	1782	1780		1814	1610		1743		
Queue Service Time (g _s), s	0.3	3.9	0.4	3.6	12.9		3.2	5.2		2.2		
Cycle Queue Clearance Time (g _c), s	0.3	3.9	0.4	3.6	12.9		3.2	5.2		2.2		
Green Ratio (g/C)	0.51	0.49	0.49	0.58	0.55		0.10	0.10		0.05		
Capacity (c), veh/h	439	879	754	742	970		185	164		82		
Volume-to-Capacity Ratio (X)	0.039	0.254	0.031	0.262	0.529		0.480	0.748		0.672		
Available Capacity (c _a), veh/h	624	879	754	819	970		226	200		125		
Back of Queue (Q), veh/ln (50th percentile)	0.1	1.4	0.1	1.1	4.7		1.4	2.3		1.0		
Queue Storage Ratio (RQ) (50th percentile)	0.00	0.15	0.05	0.11	0.49		0.23	0.39		0.32		
Uniform Delay (d ₁), s/veh	9.4	7.7	7.2	7.1	10.2		29.7	30.6		32.8		
Incremental Delay (d ₂), s/veh	0.0	0.7	0.1	0.1	2.1		0.7	9.2		3.6		
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0		
Control Delay (d), s/veh	9.5	8.4	7.2	7.2	12.2		30.4	39.8		36.4		
Level of Service (LOS)	A	A	A	A	B		C	D		D		
Approach Delay, s/veh / LOS	8.3		A	10.9		B	35.8		D	36.4		D
Intersection Delay, s/veh / LOS	15.7						B					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.3		B	2.1		B	2.3		B	2.5		B
Bicycle LOS Score / LOS	0.9		A	1.7		A	0.8		A	0.6		A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	PM Peak Hour	PHF	1.00
Intersection	Allgood	Analysis Year	2018	Analysis Period	1 > 5:00
File Name	Rockbridge PM 2018 new.xus				
Project Description	PM 2018				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		746	121	42	389		79	0	58			

Signal Information														
Cycle, s	150.0	Reference Phase	6											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On	Green	4.1	118.7	12.2	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

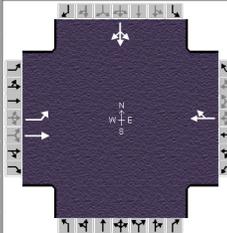
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		12.0		
Phase Duration, s		123.3	9.6	132.8		17.2		
Change Period, (Y+R _c), s		5.0	5.0	5.0		5.0		
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.2		
Queue Clearance Time (g _s), s			2.6			12.1		
Green Extension Time (g _e), s		0.0	0.1	0.0		0.2		
Phase Call Probability			0.82			0.99		
Max Out Probability			0.00			0.00		

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement		2	12	1	6		3	8	18				
Adjusted Flow Rate (v), veh/h		746	86	42	385			117					
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1555	1792	1810			1719					
Queue Service Time (g _s), s		21.9	1.8	0.6	7.2			10.1					
Cycle Queue Clearance Time (g _c), s		21.9	1.8	0.6	7.2			10.1					
Green Ratio (g/C)		0.79	0.79	0.83	0.85			0.08					
Capacity (c), veh/h		1418	1230	560	1542			139					
Volume-to-Capacity Ratio (X)		0.526	0.070	0.074	0.250			0.839					
Available Capacity (c _a), veh/h		1432	1231	964	1542			401					
Back of Queue (Q), veh/ln (50th percentile)		8.7	0.6	0.3	2.4			4.6					
Queue Storage Ratio (RQ) (50th percentile)		0.91	0.11	0.11	0.31			0.46					
Uniform Delay (d ₁), s/veh		6.5	3.5	4.5	2.7			68.0					
Incremental Delay (d ₂), s/veh		1.4	0.1	0.0	0.4			5.3					
Initial Queue Delay (d ₃), s/veh		0.2	0.0	0.1	0.1			0.0					
Control Delay (d), s/veh		8.1	3.6	4.6	3.2			73.3					
Level of Service (LOS)		A	A	A	A			E					
Approach Delay, s/veh / LOS	7.6	A		3.3	A		73.3	E		0.0			
Intersection Delay, s/veh / LOS		11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	1.8	A	2.3	B	2.4	B
Bicycle LOS Score / LOS	1.9	A	1.2	A	0.7	A		

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	PM Peak Hour	PHF	1.00
Intersection	Spring	Analysis Year	2018	Analysis Period	1 > 5:00
File Name	Rockbridge PM 2018 new.xus				
Project Description	PM 2018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	32	772			410	5				11	0	21

Signal Information				Phase Diagram								
Cycle, s	150.0	Reference Phase	2									
Offset, s	20	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	7.4	121.6	6.0	0.0	0.0	0.0				
		Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
		Red	1.0	1.0	1.0	0.0	0.0	0.0				

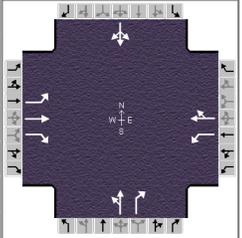
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				12.0
Phase Duration, s	12.4	139.0		126.6				11.0
Change Period, (Y+R _c), s	5.0	5.0		5.0				5.0
Max Allow Headway (MAH), s	3.1	0.0		0.0				3.2
Queue Clearance Time (g _s), s	2.3							3.9
Green Extension Time (g _e), s	0.0	0.0		0.0				0.0
Phase Call Probability	0.74							0.60
Max Out Probability	0.00							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (v), veh/h	32	772			411						22	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1810			1805						1704	
Queue Service Time (g _s), s	0.3	14.6			8.1						1.9	
Cycle Queue Clearance Time (g _c), s	0.3	14.6			8.1						1.9	
Green Ratio (g/C)	0.87	0.89			0.81						0.04	
Capacity (c), veh/h	882	1616			1463						68	
Volume-to-Capacity Ratio (X)	0.036	0.478			0.281						0.322	
Available Capacity (c _a), veh/h	967	1616			1464						114	
Back of Queue (Q), veh/ln (50th percentile)	0.1	3.2			2.6						0.9	
Queue Storage Ratio (RQ) (50th percentile)	0.02	0.42			0.23						0.21	
Uniform Delay (d ₁), s/veh	1.8	2.0			3.3						70.0	
Incremental Delay (d ₂), s/veh	0.0	0.8			0.5						1.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0						0.0	
Control Delay (d), s/veh	1.8	2.9			3.8						71.0	
Level of Service (LOS)	A	A			A						E	
Approach Delay, s/veh / LOS	2.9	A		3.8	A		0.0			71.0	E	
Intersection Delay, s/veh / LOS	4.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.8	A	2.0	B	2.2	B	2.3	B
Bicycle LOS Score / LOS	1.8	A	1.2	A			0.5	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	PM Peak Hour	PHF	1.00
Intersection	Rowland	Analysis Year	2018	Analysis Period	1 > 5:00
File Name	Rockbridge PM 2018 new.xus				
Project Description	PM 2018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	5	526	79	122	300	16	100	11	247	5	5	11

Signal Information				Signal Timing (s)								Signal Phases												
Cycle, s	150.0	Reference Phase	2	Green	1.2	4.1	101.2	2.8	20.7	0.0	Yellow	4.0	0.0	4.0	4.0	4.0	0.0	Red	1.0	0.0	1.0	1.0	1.0	0.0
Offset, s	30	Reference Point	End																					
Uncoordinated	No	Simult. Gap E/W	On																					
Force Mode	Fixed	Simult. Gap N/S	On																					

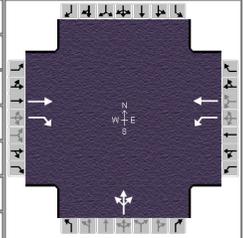
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	4.0		11.0		12.0
Phase Duration, s	6.2	106.2	10.3	110.3		25.7		7.8
Change Period, (Y+R _c), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.3		3.2
Queue Clearance Time (g _s), s	2.2		5.1			20.0		3.7
Green Extension Time (g _e), s	0.0	0.0	0.2	0.0		0.6		0.0
Phase Call Probability	0.24		0.99			1.00		0.57
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	7	686	51	122	310			111	197		20	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1810	1554	1782	1771			1818	1610		1723	
Queue Service Time (g _s), s	0.2	31.8	1.8	3.1	9.5			8.4	18.0		1.7	
Cycle Queue Clearance Time (g _c), s	0.2	31.8	1.8	3.1	9.5			8.4	18.0		1.7	
Green Ratio (g/C)	0.68	0.67	0.67	0.72	0.70			0.14	0.14		0.02	
Capacity (c), veh/h	742	1221	1048	461	1243			250	222		32	
Volume-to-Capacity Ratio (X)	0.009	0.562	0.048	0.265	0.249			0.443	0.888		0.616	
Available Capacity (c _a), veh/h	1228	1221	1048	1188	1243			632	560		115	
Back of Queue (Q), veh/ln (50th percentile)	0.1	13.4	0.6	1.1	3.7			3.9	7.7		0.8	
Queue Storage Ratio (RQ) (50th percentile)	0.00	0.00	0.21	0.11	0.00			0.00	0.00		0.28	
Uniform Delay (d ₁), s/veh	7.6	14.4	8.9	10.8	8.1			59.4	63.5		73.0	
Incremental Delay (d ₂), s/veh	0.0	1.7	0.1	0.1	0.5			0.5	5.0		7.1	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Control Delay (d), s/veh	7.6	16.1	9.0	10.9	8.5			59.8	68.6		80.1	
Level of Service (LOS)	A	B	A	B	A			E	E		F	
Approach Delay, s/veh / LOS	15.5		B	9.2		A	65.4		E	80.1		F
Intersection Delay, s/veh / LOS	24.8						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.3		B	2.1		B	2.3		B	2.5		B
Bicycle LOS Score / LOS	1.4		A	1.2		A	1.0		A	0.5		A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	10/17/2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	AM Peak Hour	PHF	1.00
Intersection	Allgood	Analysis Year	2038	Analysis Period	1 > 7:15
File Name	Rockbridge AM 2038 new.xus				
Project Description	AM 2038				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		289	90	26	635		289	0	45			

Signal Information														
Cycle, s	100.0	Reference Phase	6											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On	Green	3.0	62.2	19.9	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

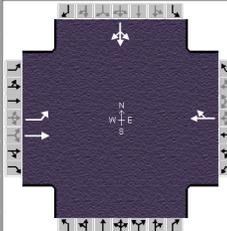
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		12.0		
Phase Duration, s		66.8	8.4	75.1		24.9		
Change Period, (Y+R _c), s		5.0	5.0	5.0		5.0		
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.1		
Queue Clearance Time (g _s), s			2.6			19.3		
Green Extension Time (g _e), s		0.0	0.0	0.0		0.6		
Phase Call Probability			0.60			1.00		
Max Out Probability			0.00			0.00		

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement		2	12	1	6		3	8	18				
Adjusted Flow Rate (v), veh/h		289	70	33	795			314					
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1554	1792	1810			1770					
Queue Service Time (g _s), s		7.2	1.8	0.6	20.1			17.3					
Cycle Queue Clearance Time (g _c), s		7.2	1.8	0.6	20.1			17.3					
Green Ratio (g/C)		0.62	0.62	0.67	0.70			0.20					
Capacity (c), veh/h		1110	965	727	1269			352					
Volume-to-Capacity Ratio (X)		0.260	0.073	0.045	0.627			0.893					
Available Capacity (c _a), veh/h		1125	966	1214	1269			797					
Back of Queue (Q), veh/ln (50th percentile)		3.1	0.6	0.3	6.2			7.6					
Queue Storage Ratio (RQ) (50th percentile)		0.41	0.12	0.10	0.81			0.00					
Uniform Delay (d ₁), s/veh		9.2	7.6	6.0	6.2			39.0					
Incremental Delay (d ₂), s/veh		0.6	0.1	0.0	1.9			3.4					
Initial Queue Delay (d ₃), s/veh		0.2	0.0	0.0	0.3			0.0					
Control Delay (d), s/veh		10.0	7.7	6.0	8.4			42.4					
Level of Service (LOS)		A	A	A	A			D					
Approach Delay, s/veh / LOS	9.5	A		8.3	A		42.4	D		0.0			
Intersection Delay, s/veh / LOS		15.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	1.9	A	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.1	A	1.6	A	1.0	A		

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Bowler Engr			Duration, h	1.00		
Analyst	cab		Analysis Date	10/17/2013		Area Type	Other
Jurisdiction	DeKalb		Time Period	AM Peak Hour		PHF	1.00
Intersection	Spring		Analysis Year	2038		Analysis Period	1 > 7:15
File Name	Rockbridge AM 2038 new.xus						
Project Description	AM 2038						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	6	327			590	0				13	0	71

Signal Information				Signal Phases									
Cycle, s	100.0	Reference Phase	2	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Offset, s	20	Reference Point	End	Green	1.5	75.4	8.1	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0

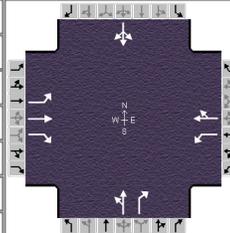
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				12.0
Phase Duration, s	6.5	86.8		80.3				13.2
Change Period, (Y+R _c), s	5.0	5.0		5.0				5.0
Max Allow Headway (MAH), s	3.1	0.0		0.0				3.3
Queue Clearance Time (g _s), s	2.1							5.4
Green Extension Time (g _e), s	0.0	0.0		0.0				0.1
Phase Call Probability	0.15							0.81
Max Out Probability	0.00							0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (v), veh/h	6	328			0						59	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1810			0						1650	
Queue Service Time (g _s), s	0.1	6.1			0.0						3.4	
Cycle Queue Clearance Time (g _c), s	0.1	6.1			0.0						3.4	
Green Ratio (g/C)	0.79	0.82									0.08	
Capacity (c), veh/h	491	1482									135	
Volume-to-Capacity Ratio (X)	0.012	0.221			0.000						0.438	
Available Capacity (c _a), veh/h	864	1483									330	
Back of Queue (Q), veh/ln (50th percentile)	0.0	1.6									1.5	
Queue Storage Ratio (RQ) (50th percentile)	0.00	0.21			0.00						0.37	
Uniform Delay (d ₁), s/veh	4.9	3.5									43.8	
Incremental Delay (d ₂), s/veh	0.0	0.3			0.0						0.8	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0						0.0	
Control Delay (d), s/veh	4.9	3.8									44.6	
Level of Service (LOS)	A	A									D	
Approach Delay, s/veh / LOS	3.8	A		8.2	A		0.0			44.6	D	
Intersection Delay, s/veh / LOS	8.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.8	A	2.1	B	2.1	B	2.3	B
Bicycle LOS Score / LOS	1.0	A	1.5	A			0.6	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	10/17/2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	AM Peak Hour	PHF	1.00
Intersection	Rowland	Analysis Year	2038	Analysis Period	1 > 7:15
File Name	Rockbridge AM 2038 new.xus				
Project Description	AM 2038				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	19	256	45	237	622	6	103	6	199	19	19	32

Signal Information													
Cycle, s	100.0	Reference Phase	2										
Offset, s	50	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	7.8	55.2	4.9	12.1	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0			
				Red	1.0	1.0	1.0	1.0	0.0	0.0			

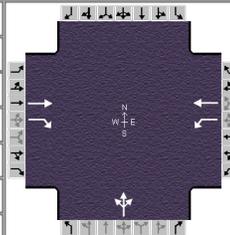
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	4.0		11.0		12.0
Phase Duration, s		60.2	12.8	73.0		17.1		9.9
Change Period, (Y+R _c), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.3		3.2
Queue Clearance Time (g _s), s			7.4			11.6		5.8
Green Extension Time (g _e), s		0.0	0.4	0.0		0.5		0.0
Phase Call Probability			1.00			1.00		0.84
Max Out Probability			0.00			0.00		0.23

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	20	274	27	237	626			109	159			67
Adjusted Saturation Flow Rate (s), veh/h/ln	811	1810	1553	1782	1780			1814	1610			1740
Queue Service Time (g _s), s	1.7	10.0	1.0	5.4	17.4			5.6	9.6			3.8
Cycle Queue Clearance Time (g _c), s	6.2	10.0	1.0	5.4	17.4			5.6	9.6			3.8
Green Ratio (g/C)	0.55	0.55	0.55	0.65	0.68			0.12	0.12			0.05
Capacity (c), veh/h	482	999	857	710	1210			220	195			86
Volume-to-Capacity Ratio (X)	0.042	0.274	0.031	0.334	0.518			0.496	0.815			0.781
Available Capacity (c _a), veh/h	482	999	857	1069	1210			546	484			174
Back of Queue (Q), veh/ln (50th percentile)	0.3	4.4	0.4	1.8	6.1			2.5	3.9			1.8
Queue Storage Ratio (RQ) (50th percentile)	0.03	0.46	0.12	0.18	0.64			0.42	0.66			0.59
Uniform Delay (d ₁), s/veh	16.9	16.1	13.7	8.0	7.9			41.1	42.8			47.0
Incremental Delay (d ₂), s/veh	0.2	0.7	0.1	0.1	1.6			0.6	3.2			5.9
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Control Delay (d), s/veh	17.0	16.8	13.8	8.1	9.5			41.7	46.1			52.9
Level of Service (LOS)	B	B	B	A	A			D	D			D
Approach Delay, s/veh / LOS	16.6		B	9.1		A	44.3		D	52.9		D
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.3		B	2.1		B	2.3		B	2.5		B
Bicycle LOS Score / LOS	1.0		A	1.9		A	0.9		A	0.6		A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	PM Peak	PHF	1.00
Intersection	Allgood	Analysis Year	2038	Analysis Period	1 > 5:00
File Name	Rockbridge PM 2038 new.xus				
Project Description	PM 2038				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		911	147	51	474		96	0	71			

Signal Information														
Cycle, s	160.0	Reference Phase	6											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On	Green	4.5	122.9	17.6	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		12.0		
Phase Duration, s		127.8	9.7	137.4		22.6		
Change Period, (Y+R _c), s		5.0	5.0	5.0		5.0		
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.2		
Queue Clearance Time (g _s), s			2.9			17.5		
Green Extension Time (g _e), s		0.0	0.0	0.0		0.1		
Phase Call Probability			0.89			1.00		
Max Out Probability			0.00			1.00		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement		2	12	1	6		3	8	18			
Adjusted Flow Rate (v), veh/h		911	132	50	469			167				
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1555	1792	1810			1698				
Queue Service Time (g _s), s		37.6	3.4	0.9	11.8			15.5				
Cycle Queue Clearance Time (g _c), s		37.6	3.4	0.9	11.8			15.5				
Green Ratio (g/C)		0.77	0.77	0.81	0.83			0.11				
Capacity (c), veh/h		1386	1194	421	1497			187				
Volume-to-Capacity Ratio (X)		0.657	0.111	0.120	0.313			0.894				
Available Capacity (c _a), veh/h		1390	1195	569	1497			212				
Back of Queue (Q), veh/ln (50th percentile)		15.1	1.1	0.6	4.5			8.9				
Queue Storage Ratio (RQ) (50th percentile)		1.57	0.22	0.21	0.59			0.89				
Uniform Delay (d ₁), s/veh		9.1	4.7	9.2	4.3			70.3				
Incremental Delay (d ₂), s/veh		2.5	0.2	0.0	0.5			40.8				
Initial Queue Delay (d ₃), s/veh		0.3	0.0	0.1	0.1			0.0				
Control Delay (d), s/veh		11.9	4.9	9.3	5.0			111.1				
Level of Service (LOS)		B	A	A	A			F				
Approach Delay, s/veh / LOS	11.0	B	5.4	A	111.1	F	0.0					
Intersection Delay, s/veh / LOS		19.0				B						

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.0 B	1.8 A	2.3 B	2.4 B
Bicycle LOS Score / LOS	2.2 B	1.4 A	0.8 A	

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	PM Peak	PHF	1.00
Intersection	Spring	Analysis Year	2038	Analysis Period	1 > 5:00
File Name	Rockbridge PM 2038 new.xus				
Project Description	PM 2038				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	38	943			500	6				13	0	25

Signal Information				Signal Phases									
Cycle, s	160.0	Reference Phase	2	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Offset, s	20	Reference Point	End	Green	8.2	129.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0

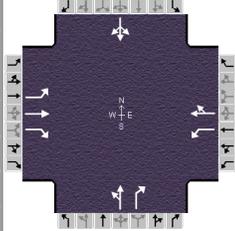
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				12.0
Phase Duration, s	13.2	147.9		134.7				12.1
Change Period, (Y+R _c), s	5.0	5.0		5.0				5.0
Max Allow Headway (MAH), s	3.1	0.0		0.0				3.3
Queue Clearance Time (g _s), s	2.4							4.6
Green Extension Time (g _e), s	0.0	0.0		0.0				0.0
Phase Call Probability	0.82							0.71
Max Out Probability	0.00							0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (v), veh/h	38	944			499						28	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1810			1806						1697	
Queue Service Time (g _s), s	0.4	22.0			10.7						2.6	
Cycle Queue Clearance Time (g _c), s	0.4	22.0			10.7						2.6	
Green Ratio (g/C)	0.87	0.89			0.81						0.04	
Capacity (c), veh/h	812	1616			1464						76	
Volume-to-Capacity Ratio (X)	0.047	0.584			0.341						0.370	
Available Capacity (c _a), veh/h	870	1616			1464						106	
Back of Queue (Q), veh/ln (50th percentile)	0.1	5.6			3.5						1.2	
Queue Storage Ratio (RQ) (50th percentile)	0.03	0.73			0.30						0.29	
Uniform Delay (d ₁), s/veh	2.1	2.5			3.6						74.3	
Incremental Delay (d ₂), s/veh	0.0	1.1			0.6						1.1	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0						0.0	
Control Delay (d), s/veh	2.1	3.6			4.2						75.4	
Level of Service (LOS)	A	A			A						E	
Approach Delay, s/veh / LOS	3.6	A		4.2	A		0.0			75.4	E	
Intersection Delay, s/veh / LOS	5.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.8	A	2.0	B	2.2	B	2.3	B
Bicycle LOS Score / LOS	2.1	B	1.3	A			0.5	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	PM Peak	PHF	1.00
Intersection	Rowland	Analysis Year	2038	Analysis Period	1 > 5:00
File Name	Rockbridge PM 2038 new.xus				
Project Description	PM 2038				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	6	641	96	149	365	19	122	13	301	6	6	13

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	160.0	Reference Phase	2												
Offset, s	30	Reference Point	End	Green	1.5	0.0	104.6	3.3	25.6	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	1.0	0.0					

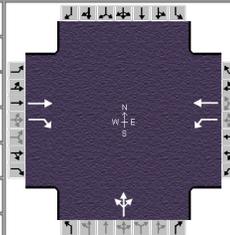
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	4.0		11.0		12.0
Phase Duration, s	6.5	109.6	11.5	114.7		30.6		8.3
Change Period, (Y+R _c), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.3		3.2
Queue Clearance Time (g _s), s	2.2		6.3			25.1		4.2
Green Extension Time (g _e), s	0.0	0.0	0.2	0.0		0.5		0.0
Phase Call Probability	0.29		1.00			1.00		0.66
Max Out Probability	0.00		0.00			0.10		0.01

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	8	835	79	149	379			135	236		24	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1810	1554	1782	1769			1818	1610		1723	
Queue Service Time (g _s), s	0.2	49.1	3.1	4.3	13.7			10.8	23.1		2.2	
Cycle Queue Clearance Time (g _c), s	0.2	49.1	3.1	4.3	13.7			10.8	23.1		2.2	
Green Ratio (g/C)	0.66	0.65	0.65	0.71	0.69			0.16	0.16		0.02	
Capacity (c), veh/h	660	1183	1016	346	1213			290	257		35	
Volume-to-Capacity Ratio (X)	0.012	0.705	0.078	0.431	0.313			0.465	0.917		0.679	
Available Capacity (c _a), veh/h	827	1183	1016	620	1213			360	319		108	
Back of Queue (Q), veh/ln (50th percentile)	0.1	21.1	1.1	2.2	5.5			5.0	11.8		1.1	
Queue Storage Ratio (RQ) (50th percentile)	0.00	0.00	0.37	0.22	0.00			0.00	0.00		0.36	
Uniform Delay (d ₁), s/veh	9.4	19.3	10.6	18.0	10.1			61.0	66.2		77.8	
Incremental Delay (d ₂), s/veh	0.0	2.9	0.1	0.3	0.7			0.4	33.0		8.5	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Control Delay (d), s/veh	9.5	22.1	10.7	18.4	10.7			61.4	99.2		86.4	
Level of Service (LOS)	A	C	B	B	B			E	F		F	
Approach Delay, s/veh / LOS	21.1		C	12.9		B	85.4		F	86.4		F
Intersection Delay, s/veh / LOS	32.5						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.3		B	2.1		B	2.3		B	2.5		B
Bicycle LOS Score / LOS	1.7		A	1.4		A	1.1		A	0.5		A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	PM Peak Hour	PHF	1.00
Intersection	Allgood	Analysis Year	2018	Analysis Period	1 > 5:00
File Name	Rockbridge PM 2018 exist lanes.xus				
Project Description	PM 2018 existing lanes				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		746	121	42	389		79	0	58			

Signal Information														
Cycle, s	150.0	Reference Phase	6											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On	Green	4.1	118.7	12.2	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

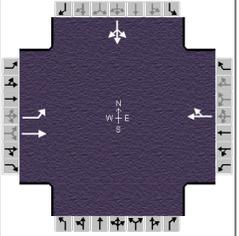
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		12.0		
Phase Duration, s		123.3	9.6	132.8		17.2		
Change Period, (Y+R _c), s		5.0	5.0	5.0		5.0		
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.2		
Queue Clearance Time (g _s), s			2.6			12.1		
Green Extension Time (g _e), s		0.0	0.1	0.0		0.2		
Phase Call Probability			0.82			0.99		
Max Out Probability			0.00			0.00		

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement		2	12	1	6		3	8	18				
Adjusted Flow Rate (v), veh/h		746	86	42	385			117					
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1555	1792	1810			1719					
Queue Service Time (g _s), s		21.9	1.8	0.6	7.2			10.1					
Cycle Queue Clearance Time (g _c), s		21.9	1.8	0.6	7.2			10.1					
Green Ratio (g/C)		0.79	0.79	0.83	0.85			0.08					
Capacity (c), veh/h		1418	1230	560	1542			139					
Volume-to-Capacity Ratio (X)		0.526	0.070	0.074	0.250			0.839					
Available Capacity (c _a), veh/h		1432	1231	964	1542			401					
Back of Queue (Q), veh/ln (50th percentile)		8.7	0.6	0.3	2.4			4.6					
Queue Storage Ratio (RQ) (50th percentile)		0.91	0.11	0.11	0.31			0.46					
Uniform Delay (d ₁), s/veh		6.5	3.5	4.5	2.7			68.0					
Incremental Delay (d ₂), s/veh		1.4	0.1	0.0	0.4			5.3					
Initial Queue Delay (d ₃), s/veh		0.2	0.0	0.1	0.1			0.0					
Control Delay (d), s/veh		8.1	3.6	4.6	3.2			73.3					
Level of Service (LOS)		A	A	A	A			E					
Approach Delay, s/veh / LOS	7.6	A	3.3	A	73.3	E	0.0						
Intersection Delay, s/veh / LOS		11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	1.8	A	2.3	B	2.4	B
Bicycle LOS Score / LOS	1.9	A	1.2	A	0.7	A		

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	PM Peak Hour	PHF	1.00
Intersection	Spring	Analysis Year	2018	Analysis Period	1 > 5:00
File Name	Rockbridge PM 2018 exist lanes.xus				
Project Description	PM 2018 existing lanes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	32	772			410	5				11	0	21

Signal Information													
Cycle, s	150.0	Reference Phase	2										
Offset, s	20	Reference Point	End	Green	7.4	121.6	6.0	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0			

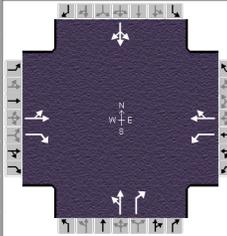
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				12.0
Phase Duration, s	12.4	139.0		126.6				11.0
Change Period, (Y+R _c), s	5.0	5.0		5.0				5.0
Max Allow Headway (MAH), s	3.1	0.0		0.0				3.2
Queue Clearance Time (g _s), s	2.3							3.9
Green Extension Time (g _e), s	0.0	0.0		0.0				0.0
Phase Call Probability	0.74							0.60
Max Out Probability	0.00							0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (v), veh/h	32	772			411						22	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1810			1805						1704	
Queue Service Time (g _s), s	0.3	14.6			7.7						1.9	
Cycle Queue Clearance Time (g _c), s	0.3	14.6			7.7						1.9	
Green Ratio (g/C)	0.87	0.89			0.81						0.04	
Capacity (c), veh/h	885	1616			1463						68	
Volume-to-Capacity Ratio (X)	0.036	0.478			0.281						0.322	
Available Capacity (c _a), veh/h	969	1616			1464						114	
Back of Queue (Q), veh/ln (50th percentile)	0.1	3.2			2.5						0.9	
Queue Storage Ratio (RQ) (50th percentile)	0.02	0.42			0.21						0.21	
Uniform Delay (d ₁), s/veh	1.8	2.0			3.1						70.0	
Incremental Delay (d ₂), s/veh	0.0	0.8			0.5						1.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0						0.0	
Control Delay (d), s/veh	1.8	2.9			3.6						71.0	
Level of Service (LOS)	A	A			A						E	
Approach Delay, s/veh / LOS	2.9	A		3.6	A		0.0			71.0	E	
Intersection Delay, s/veh / LOS	4.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.8	A	2.0	B	2.2	B	2.3	B
Bicycle LOS Score / LOS	1.8	A	1.2	A			0.5	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Bowler Engr			Duration, h	1.00		
Analyst	cab		Analysis Date	Dec 11, 2013		Area Type	Other
Jurisdiction	DeKalb		Time Period	PM Peak Hour		PHF	1.00
Intersection	Rowland		Analysis Year	2018		Analysis Period	1 > 5:00
File Name	Rockbridge PM 2018 exist lanes.xus						
Project Description	PM 2018 existing lanes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	5	526	79	122	300	16	100	11	247	5	5	11

Signal Information														
Cycle, s	150.0	Reference Phase	2											
Offset, s	30	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	5.2	101.3	2.8	20.7	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
				Red	1.0	1.0	1.0	1.0	0.0	0.0				

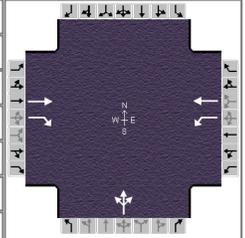
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		7.3	1.0	4.0		11.0		12.0
Phase Duration, s		106.3	10.2	116.5		25.7		7.8
Change Period, (Y+R _c), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.3		3.2
Queue Clearance Time (g _s), s			5.0			20.0		3.7
Green Extension Time (g _e), s		0.0	0.2	0.0		0.6		0.0
Phase Call Probability			0.99			1.00		0.57
Max Out Probability			0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h		692	51	122	310			111	197		20	
Adjusted Saturation Flow Rate (s), veh/h/ln		1806	1554	1782	1771			1818	1610		1723	
Queue Service Time (g _s), s		0.0	1.8	3.0	8.2			8.4	18.0		1.7	
Cycle Queue Clearance Time (g _c), s		32.3	1.8	3.0	8.2			8.4	18.0		1.7	
Green Ratio (g/C)		0.68	0.68	0.72	0.74			0.14	0.14		0.02	
Capacity (c), veh/h		1243	1049	458	1316			250	222		32	
Volume-to-Capacity Ratio (X)		0.557	0.048	0.266	0.236			0.443	0.888		0.616	
Available Capacity (c _a), veh/h		1243	1049	1186	1316			632	560		115	
Back of Queue (Q), veh/ln (50th percentile)		13.6	0.6	1.1	3.0			3.9	7.7		0.8	
Queue Storage Ratio (RQ) (50th percentile)		0.00	0.21	0.11	0.00			0.00	0.00		0.28	
Uniform Delay (d ₁), s/veh		14.5	8.9	10.8	6.0			59.4	63.5		73.0	
Incremental Delay (d ₂), s/veh		1.6	0.1	0.1	0.4			0.5	5.0		7.1	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Control Delay (d), s/veh		16.1	9.0	11.0	6.4			59.8	68.6		80.1	
Level of Service (LOS)		B	A	B	A			E	E		F	
Approach Delay, s/veh / LOS	15.6	B		7.7	A		65.4	E		80.1	F	
Intersection Delay, s/veh / LOS	24.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.1	B	2.3	B	2.4	B
Bicycle LOS Score / LOS	1.4	A	1.2	A	1.0	A	0.5	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	PM Peak	PHF	1.00
Intersection	Allgood	Analysis Year	2038	Analysis Period	1 > 5:00
File Name	Rockbridge PM 2038 exist lanes.xus				
Project Description	PM 2038 existing lanes				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		911	147	51	474		96	0	71			

Signal Information														
Cycle, s	180.0	Reference Phase	6											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On	Green	4.6	140.9	19.5	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	1.0	0.0	0.0	0.0				

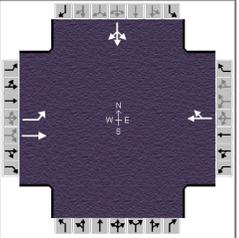
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		12.0		
Phase Duration, s		145.7	9.8	155.5		24.5		
Change Period, (Y+R _c), s		5.0	5.0	5.0		5.0		
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.2		
Queue Clearance Time (g _s), s			2.9			19.5		
Green Extension Time (g _e), s		0.0	0.0	0.0		0.0		
Phase Call Probability			0.92			1.00		
Max Out Probability			0.00			1.00		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3	8	18			
Adjusted Flow Rate (v), veh/h		911	132	50	469			167				
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1555	1792	1810			1698				
Queue Service Time (g _s), s		39.7	3.6	0.9	12.5			17.5				
Cycle Queue Clearance Time (g _c), s		39.7	3.6	0.9	12.5			17.5				
Green Ratio (g/C)		0.78	0.78	0.82	0.84			0.11				
Capacity (c), veh/h		1414	1217	427	1513			184				
Volume-to-Capacity Ratio (X)		0.644	0.108	0.118	0.310			0.907				
Available Capacity (c _a), veh/h		1416	1217	541	1513			189				
Back of Queue (Q), veh/ln (50th percentile)		16.2	1.2	0.7	5.0			10.6				
Queue Storage Ratio (RQ) (50th percentile)		1.68	0.24	0.24	0.65			1.06				
Uniform Delay (d ₁), s/veh		9.0	4.7	9.6	4.3			79.3				
Incremental Delay (d ₂), s/veh		2.3	0.2	0.0	0.5			56.3				
Initial Queue Delay (d ₃), s/veh		0.3	0.0	0.1	0.1			0.0				
Control Delay (d), s/veh		11.5	4.8	9.8	4.9			135.6				
Level of Service (LOS)		B	A	A	A			F				
Approach Delay, s/veh / LOS	10.7	B		5.4	A		135.6	F		0.0		
Intersection Delay, s/veh / LOS	21.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	1.8	A	2.3	B	2.4	B
Bicycle LOS Score / LOS	2.2	B	1.4	A	0.8	A		

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	PM Peak	PHF	1.00
Intersection	Spring	Analysis Year	2038	Analysis Period	1 > 5:00
File Name	Rockbridge PM 2038 exist lanes.xus				
Project Description	PM 2038 existing lanes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	38	943			500	6				13	0	25

Signal Information				Phase Diagram								
Cycle, s	180.0	Reference Phase	2									
Offset, s	20	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	8.5	149.0	7.5	0.0	0.0	0.0				
		Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
		Red	1.0	1.0	1.0	0.0	0.0	0.0				

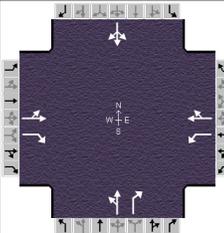
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				12.0
Phase Duration, s	13.5	167.5		153.9				12.5
Change Period, (Y+R _c), s	5.0	5.0		5.0				5.0
Max Allow Headway (MAH), s	3.1	0.0		0.0				3.3
Queue Clearance Time (g _s), s	2.4							4.9
Green Extension Time (g _e), s	0.0	0.0		0.0				0.0
Phase Call Probability	0.85							0.75
Max Out Probability	0.00							0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (v), veh/h	38	944			499						28	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1810			1806						1697	
Queue Service Time (g _s), s	0.4	21.6			10.3						2.9	
Cycle Queue Clearance Time (g _c), s	0.4	21.6			10.3						2.9	
Green Ratio (g/C)	0.89	0.90			0.83						0.04	
Capacity (c), veh/h	825	1633			1494						71	
Volume-to-Capacity Ratio (X)	0.046	0.578			0.334						0.394	
Available Capacity (c _a), veh/h	869	1633			1494						94	
Back of Queue (Q), veh/ln (50th percentile)	0.1	5.3			3.3						1.3	
Queue Storage Ratio (RQ) (50th percentile)	0.03	0.69			0.29						0.33	
Uniform Delay (d ₁), s/veh	2.0	2.2			3.0						84.0	
Incremental Delay (d ₂), s/veh	0.0	1.1			0.6						1.3	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0						0.0	
Control Delay (d), s/veh	2.0	3.3			3.6						85.3	
Level of Service (LOS)	A	A			A						F	
Approach Delay, s/veh / LOS	3.2	A		3.6	A		0.0			85.3	F	
Intersection Delay, s/veh / LOS	4.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.8	A	2.0	B	2.2	B	2.3	B
Bicycle LOS Score / LOS	2.1	B	1.3	A			0.5	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowler Engr			Duration, h	1.00
Analyst	cab	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Dekalb	Time Period	PM Peak	PHF	1.00
Intersection	Rowland	Analysis Year	2038	Analysis Period	1 > 5:00
File Name	Rockbridge PM 2038 exist lanes.xus				
Project Description	PM 2038 existing lanes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	6	641	96	149	365	19	122	13	301	6	6	13

Signal Information														
Cycle, s	180.0	Reference Phase	2	Green	6.8	121.4	3.5	28.4	0.0	0.0				
Offset, s	30	Reference Point	End	Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	1.0	1.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		7.3	1.0	4.0		11.0		12.0
Phase Duration, s		126.4	11.8	138.2		33.4		8.5
Change Period, (Y+R _c), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (MAH), s		0.0	3.1	0.0		3.3		3.2
Queue Clearance Time (g _s), s			6.5			28.0		4.5
Green Extension Time (g _e), s		0.0	0.2	0.0		0.3		0.0
Phase Call Probability			1.00			1.00		0.70
Max Out Probability			0.00			0.88		0.01

Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14	
Adjusted Flow Rate (v), veh/h		843	79	149	379			135	236		24		
Adjusted Saturation Flow Rate (s), veh/h/ln		1804	1554	1782	1769			1818	1610		1723		
Queue Service Time (g _s), s		0.0	3.3	4.5	12.8			12.2	26.0		2.5		
Cycle Queue Clearance Time (g _c), s		52.7	3.3	4.5	12.8			12.2	26.0		2.5		
Green Ratio (g/C)		0.67	0.67	0.72	0.74			0.16	0.16		0.02		
Capacity (c), veh/h		1237	1048	358	1308			286	254		33		
Volume-to-Capacity Ratio (X)		0.681	0.076	0.416	0.290			0.471	0.931		0.717		
Available Capacity (c _a), veh/h		1237	1048	570	1308			318	282		96		
Back of Queue (Q), veh/ln (50th percentile)		22.7	1.2	2.4	5.0			5.7	14.2		1.2		
Queue Storage Ratio (RQ) (50th percentile)		0.00	0.39	0.24	0.00			0.00	0.00		0.41		
Uniform Delay (d ₁), s/veh		19.2	10.5	18.3	7.8			69.0	74.9		87.8		
Incremental Delay (d ₂), s/veh		2.5	0.1	0.3	0.6			0.4	48.1		10.7		
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0	0.0		0.0		
Control Delay (d), s/veh		21.6	10.6	18.6	8.3			69.5	123.0		98.5		
Level of Service (LOS)		C	B	B	A			E	F		F		
Approach Delay, s/veh / LOS	20.7	C		11.2	B		103.5	F		98.5	F		
Intersection Delay, s/veh / LOS		35.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.1	B	2.3	B	2.4	B
Bicycle LOS Score / LOS	1.7	A	1.4	A	1.1	A	0.5	A

Future Traffic Volumes
Level of Service Summary

Rockbridge Road Intersections

DeKalb County, GA

	Allgood Road	Spring Road	Rowland Road/ Poplar Road	No Improvements Allgood Road	No Improvements Spring Road	No Improvements Rowland Road/ Poplar Road
2013 AM	B	A	B			
2018 AM	B	A	B			
2038 AM	B	A	B			
2013 PM	B	A	C			
2018 PM	B	A	C	B	A	C
2038 PM	B	A	C	C	A	D



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ASPHALT PAVEMENT RATING FORM

STREET OR ROUTE: Rockbridge Road **CITY OR COUNTY** City, Pine Lake
LENGTH OF PROJECT: 1550 feet **WIDTH:** 12 feet
PAVEMENT TYPE: Asphalt **DATE:** December 31, 2013

(Note: A rating of "0" indicates defect does not occur)

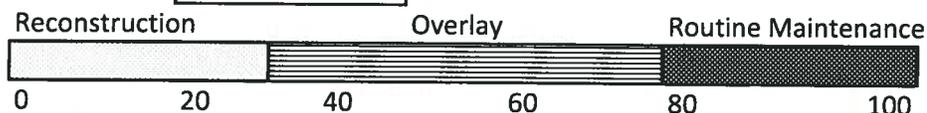
<u>DEFECTS</u>	<u>RATING</u>	<u>SCORE</u>
Transverse Cracks	0-5	<u>2</u>
Longitudinal Cracks	0-5	<u>4</u>
Alligator Cracks	0-10	<u>7</u>
Shrinkage Cracks	0-5	<u>1</u>
Rutting	0-10	<u>4</u>
Corrugations	0-5	<u>0</u>
Raveling	0-5	<u>0</u>
Shoving or Pushing	0-10	<u>3</u>
Pot Holes	0-10	<u>4</u>
Excess Asphalt	0-10	<u>0</u>
Polished Aggregate	0-5	<u>0</u>
Deficient Drainage	0-10	<u>2</u>
Overall Riding Quality (0 is excellent; 10 is very poor)	0-10	<u>4</u>

Sum of Defects = 31

Condition Rating = 100 - Sum of Defects

$$100 - \underline{31}$$

Condition Rating =



Notes:

Overall several areas along the road edge show signs of rutting depression, alligator cracking transverse cracking and longitudinal cracking. I roughly estimate there is over 5150 sf of patching that needs to be performed.

