

North Whitfield County Roadway Corridor Study

Report #1: Existing Conditions, Projections, and Findings

MA Project 11501

July 11, 2011

**Prepared For:
Greater Dalton Metropolitan Planning Organization**

Prepared By:
Moreland Altobelli Associates, Inc.
2211 Beaver Ruin Road
Suite 190
Norcross, GA 30071
(770) 263-5945



© 2011 Greater Dalton Metropolitan Planning Organization (GDMPO). All rights reserved. The contents of this publication reflect the views of the author(s), who is (are) responsible for the facts and accuracy of the data presented herein. The opinions, findings, and conclusions of this publication are those of the author(s) and do not necessarily reflect the official views or policies of those of the GDMPO. This publication does not constitute a standard, specification, or regulation.



Table of Contents

1.0	Introduction	1
1.1	Purpose of this report	1
1.2	Organization	1
2.0	Planning and Background Information	3
2.1	Introduction	3
2.2	Review of Plans	3
2.3	Socioeconomics and Demographics.....	6
3.0	Roadway Corridor Analysis.....	11
3.1	Roads under consideration.....	11
3.2	Existing Conditions.....	11
3.2.1	<i>SR 2.....</i>	<i>11</i>
3.2.2	<i>SR 71.....</i>	<i>12</i>
3.2.3	<i>US 41</i>	<i>12</i>
3.2.4	<i>SR 201.....</i>	<i>13</i>
3.3	Crash Analysis	14
3.3.1	<i>SR 2 Crash Statistics</i>	<i>14</i>
3.3.2	<i>SR 71 Crash Statistics</i>	<i>16</i>
3.3.1	<i>US 41 Crash Statistics.....</i>	<i>18</i>
3.3.2	<i>SR 201 Crash Statistics</i>	<i>20</i>
3.4	Traffic Counts.....	23
3.5	Projected Conditions	25
3.6	Traffic Flows into and out of the county	25
3.7	Truck Movement	26
3.8	Capacity Analysis.....	26
4.0	Description of Alternatives	28
4.1	Future Needs	28
4.1.1	<i>Shoulder Upgrades.....</i>	<i>28</i>
4.1.2	<i>Pavement rehabilitation and maintenance</i>	<i>28</i>
4.1.3	<i>Signing Program</i>	<i>28</i>
4.1.4	<i>Restriping Program</i>	<i>29</i>
4.1.5	<i>Pedestrian Elements.....</i>	<i>29</i>
4.1.6	<i>Bicycle Elements</i>	<i>29</i>
4.1.7	<i>Safety Improvements</i>	<i>30</i>
4.1.8	<i>Major Reconstruction</i>	<i>30</i>
5.0	Conclusion.....	31
5.1	Next Steps.....	31
	Appendix A. Appendix A - Traffic Counts.....	A
	Appendix B – Highway Capacity Analysis Worksheets	B



Table of Figures

Figure 1: Roadways under Study2
 Figure 2: GDOT Annual Traffic Count Stations.....24

Table of Tables

Table 1: 2035 LRTP Roadway Projects for SR 2, SR 201, SR 71, and US 415
 Table 2: GDMPO FY 2011- FY 2014 TIP PROJECTS UNDER “LUMP SUM” FUNDING6
 Table 3: 2006 and 2035 Population and Employment for SR 2 Corridor by Adjacent Traffic Zones.....7
 Table 4: 2006 and 2035 Population and Employment for SR 71 Corridor by Adjacent Traffic Zones.....8
 Table 5: 2006 and 2035 Population and Employment for SR 201 Corridor by Adjacent Traffic Zones.....9
 Table 6: 2006 and 2035 Population and Employment for US 41 Corridor by Adjacent Traffic Zones.....10
 Table 7: Crash Rates - SR 2.....15
 Table 8: Manner of Collision - SR 215
 Table 9: Location of Impact - SR 2.....16
 Table 10: Type of Collision - SR 216
 Table 11: Crash Rates - SR 71.....17
 Table 12: Manner of Collision - SR 7118
 Table 13: Location of Impact - SR 71.....18
 Table 14: Crash Rates - US 41.....19
 Table 15: Manner of Collision - US 4120
 Table 16: Location of Impact - US 4120
 Table 17: Crash Rates - SR 201.....21
 Table 18: Manner of Collision - SR 20122
 Table 19: Location of Impact - SR 201.....22
 Table 20: AADT Comparisons.....23
 Table 21: Historical Growth Comparisons.....25
 Table 22: Projected Growth in Traffic26
 Table 23: Capacity Analysis27

1.0 Introduction

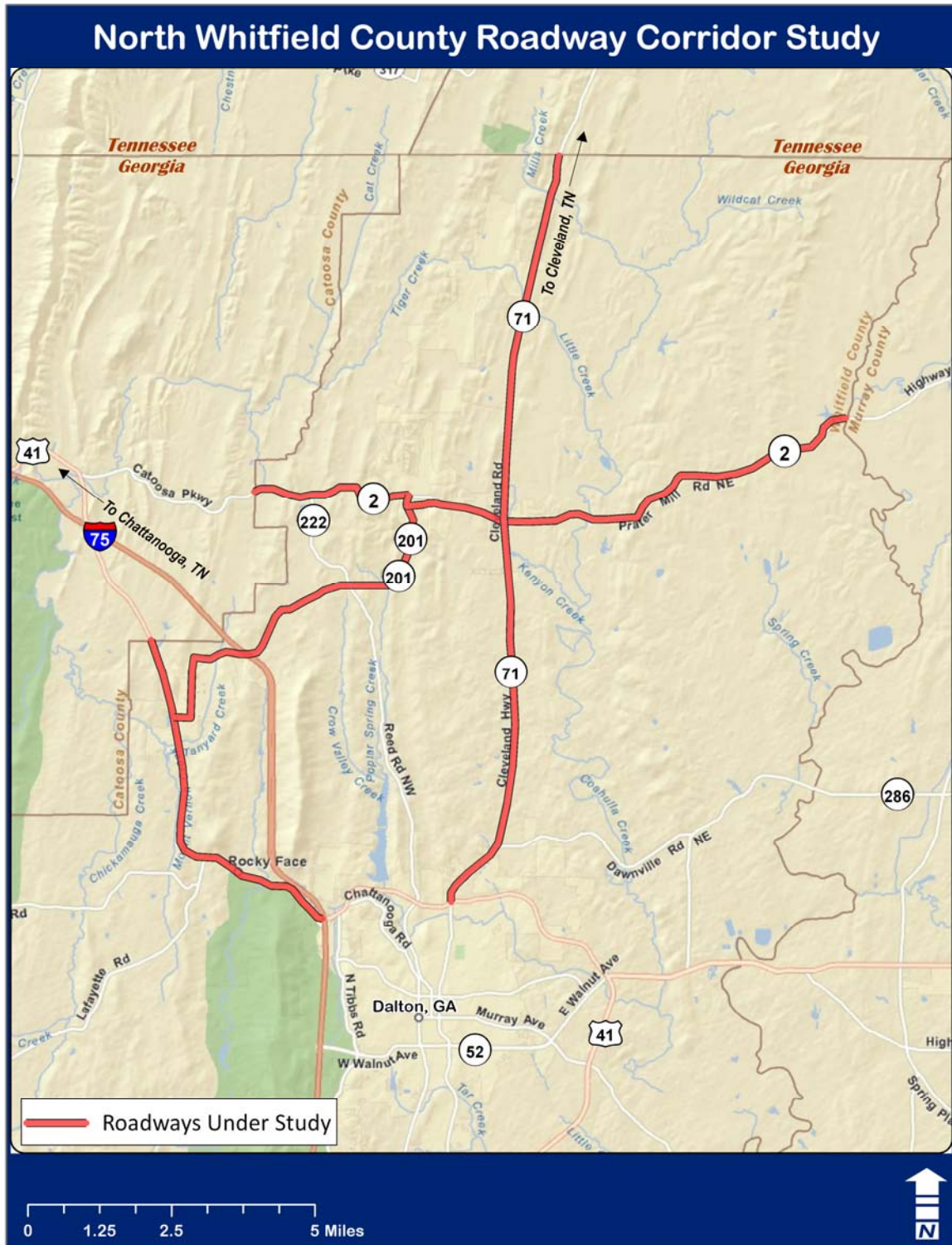
1.1 Purpose of this report

The purpose of this report is to provide the Greater Dalton Metropolitan Planning Organization (GDMPO) a summary of the existing data and existing conditions of four roadways in north Whitfield County which have been identified as major corridors for traffic flows to and from Hamilton and Bradley Counties in Tennessee and Catoosa and Murray Counties in Georgia. The impetus for this study is the anticipated growth in traffic along these corridors that will result from the development of major employment centers in Tennessee, such as the Volkswagen Assembly Plant in Hamilton County and the Wacker Manufacturing Plant in Bradley County. The roadways under study are the following: State Route 2 (SR 2), from Murray County to Catoosa County; State Route 201 (SR 201), from State Route 2 to US Highway 41; State Route 71 (SR 71), from N. Dalton Bypass to the GA/TN State line; and US Highway 41 (US 41) from Catoosa county line to Interstate 75. Figure 1: Roadways under Study illustrates the project study area.

1.2 Organization

Moreland Altobelli Associates, Inc. (MA) has reviewed findings and recommendations related to these corridors from the GDMPO 2035 Long Range Transportation Plan (LRTP) completed in June 14, 2010 and the Whitfield County Comprehensive Plan completed in 2010. The findings include existing and future land uses within these corridors; existing average daily traffic (ADT) counts and projected traffic counts for the year 2035 along these corridors; and existing and projected (2035) population and socioeconomic data within these corridors. The existing recommendations for improvements to these corridors prior to this study were found in the 2035 LRTP and the GDMPO Transportation Improvement Program (TIP). MA also investigated the existing and anticipated traffic flows that would use roadways into and out from roadways into the Volkswagen and Wacker Plants. Current Traffic were conducted along the four roadways to determine Average Annualized Daily Traffic (AADT) for both privately owned vehicles (POV) and freight (trucks). Inventories for these roadways were conducted to determine the width of pavement, number of lanes, intersections, traffic control devices such as warning and informational signs and signalization, bridges, railroad crossings, and obvious safety hazards. Following the completion of this report, meetings were held with the GDMPO Technical Coordinating Committee (TCC) and the GDMPO Policy Committee (PC) to share the findings of the report.

Figure 1: Roadways under Study



2.0 Planning and Background Information

2.1 Introduction

The purpose of providing planning and background information is to provide a basis for an analysis of the existing conditions of the four roadways under study in light of anticipated growth due to the economic and resulting traffic growth that will be generated by the Volkswagen Automobile Assembly Plant in Hamilton County, Tennessee, the Wacker Chemical Plant in Bradley County, Tennessee just northwest and north from Whitfield County, Georgia and other generators projected to occur within or to the north of Whitfield County. These major employment centers are under development at the writing of this report.

2.2 Review of Plans

Transportation and land use plans prepared for Hamilton and Bradley Counties Tennessee, and Catoosa and Whitfield Counties in Georgia were reviewed for references to the projected impact of the anticipated growth of these employment centers to the surrounding geographic regions. The plans reviewed were as follows: Chattanooga-Hamilton County/North Georgia (CHCNG) 2035 Long-Range Transportation Plan (LRTP); Greater Dalton Metropolitan Planning Organization (GDMPO) 2035 Long Range Transportation Plan; Cleveland Urban Area Metropolitan Planning Organization 2035 Regional Transportation Plan; CHCNGTPO Transportation Improvement Plan (TIP); GDMPO TIP; and the Cleveland/Bradley County TIP; In addition newspaper articles related to the development of the Volkswagen Automobile Assembly Plant and the Wacker Chemical Plant were reviewed.

The CHCNG 2035 LRTP stated that regional economy of northwest Georgia, northeast Alabama, and southeast Tennessee “was in an expansion mode until 2008 when the economic downturn resulted in major job losses in the automotive, carpet and building materials sectors of the manufacturing.” The plan report stated that “carpet manufacturing is a major industry in North Alabama and Georgia, and now, after a wave of lay-offs and factory closings, the unemployment rate has climbed to double digits in those areas.” However, the transportation plan cited the recent announcement of the site of the Volkswagen Automobile Assembly Plant in Chattanooga with its expected employment to reach 2000 jobs, which at the writing of this report, according the April 19, 2011 issue of the Chattanooga Times Free Press, major construction of the \$1 billion plant has been completed, more than 1,600 employees have been hired, the first “customer car” has “rolled off” the assembly line on April 18, 2011, and the company plans to “churn out” about 500 automobiles a day. The plan stated that the Volkswagen Plant “alone is expected to produce an additional 12,000 jobs as parts suppliers move to the area in order to meet VW’s needs in a timely manner.”

The CHCNG 2035 LRTP stated that another German company, Wacker, will locate a solar panel manufacturing plant in Cleveland/Bradley County, Tennessee that will result in the employment of 500. This plant will add to the region’s energy sector jobs that include Alstom Power, CBI (a reactor vessel manufacturer), Westinghouse, and the Tennessee Valley Authority’s Nuclear Plants, and Aerisyn (a windmill tower manufacturer).

The CHCNG 2035 LRTP stated that new developments in the region “will set off a chain reaction of events that will heavily impact the region’s infrastructure, including transportation facilities, housing, schools, and all other aspects of the built environment.” The plan also projected 24,000 additional jobs for the 14-county region due to “automotive, energy

construction, energy manufacturing, and services job sectors,” and that “60,000 people will be impacted (2.5 people per household)” with many families migrating to the region and significantly impacting the infrastructure.

The planning area of the CHCNG 2035 LRTP includes a major portion of Catoosa County Georgia and shares the northwest Whitfield County line where two of the roadways under evaluation by this corridor study enter Whitfield County from Catoosa County. These roadways include SR 2 and US 41. There are no improvements proposed by the CHCNG 2035 LRTP for these roads within Catoosa County

The Greater Dalton Metropolitan Planning Organization (GDMPO) 2035 Long Range Transportation Plan (LRTP) completed in June 14, 2010 recognizes the need to consider the impact of the major employment centers north of the planning area in Hamilton and Bradley Counties, Tennessee. The plan noted a trend of population growth from Census data for 1970, 1980, 1990 and 2000 and estimates for 2006 and 2008 which averaged at 1.2% a year which would project a population of approximately of 130,000 for Whitfield County. However, the plan did not use this forecast but projected an additional population of 32,286 for a “population estimate totaling 162,286 to account for the ancillary employment impacts on Whitfield County from the new Volkswagen and Wacker Manufacturing facilities being built near Chattanooga.”

Similarly, in view of the these employment centers under development in Tennessee, the plan projected an additional 3,000 jobs beyond the annual growth rate of 1.35 % per year that was derived using the trend data from the Georgia Department of Labor for years between 1990 and 2008. Specifics on the location of these estimates will be discussed in Section 2.3.

The GDMPO 2035 LRTP proposed eight roadway improvements for the 4 roadways evaluated in this corridor study. Table 1 outlines the location, description, status, and projected costs for these proposed improvements.

Table 1: 2035 LRTP Roadway Projects for SR 2, SR 201, SR 71, and US 41

Corridor Route	Project/Location	Description	Cost	Implementation Phase
SR 2	SR 2@ SR 20	Intersection Improvement	\$1,492,992	Mid Range 2016-2025
SR 2	SR 2 at Conasauga River	Bridge Widening	\$535,368	Mid Range 2016-2025
SR 2	SR 201 to Old Praters Mill Rd.	Widen to 4 lanes	\$10,741,680	Illustrative
SR 201	I-75 @ SR 201	Widening	\$1,508,369	Mid Range 2016-2025
SR 71	N. Dalton Bypass @ SR 71	Intersection Improvement	\$1,847,801	Short Range 2010-2015
SR 71	N. of Cohutta to TN State Line	Widen to 4 lanes	\$18,688,000	Illustrative
US 41	Campbell Rd to Catoosa Co. Ln.	Widening	\$22,699,247	Mid Range 2016-2025
US 41	Old Chattanooga & Lafayette	Intersection Improvement	\$1,425,600	Mid Range 2016-2025

The 2035 Regional Transportation Plan for the Cleveland Urban Area MPO stated that “between 2010 and 2035, employment is expected to grow in Bradley County by nearly 20,000 jobs.” The projected increase is due partly to “recent new job announcements by Wacker Polysilicon at 500 jobs; Schering-Plough at 106 jobs and the Whirlpool expansion at 500 jobs.” The plan also pointed out that, “due in large part to the future VW Plant in Chattanooga, the Wacker Chemical Plant in Bradley County and anticipated supporting industries, 2035 employment growth is anticipated to be greatest in the areas along the Interstate 75 Corridor” and that “the future jobs will be located along interstate 75 from near Hamilton County, north to the Bradley county line.”

In a section of the plan pertaining to Freight, a recommendation of a recently completed I-75 Corridor Feasibility Study was cited that called for “developing an interstate-quality connection between Ooltewah (in Tennessee) and Dalton, Georgia, bypassing Chattanooga.” The plan report pointed out that “this improvement would certainly benefit goods movement in the larger region including Cleveland,” and that widening US 11/US 64/ SR 60 to four lanes from Cleveland to the Georgia State Line/Whitfield County line is a potential projects to consider.

The CHCNGTPO Transportation Improvement Program (TIP) for FY 2011 – FY 2014 does not include any proposed improvements in Catoosa County Georgia for US 41 and SR 2 that enter Whitfield County.

Table 2 show the GDMPO FY 2011-FY 2014 Transportation Improvement Program (TIP) improvement projects programmed for SR 2, SR 71, and SR 201 under “Lump Sum” funding.

Table 2: GDMPO FY 2011- FY 2014 TIP PROJECTS UNDER “LUMP SUM” FUNDING

Corridor Routes	Project Location	Description
SR 2, SR 71, SR 201	Various Locations	Signal Upgrades
SR 71	SR 3 @ SR 71	Intersection Improvement
SR 201, SR 2	SR 201@SR 2	Intersection Improvement
SR 201	I-75@SR 201	Improve SB and NB Routes

In addition to the “Lump Sum” as listed above the GDMPO FY 2011-FY 2014 TIP includes an Interchange Reconstruction project at the intersection of I-75 and SR 3/US 41, known as the Rocky Face Exit. This project is programmed for FY 2013 at an estimated construction cost of \$26,516,750 funded under the category of Interstate Maintenance.

The GDMPO TIP also includes an “Authorized” project for SR 71 from SR 3 to north of County Road 567/Roland Hills Drive at an estimated construction cost of \$1,164,155.

The FY 2011- FY 2014 Transportation Improvement Program (TIP) for Cleveland Urban Area MPO does not include any proposed improvements for SR 60 which becomes SR 71 at it enters Whitfield County.

2.3 Socioeconomics and Demographics

Following the 2000 US Census, the City of Dalton and the surrounding region was officially classified as an “urbanized area, which is defined as a “densely settled territory that contains 50,000 or more people.” The Dalton urbanized area recorded a population of 57,666 in 2000, and encompasses the cities of Dalton, Cohutta, Varnell, and Tunnel Hill and developments along Cleveland Highway (SR 71) and unincorporated areas outside the city limits of Dalton. The 2006 Base Year population for Whitfield County was estimated to be 91,331, an increase of 9.34% from 2000, while the City of Dalton population in 2006 was estimated to be 32,214, an increase of 15.41% since 2000.

In addition to population increase as a major factor in growth of traffic, employment increase is another indicator for potential growth in traffic. Figures for 2006 employment was 68,600 in Whitfield County, with approximately 49 % in manufacturing. As a worldwide production and distribution leader in the carpet/flooring industry, Whitfield County is a leading economic force in North Georgia and a significant contributor to the state’s overall economy. According to the U.S. Department of Labor-Bureau of Labor Statistics, over 46% of the estimated total number of people working in the carpet/flooring manufacturing in the State of Georgia in 2006 worked in Whitfield County. The GDMPO Long Range Transportation Plan states that, “with the

proposed Volkswagen and Wacker Manufacturing Plants being built just north of the Georgia/Tennessee line, employment projections include an additional 3,000 people working in Whitfield County as a result of ancillary business created from these two manufacturing facilities.

It is anticipated that the four roadways under evaluation in this study will be impacted by future increases in population and employment. The following tables depict a comparison of data in population and employment by traffic zones between the 2006 Base Year and the 2035 Target Year within the corridors of these 4 roadways:

Table 3: 2006 and 2035 Population and Employment for SR 2 Corridor by Adjacent Traffic Zones

Traffic Zone	2006 Population	2035 Population	Percent Change	2006 Employment	2035 Employment	Percent Change
228	397	555	40%	17	24	41%
231	425	594	40%	22	28	27%
232	901	2060	129%	207	400	93%
229	641	1397	118%	625	901	44%
230	184	3435	1767%	363	631	74%
142	274	683	149%	202	324	60%
143	118	165	40%	19	26	37%
140	24	34	42%	20	27	35%
146	339	474	40%	177	234	32%
145	133	186	40%	439	582	33%
144	491	687	40%	223	295	32%
115	38	53	39%	21	28	33%
114	330	2062	525%	639	1009	58%
233	1536	4548	196%	343	770	124%
Total	5831	16933	190%	3317	5279	59%

Table 4: 2006 and 2035 Population and Employment for SR 71 Corridor by Adjacent Traffic Zones

Traffic Zone	2006 Population	2035 Population	Percent Change	2006 Employment	2035 Employment	Percent Change
224	261	365	40%	344	456	33%
129	149	208	40%	37	50	35%
227	398	557	40%	38	50	32%
133	122	171	40%	77	101	31%
230	1884	3435	82%	363	631	74%
137	221	309	40%	29	38	31%
233	1536	4548	196%	343	770	124%
141	420	987	135%	172	313	82%
216	1347	4084	203%	24	250	942%
142	274	683	149%	202	324	60%
217	1112	4355	292%	167	498	198%
114	330	2062	525%	639	1009	58%
219	98	1637	1570%	90	234	160%
117	668	2734	309%	130	353	172%
221	1059	1681	59%	365	492	35%
119	1228	3818	211%	524	843	61%
220	2015	3218	60%	313	437	40%
25	87	122	40%	285	378	33%
211	0	0		166	220	33%
26	585	818	40%	198	264	33%
Total	13794	35792	159%	4506	7711	71%



Table 5: 2006 and 2035 Population and Employment for SR 201 Corridor by Adjacent Traffic Zones

Traffic Zone	2006 Population	2035 Population	Percent Change	2006 Employment	2035 Employment	Percent Change
194	545	762	40%	597	792	33%
195	965	1350	40%	517	685	32%
201	354	1245	252%	152	287	89%
202	289	1604	455%	329	574	74%
213	159	222	40%	118	156	32%
231	425	594	40%	22	28	27%
214	254	1055	315%	362	554	53%
232	901	2060	129%	207	400	93%
233	1536	4548	196%	343	770	124%
Total	5428	13440	148%	2647	4246	60%

Table 6: 2006 and 2035 Population and Employment for US 41 Corridor by Adjacent Traffic Zones

Traffic Zone	2006 Population	2035 Population	Percent Change	2006 Employment	2035 Employment	Percent Change
194	545	762	40%	597	792	33%
193	529	740	40%	154	204	32%
195	965	1350	40%	517	685	32%
196	213	298	40%	112	149	33%
197	300	420	40%	105	139	32%
198	610	853	40%	158	210	33%
199	1023	1431	40%	263	349	33%
173	325	455	40%	25	34	36%
174	128	179	40%	81	108	33%
176	1565	2189	40%	144	191	33%
177	1433	2004	40%	1564	2075	33%
200	52	73	40%	0	0	
Total	7688	10754	40%	3720	4936	33%

3.0 Roadway Corridor Analysis

3.1 Roads under consideration

The study looked at four different roads, in no particular order:

- State Route 2 (SR 2), from Murray County to Catoosa County
- State Route 201 (SR 201), from State Route 2 to US Highway 41
- State Route 71 (SR 71), from N. Dalton Bypass to the GA/TN State line
- US Highway 41 (US 41), from Catoosa county line to Interstate 75

These roadways comprise arterial routes throughout the northern part of Whitfield County. They have a functional classification of Minor Arterial, either Urban or Rural depending on whether they are within a corporate city limit, except for the portion of SR 201 between I-75 and Reed Road, which is classified as a Rural Major Collector. Figure 1: Roadways under Study shows the project study area.

3.2 Existing Conditions

The roads were reviewed by the study team to determine what maintenance or construction needs might be evident. The review was conducted in May of 2011.

3.2.1 SR 2

SR 2 was surveyed along its length through the entire county. The project team found the road to be in generally good condition. The following observations were made:

- 1) The roadway seems to fit its classification as a Rural/Urban Minor Arterial
- 2) Pavement typical section for SR 2 is two lanes of asphaltic concrete with varying width shoulders
- 3) Asphaltic pavement is in fair to good condition showing occasional raveling and occasional evidence of transmission of cracks from the subgrade
- 4) Shoulders along SR 2 consist of both paved and grassed shoulders that vary from zero to approximately 12 feet in width
- 5) Several sections of SR 2 do not meet guidelines for clear zone with respect to shoulder treatments for run-off-the-road recovery areas. Of particular note is the section of SR 2 from just east of Deep Springs Road east to the county border with Murray County
- 6) Signing along SR 2 is adequate with some evidence of older retroreflective sheeting
- 7) Warning signs are correctly located in advance of marked conditions. Some unnecessary curve warning signage was observed, particularly near the eastern side of the county, near Beaverdale Road
- 8) There is a pavement-marked pedestrian crosswalk at Prater's Mill linking the north and south sides of the complex. There is insufficient warning signage for the crosswalk
- 9) The bridge over the Conasauga River is inadequately signed for the narrow-bridge condition that is presented
- 10) Striping condition along the route is in fair to good condition

3.2.2 SR 71

SR 71 was surveyed between SR 3/US 41 (North Dalton Bypass) and the Tennessee State line. The project team found the roadway to be in adequate condition. The following observations were made:

- 1) The roadway seems to fit its classification as an Urban Minor Arterial
- 2) The pavement typical section is five lanes with a two-way center turn lane and variable width shoulders. The shoulders alternate between curb and gutter and rural paved/grass shoulders. A half mile section of roadway is two-lane with grassed shoulders, extending to the Tennessee State line.
- 3) The pavement condition is good showing recent maintenance (sealing). The section of roadway south of Tennessee which is two lane has a pavement condition only considered adequate, with raveling and the evidence of minor subgrade failure
- 4) Shoulders are adequate throughout the roadway except for the two-lane section near the Tennessee state line
- 5) The speed limit on the majority of the surveyed roadway, from approximately Beaverdale Road to the Tennessee State line is 55 miles per hour. Along a majority of this section is raised curb and gutter which does not comply with the GDOT Design Policy Manual
- 6) Striping through this section is adequate. The project team observed a great deal of winter debris (gravel, sand) still in evidence during the roadway review
- 7) Signing through this section is good
- 8) The School Zone signage is not to current MUTCD standards
- 9) Sidewalk is on one or both sides of the roadway from the beginning of the roadway review to just south of SR 2

3.2.3 US 41

US 41 was surveyed between I-75 and the Catoosa County line. The project team found the roadway to be in good condition. The following observations were made:

- 1) The roadway seems to fit its classification as an Urban Minor Arterial
- 2) The pavement typical section is five lanes with a two-way center turn lane with mostly curb and gutter shoulders. The typical section becomes a two lane variable shoulder section from the northern city limits of Tunnel Hill to the Catoosa County line
- 3) The pavement is in good condition except in the two lane section where it is rated as adequate due to some rutting and raveling
- 4) Shoulders are variable width and in some locations are not clear-zone compliant, especially in the two-lane section
- 5) There is a portion of this roadway signed at 55 mile per hour with curb and gutter
- 6) Some culverts and cross drains have inadequate safety end treatment
- 7) Striping is good but most raised retroreflective pavement markers have come off the roadway. The project team theorizes this was due to snow removal activities
- 8) A significant amount of winter debris (gravel, sand) was observed throughout the roadway section
- 9) The signage is in good condition
- 10) SR 201 is a concurrent route through a portion of this roadway. SR 201 is designated as Bike Route 35. The shoulders through this section of roadway are not “bicycle friendly” due to the continuous rumble strips

- 11) Signage appears to direct Bicycle Route 35 to follow SR 201 as it departs US 41 in Tunnel Hill but the State Bicycle Plan has Bicycle Route 35 continuing north on US 41

3.2.4 SR 201

SR 201 was surveyed between US 41 and SR 2. The project team found the roadway to be in adequate condition with some caveats. For purposes of evaluation, the roadway is broken up into three segments: from US 41 to I-75; from I-75 to the Northwest Whitfield County High School; from the High School to SR 2. The following observations were made:

- 1) From US 41 to I-75
 - a) The roadway is classified as an Urban Minor Arterial but does not seem to fit this classification based on the number of driveways and other access points. This roadway has a high number of access points and is not designed or built for throughput mobility, a hallmark of “arterial”
 - b) The pavement typical section two-lanes of asphaltic concrete with varying width shoulders
 - i) From US 41 to South/North Varnell Street, there is mountable curb and gutter in a residential/commercial neighborhood
 - ii) From South/North Varnell Street, there are paved/grassed shoulders of inadequate width with respect to clear zone requirements, allowing for no recovery zone for vehicles running off the road. Ditches are generally steep and deep
 - iii) Driveway cross drains are not adequately protected
 - c) The pavement condition is good with limited wear showing
 - d) Striping through the City of Tunnel Hill is water-based paint
 - e) Striping is adequate throughout this section
 - f) Older signs were observed on this section. It is doubtful that these signs would pass a retroreflectivity test. Warning signs were up to standard.
 - g) Vegetation is growing into the visual area of the roadside, obscuring some signage
- 2) From I-75 to the Northwest Whitfield County High School (including interchange area)
 - a) The roadway through this section is classified as a Rural Major Collector and fits the description
 - b) The pavement typical section is two-lanes of asphaltic concrete with a three-lane passing section just east of I-75 with variable width shoulders
 - c) Pavement condition is good, showing evidence of recent maintenance work (sealing)
 - d) Shoulder width is adequate
 - e) Some signs along this section are elderly and need replacement
 - f) Striping is adequate throughout the section except at the interchange
 - g) Interchange ramp terminal striping is showing extreme wear
- 3) From the Northwest Whitfield County High School to SR 2
 - a) The roadway is classified as an Urban Minor Arterial from the High School to SR 2 and better fits the description of a Minor Arterial based upon the number access points observed along this section
 - b) The pavement typical section is two lanes of asphaltic concrete with a three-lane passing section south of SR 2 with variable width shoulders
 - c) The pavement condition is adequate with some rutting and raveling displayed

- d) The shoulders are inadequate through this section with deep unprotected ditches on both sides
- e) Signing through this section is adequate
- f) Striping through this section is showing signs of wear and age
- g) The school zone signage is not to current MUTCD standards

3.3 Crash Analysis

The following pages, from Table 7 to Table 19 illustrate the crash history of the project study area. Each roadway is analyzed separately.

For evaluation purposes, crash rates are compared to roadways of similar nature in other locations around the state. This allows a determination of the roadway has a higher or lower crash rate than roadways that serve the same or similar purposes. When a high-crash rate roadway is identified, additional focus and analysis is performed in order to detect any possible common cause or hot spot that would be amenable to correction.

Crash rates are calculated as the number of collisions, injuries, or fatalities per 100 million vehicle miles traveled. Also illustrated in the tables are the rates of injury collisions and fatal collisions, which differ from the number of injuries or fatalities as some collisions may result in more than one injury or fatality per incident.

3.3.1 SR 2 Crash Statistics

Table 7, Table 8, Table 9, and Table 10 show the collision statistics of SR 2 from the Murray County line to the Catoosa County line. The injury rate for SR 2 exceeds the statewide average in only one of four years, 2006. Likewise, the injury collision rate exceeds the statewide rate in 2006.

Table 8: Manner of Collision - SR 2, shows that the most common type of collision is a rear-end collision, followed by collisions which do not involve motor vehicles. SR 2 shows a relatively high number of these collisions, 42 (30%).

The collisions that do not involve other motor vehicles is further broken down in Table 10, which shows that half (21) of these collisions are run-off-the-road type collisions. Fifteen percent (15%) of all SR 2 collisions were due to run off the road incidents in the four years under study.



Table 7: Crash Rates - SR 2

Year	Total Collisions	Injuries	Fatalities	Collision Rate	Statewide Collision Rate	Injury Rate	Statewide Injury Rate	Fatality Rate	Statewide Fatality Rate	
2006	41	27	0	327	531	215	201	0	1.51	
2007	28	10	0	210	514	75	190	0	1.47	
2008	40	19	0	310	471	147	176	0	1.46	
2009	29	11	0	223	463	85	173	0	1.07	
	Total Collisions	Property Damage Only	Injury Collisions	Fatal Collisions	Collision Rate	Statewide Collision Rate	Injury Collision Rate	Statewide Injury Collision Rate	Fatal Collision Rate	Statewide Fatal Collision Rate
2006	41	23	18	0	327	531	144	132	0	1.38
2007	28	22	6	0	210	514	45	126	0	1.34
2008	40	27	13	0	310	471	101	116	0	1.33
2009	29	21	8	0	223	463	62	114	0	1.06
Totals	138	93	45	0						

Source: Georgia Department of Transportation

Table 8: Manner of Collision - SR 2

Year	Angle	Head On	Not A Collision With A Motor Vehicle	Rear End	Sideswipe - Opposite Direction	Sideswipe - Same Direction	Grand Total
2006	10	1	13	16		1	41
2007	10		11	6		1	28
2008	8	1	12	17	1	1	40
2009	6		6	16		1	29
Total	34	2	42	55	1	4	138
	25%	1%	30%	40%	1%	3%	

Source: Georgia Department of Transportation



Table 9: Location of Impact - SR 2

Year	Gore	Off Roadway	On Roadway	On Shoulder	Grand Total
2006		4	36	1	41
2007		5	21	2	28
2008	1	5	34		40
2009		4	23	2	29
Total	1	18	114	5	138
	1%	13%	83%	4%	

Source: Georgia Department of Transportation

Table 10: Type of Collision - SR 2

Year	Animal	Deer	Ditch	Embankment	Guardrail End	Guardrail Face	Other Fixed Object	Other Non-Collision	Other Object (Not Fixed)	Overturn	Tree	Grand Total
2006	1	3	2	1	1			3	1	1		13
2007	1	2	2			1		3		1	1	11
2008	1	5	1	3						2		12
2009		1	3				1				1	6
Total	3	11	8	4	1	1	1	6	1	4	2	42
21 Off the Road Collisions												

Source: Georgia Department of Transportation

3.3.2 SR 71 Crash Statistics

Table 11, Table 12, and Table 13 show the crash statistics for SR 71 from the North Dalton Bypass to the Tennessee State line. The injury rate for SR 71 exceeds the statewide average in only one of four years, 2007. The fatality rate exceeds the statewide average in two of four years. The fatal collision rate exceeds the statewide average in three of four years. It should be noted that only one fatal collision occurred during each of the three years that the fatal collision rate was exceeded.



Table 11: Crash Rates - SR 71

Year	Total Collisions	Injuries	Fatalities	Collision Rate	Statewide Collision Rate	Injury Rate	Statewide Injury Rate	Fatality Rate	Statewide Fatality Rate	
2006	178	92	0	235	531	121	201	0.00	1.51	
2007	193	139	1	276	514	199	190	1.43	1.47	
2008	169	97	1	255	471	147	176	1.51	1.46	
2009	147	108	1	221	463	163	173	1.51	1.07	
	Total Collisions	Property Damage Only	Injury Collisions	Fatal Collisions	Collision Rate	Statewide Collision Rate	Injury Collision Rate	Statewide Injury Collision Rate	Fatal Collision Rate	Statewide Fatal Collision Rate
2006	178	123	55	0	235	531	73	132	0.00	1.38
2007	193	136	56	1	276	514	80	126	1.43	1.34
2008	169	112	56	1	255	471	85	116	1.51	1.33
2009	147	97	49	1	221	463	74	114	1.51	1.06
Totals	687	468	216	3						

Source: Georgia Department of Transportation

Table 12: Manner of Collision - SR 71, shows that the majority of all collisions in the corridor are rear-end type crashes. The next largest segment of crashes are angle crashes. Rear-end collisions are normally associated with congestion and intersections. 336 of 360 rear-end collisions (93%) occurred between the North Dalton Bypass and SR 2, where the majority of intersections and signals are located along SR 71. 144 of 184 angle crashes (78%) also occurred in this segment of roadway.

All three fatal collisions occurred between the North Dalton Bypass and SR 2. Two of the three fatal collisions were angle collisions involving left turning vehicles from a side street.

Table 12: Manner of Collision - SR 71

Year	Angle	Head On	Not A Collision With A Motor Vehicle	Rear End	Sideswipe - Opposite Direction	Sideswipe - Same Direction	Grand Total
2006	49	6	10	89	5	19	178
2007	50	6	13	102	5	17	193
2008	40	3	10	99	2	15	169
2009	45	1	20	70	1	10	147
Total	184	16	53	360	13	61	687
	27%	2%	8%	52%	2%	9%	

Source: Georgia Department of Transportation

Table 13: Location of Impact - SR 71

Year	Off Roadway	On Roadway	On Shoulder	Ramp	Grand Total
2006	8	167	3		178
2007	2	182	8	1	193
2008	8	158	3		169
2009	10	131	6		147
Total	28	638	20	1	687
	4%	93%	3%	0%	

Source: Georgia Department of Transportation

3.3.1 US 41 Crash Statistics

Table 14, Table 15, and Table 16 show the crash statistics for US 41 from I-75 to the Catoosa County line. The roadway exceeded the statewide fatality rate and the fatal collision rate in 2009 due to one collision involving three fatalities.



Table 14: Crash Rates - US 41

Year	Total Collisions	Injuries	Fatalities	Collision Rate	Statewide Collision Rate	Injury Rate	Statewide Injury Rate	Fatality Rate	Statewide Fatality Rate	
2006	129	57	0	372	531	165	201	0.00	1.51	
2007	135	61	0	379	514	171	190	0.00	1.47	
2008	114	35	0	350	471	108	176	0.00	1.46	
2009	88	41	3	269	463	125	173	9.17	1.07	
	Total Collisions	Property Damage Only	Injury Collisions	Fatal Collisions	Collision Rate	Statewide Collision Rate	Injury Collision Rate	Statewide Injury Collision Rate	Fatal Collision Rate	Statewide Fatal Collision Rate
2006	129	89	40	0	372	531	115	132	0.00	1.38
2007	135	95	40	0	379	514	112	126	0.00	1.34
2008	114	88	26	0	350	471	80	116	0.00	1.33
2009	88	62	25	1	269	463	76	114	3.06	1.06
Totals	466	334	131	1						

Source: Georgia Department of Transportation

Table 15: Manner of Collision - US 41 shows the most prevalent type of crash along US 41 is the rear end collision, followed by the angle collision. Rear end and angle collisions can be attributed to intersection turning movements and congestion at intersections.

Table 15: Manner of Collision - US 41

Year	Angle	Head On	Not A Collision With A Motor Vehicle	Rear End	Sideswipe - Opposite Direction	Sideswipe - Same Direction	Grand Total
2006	42	5	10	57	2	13	129
2007	47	5	9	56		18	135
2008	32	1	18	49	3	11	114
2009	13	4	13	52		6	88
Total	134	15	50	214	5	48	466
	29%	3%	11%	46%	1%	10%	

Source: Georgia Department of Transportation

Table 16: Location of Impact - US 41

Year	Median	Off Roadway	On Roadway	On Shoulder	Ramp	Grand Total
2006		6	117	3	3	129
2007		7	122	1	5	135
2008	1	10	96	3	4	114
2009		9	66	2	11	88
Total	1	32	401	9	23	466
	0%	7%	86%	2%	5%	

Source: Georgia Department of Transportation

3.3.2 SR 201 Crash Statistics

Table 17, Table 18, and Table 19 show the crash statistics for SR 201 from US 41 to SR 2. The roadway exceeded the statewide injury rate, injury collision rate, fatality rate, and fatal collision rate in 2006 and 2008.

The fatal collisions are of immediate concern. One occurred at the sharp curve at Lees Chapel Road. It was a run-off-the road impact with a tree, involving one death. Two others occurred in the vicinity of Sonya Drive, negotiating the curve. The fourth occurred at the ramp junctions with I-75. The first three mentioned here can be attributed to poor roadside clear zone conditions



Table 17: Crash Rates - SR 201

Year	Total Collisions	Injuries	Fatalities	Collision Rate	Statewide Collision Rate	Injury Rate	Statewide Injury Rate	Fatality Rate	Statewide Fatality Rate	
2006	79	47	1	520	531	309	201	6.58	1.51	
2007	48	22	0	285	514	130	190	0.00	1.47	
2008	52	34	4	363	471	237	176	27.90	1.46	
2009	31	5	0	216	463	35	173	0.00	1.07	
	Total Collisions	Property Damage Only	Injury Collisions	Fatal Collisions	Collision Rate	Statewide Collision Rate	Injury Collision Rate	Statewide Injury Collision Rate	Fatal Collision Rate	Statewide Fatal Collision Rate
2006	79	50	28	1	520	531	184	132	6.58	1.38
2007	48	35	13	0	285	514	77	126	0.00	1.34
2008	52	27	22	3	363	471	153	116	20.92	1.33
2009	31	28	3	0	216	463	21	114	0.00	1.06
Totals	210	140	66	4						

Source: Georgia Department of Transportation

Table 18: Manner of Collision - SR 201 shows the types of crashes most prevalent on the roadway. Rear end collisions are the most common, followed by angle collisions. The angle collisions are most common around Reed Road and New Hope Church Road with 15 and 8, respectively.

Table 18: Manner of Collision - SR 201

Year	Angle	Head On	Not A Collision With A Motor Vehicle	Rear End	Sideswipe - Opposite Direction	Sideswipe - Same Direction	Grand Total
2006	22	4	17	31	2	3	79
2007	15	1	3	24		5	48
2008	13	3	11	23		2	52
2009	4		6	18		3	31
Total	54	8	37	96	2	13	210
	26%	4%	18%	46%	1%	6%	

Source: Georgia Department of Transportation

Table 19: Location of Impact - SR 201

Year	Gore	Off Roadway	On Roadway	On Shoulder	Ramp	Grand Total
2006	1	4	68	3	3	79
2007	1	3	41	2	1	48
2008		6	41	4	1	52
2009		3	27	1	2	31
Total	2	16	177	10	7	210
	1%	8%	84%	5%	3%	

Source: Georgia Department of Transportation

3.4 Traffic Counts

The project team conducted ten (10) tube-counter traffic counts at strategic locations for comparison with the GDOT yearly Average Annual Daily Traffic (AADT) count stations. The count locations were chosen to be as close as possible to the GDOT count station locations. Figure 2: GDOT Annual Traffic Count Stations, shows the locations of the count stations utilized in this analysis. The counts were conducted in May of 2011, while school was in session. Each tube count was modified with axle, daily and monthly factors to correspond to the appropriate GDOT AADT.

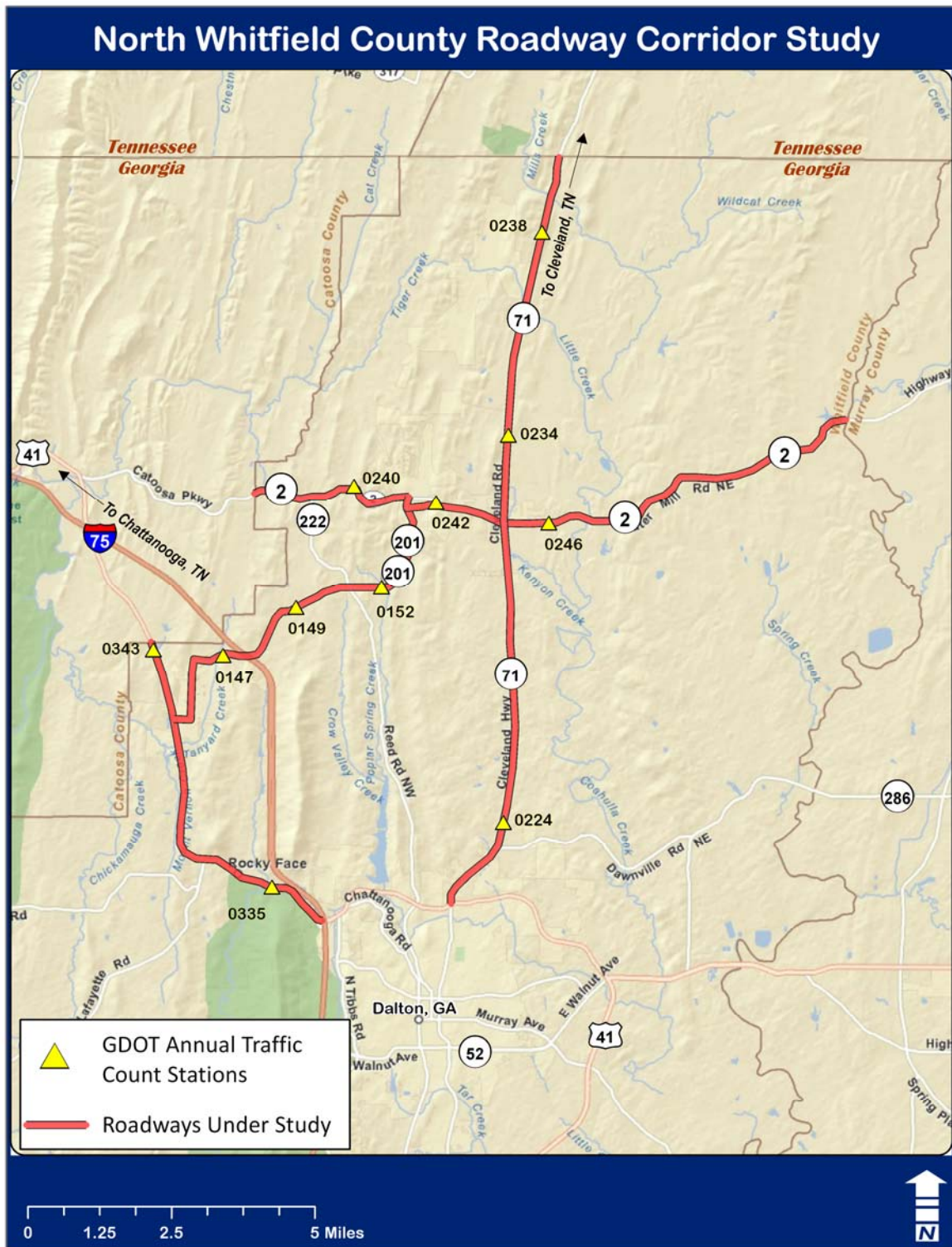
Table 20: AADT Comparisons, shows the comparison between the GDOT annual counting stations and the tube counts. The difference column shows the separation in volume, both percentage and absolute at each count station. Note that the GDOT count station data was for 2009, approximately a 2 year separation between data points.

Table 20: AADT Comparisons

Roadway	GDOT Traffic Count Station	GDOT 2009 Traffic Count	May 2011 AADT	Difference	
				Percentage	Absolute
SR 2	0240	1930	1930	0%	0
SR 2	0242	7290	8220	11%	820
SR 2	0246	4210	4940	15%	620
SR 201	0147	3040	4670	35%	1060
SR 201	0149	8960	8810	-2%	-150
SR 201	0152	5410	7600	29%	1560
SR 71	0234	9440	9510	1%	70
SR 71	0238	4040	3760	-7%	-300
US 41	0335	21720	19270	-13%	-2760
US 41	0343	4480	5650	21%	930

Source: Georgia Department of Transportation & Moreland Altobelli Associates, Inc.

Figure 2: GDOT Annual Traffic Count Stations



3.5 Projected Conditions

In Section 2.3, Socioeconomics and Demographics, an analysis of the growth potential of the area was looked at through population and employment growth. The conclusion of that area was that employment would grow at 59% for SR 2, 71% for SR 71 60%, for SR 201, and 33% for US 41. These figures were projected out to 2035.

Employment growth does not translate perfectly to travel demand, and traffic numbers. For comparison, the project team looked at historical traffic volumes in the project study area. Table 21: Historical Growth Comparisons compares the percent growth in traffic volumes at the various GDOT annual traffic counts stations in five year increments.

Table 21: Historical Growth Comparisons

Roadway	GDOT Traffic Count Station	1990-1995	1995-2000	2000-2005	2005-2009	1990-2009
SR 2	0238	3.2%	-7.8%	9.6%	-8.2%	-0.7%
SR 2	0240	2.5%	-3.0%	11.0%	-1.1%	2.4%
SR 2	0242	3.8%	3.8%	6.6%	-2.7%	3.1%
SR 201	0147	1.6%	13.9%	-11.6%	-6.3%	-0.8%
SR 201	0149	5.7%	7.1%	2.2%	-0.8%	3.7%
SR 201	0152	6.0%	2.9%	5.2%	-8.9%	1.6%
SR 71	0224	0.9%	4.7%	-2.4%	-4.8%	-0.2%
SR 71	0234	2.6%	-2.1%	5.5%	-3.1%	0.9%
US 41	0246	2.4%	6.2%	3.2%	3.8%	3.9%
US 41	0343	2.1%	-2.2%	1.3%	-5.2%	-0.8%

Source: Georgia Department of Transportation

As Table 21 shows, there has been volatility in the annual growth of traffic within the study area. This is capped by the general downturn in volume shown in the 2005-2009 column that can be attributed to the economic climate of the past few years. However, traffic volumes have generally trended up, despite periodic decreases, as shown in the final column of the table.

With 20 year annual growth percentages ranging from -0.8% to 3.9%, it is important to choose a projection rate that reflects the likely growth of traffic in the area. The employment growth projections range from 33% to 71% for total growth between 2006 and 2035. This equates to a 0.99% annual growth rate for the 33% growth to a 1.87% annual growth rate for the 71% growth.

Comparing 0.99% and 1.87% annual growth rate with the variance shown in Table 21, the project team selected a conservative annual traffic growth rate of 1.5%. This annual growth rate translates to a 47% growth in traffic from 2009 to 2035, based on the GDOT annual traffic count stations.

3.6 Traffic Flows into and out of the county

Based upon a 1.5% annual growth rate, and projecting to 2035, Whitfield County can expect AADTs on the four studied roadways to grow by approximately 47%. The traffic growth is shown in Table 22: Projected Growth in Traffic.

The absolute growth in traffic volume is also shown in the same table, illustrating how many additional daily trips can be anticipated on the corridors.

Table 22: Projected Growth in Traffic

Roadway	GDOT Traffic Count Station	GDOT 2009 Traffic Count	2035 Projections	Difference in Traffic Volume	
SR 2	0240	1930	2840	47%	910
SR 2	0242	7290	10740	47%	3450
SR 2	0246	4210	6200	47%	1990
SR 201	0147	3040	4480	47%	1440
SR 201	0149	8960	13200	47%	4240
SR 201	0152	5410	7970	47%	2560
SR 71	0234	9440	13900	47%	4460
SR 71	0238	4040	5950	47%	1910
US 41	0335	21720	31990	47%	10270
US 41	0343	4480	6600	47%	2120

Source: Georgia Department of Transportation & Moreland Altobelli Associates, Inc.

As shown in

3.7 Truck Movement

Truck percentages measured on the roadways were as follows:

US 41 – 9%-12%

SR 201 – 9%-10%

SR 71 – 12%-18%

SR 2 – 10%-15%

With the projected growth in the study area, the project team has no reason to believe these percentages will alter significantly.

3.8 Capacity Analysis

Table 23: Capacity Analysis shows the comparison between the existing and projected conditions of the studied roadways. This analysis is based on *Highway Capacity Manual* planning methods which use broad assumptions and service volume tables to calculate the attendant Level of Service (LOS). A detailed operational LOS was not conducted for this study

Level of Service is a qualitative measurement of a roadways ability to perform at its theoretical design capacity. The levels of service range from LOS A to LOS F. LOS A represents free-flow traffic conditions and LOS F represents extreme delays with stopped traffic conditions.

Table 23: Capacity Analysis

Roadway	GDOT Traffic Count Station	GDOT 2009 Traffic Count	Existing LOS	2035 Projections	2035 LOS
SR 2	0240	1930	B	2840	B
SR 2	0242	7290	C	10740	D
SR 2	0246	4210	C	6200	C
SR 201	0147	3040	C	4480	C
SR 201	0149	8960	C	13200	D
SR 201	0152	5410	C	7970	C
SR 71	0234	9440	A	13900	A
SR 71	0238	4040	A	5950	A
US 41	0335	21720	B	31990	C
US 41	0343	4480	C	6600	C

Source: Highway Capacity Manual 2000

4.0 Description of Alternatives

4.1 Future Needs

This section defines the future needs of the studied roadways as evaluated and observed in the field.

4.1.1 *Shoulder Upgrades*

Significant portions of the following roadways are substandard with respect to clear zone and ditch protection:

- 1) SR 2
- 2) SR 201

Both US 41 and SR 71 also had short areas where clear zone requirements were not met, near the political boundaries with Catoosa County and the State of Tennessee, respectively.

Detailed evaluation of the length of improvements required will be conducted in Task 3 of this project. The types of improvements that could be undertaken as a part of a “shoulder upgrade” range from installation of cross-drain safety end sections to the acquisition of rights of way and full shoulder reconstruction.

4.1.2 *Pavement rehabilitation and maintenance*

The roadways are recommended for pavement rehabilitation through resurfacing in the following order:

- 1) SR 2
- 2) SR 71
- 3) US 41
- 4) SR 201

None of the listed roadways showed any areas where major reconstruction might be required due to current pavement failure

4.1.3 *Signing Program*

The 2009 MUTCD requires all agencies responsible for signing to enact a plan for maintaining and evaluating the retro-reflectivity of their signs. The compliance date of this mandate is January, 2012. The first required replacement/upgrade program is for all regulatory, warning or post mounted guide signs. All agencies must be in compliance with this mandate by January of 2015. Overhead guide signs and post mounted street signs must be replaced/upgraded by January of 2018

Particular note should be made of the signs along the following corridors:

- 1) SR 2
- 2) SR 201

One particular location noted for improved pedestrian warning signage is at Prater’s Mill on SR 2.

4.1.4 Restriping Program

A visible and well-maintained stripe is one of the best ways to prevent run off the road collisions. The following roads are recommended for restriping:

- 1) SR 201

Striping on SR 201 is showing significant wear at the interchange with I-75. Additionally, the water-based paint through the City of Tunnel Hill will wear out faster than the thermosripe present elsewhere in the corridor

The other roads in the study are recommended to be placed on a regular rotation for restriping, and to be evaluated annually for any required striping

4.1.5 Pedestrian Elements

The following roadways are recommended to be evaluated for the addition of pedestrian elements:

- 1) US 41
- 2) SR 71, south of SR 2
- 3) SR 201 within the corporate city limits of Tunnel Hill

US 41 already possesses some sidewalk on either side of the road through he studied section. Upgrades to the corridor to connect existing sidewalk would provide connectivity for pedestrians

SR 71 also possesses sidewalk from the North Dalton Bypass north to SR 2. There are significant traffic generators along this stretch and the completion of missing sections should be evaluated

SR 201 has numerous residential properties alongside its shoulders. This is the same area that was noted for having deep ditches and no shoulders. Any shoulder improvements should contemplate pedestrian elements

Both SR 201 and SR 71 have school zones that should be upgraded to current MUTCD signing standards

4.1.6 Bicycle Elements

The following roadways are recommended to be evaluated for bicycle improvements:

- 1) US 41

US 41 is part of Bicycle Route 35 and does not have bicycle friendly shoulders. Specifically, the rumble strips are not of the sort designed to allow bicycle access to the shoulder. During the next resurfacing of US 41, it is recommended that bicycle friendly rumble strips be installed.

Confirmation of the exact route of Bicycle Route 35 is recommended. The state maps and the existing signage disagree

Any improvements to upgrade shoulders should incorporate bicycle friend elements to promote cross-county connectivity.

4.1.7 Safety Improvements

The following roadways are recommended for safety improvements:

- 1) SR 201
 - a) Lees Chapel Road
 - b) Reed Road
 - c) New Hope Church Road
 - d) Shoulder/clear zone improvements
- 2) SR 2
 - a) Shoulder/clear zone improvements

SR 201 has identified safety needs at several intersections, as specified in Section 3.3.2. These include the intersections of Reed Road and New Hope Church road where there is a prevalence of angle collisions due to turning traffic. Lees Chapel Road is a sharp curve and should be addressed through realignment or other safety modifications.

Both SR 2 and SR 201 have more crashes than the other roadways that can be attributed to substandard clear zone and shoulder construction. The shoulder/clear zone improvements have been previously mentioned under Section 4.1.1, Shoulder Upgrades.

4.1.8 Major Reconstruction

The following roadway is recommended for a major relocation and design project:

- 1) SR 201

The section of SR 201 from US 41, through the city of Tunnel Hill to the point where it makes a sharp right-hand turn to the east, prior to entering the I-75 commercial district, is noted above in Sections 4.1.3, 4.1.4, and 4.1.5. These recommendations could be ignored based upon a new-alignment connection that would extend west from the sharp curve to US 41. This would eliminate the need to impact properties in the existing SR 201 corridor through Tunnel Hill, although the project would require impacts to previously undisturbed properties. There is a utility right of way following approximately the preferred alignment which might be negotiated with to avoid other impacts.

5.0 Conclusion

5.1 Next Steps

This is the conclusion of Task 1 and 2. The next step is this project is to take the projected future needs and expand the types of maintenance or reconstruction projects that may be incorporated into a structured improvement plan. The anticipated growth in traffic will be used to evaluate potential improvements according to the demand on intersection usage and roadway mobility

Task 3 will “Formulate possible alternatives to incorporate based on expected costs of maintenance or improvements to increase [passenger only vehicles] and Freight traffic flows, decrease projected congestion and improve safety on these roadways into the future”. A written report will be provided.

Lastly, Tasks 4 and 5 will “Rank roadway maintenance and/or reconstruction improvement Alternatives for Review by Stakeholders and Recommend the best, Most Feasible Alternative” and create an implementation plan.



Appendix A. Appendix A - Traffic Counts

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 201 500 ft. West of Farley Rd

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/21/11	0	9	1	0	0	0	0	0	0	0	0	0	0	10
00:15	0	7	1	0	0	0	0	2	3	0	0	0	0	13
00:30	0	6	0	0	1	0	0	0	1	0	0	0	0	8
00:45	0	2	1	0	0	0	0	0	2	0	0	0	0	5
	0	24	3	0	1	0	0	2	6	0	0	0	0	36
01:00	0	4	1	0	0	0	0	0	1	0	0	0	0	6
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3
01:45	1	4	0	0	1	0	0	0	0	0	0	0	0	6
	1	12	1	0	1	0	0	0	2	0	0	0	0	17
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	3	0	0	0	0	0	0	1	0	0	0	0	4
	0	10	0	0	0	0	0	0	1	0	0	0	0	11
03:00	0	2	0	0	0	0	0	0	2	0	0	0	0	4
03:15	0	4	0	0	1	1	0	0	0	0	0	0	0	6
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:45	0	2	2	0	0	0	0	0	1	0	0	0	0	5
	0	8	2	0	2	1	0	0	3	0	0	0	0	16
04:00	1	5	2	0	1	0	0	0	0	0	0	0	0	9
04:15	0	1	2	0	1	0	0	0	0	0	0	0	0	4
04:30	0	4	2	0	1	0	0	0	0	0	0	0	0	7
04:45	0	5	3	0	0	0	0	0	3	0	0	0	0	11
	1	15	9	0	3	0	0	0	3	0	0	0	0	31
05:00	0	13	3	0	2	0	0	0	2	0	0	0	0	20
05:15	0	16	8	0	1	0	0	1	2	0	0	0	0	28
05:30	0	17	13	0	2	0	0	1	3	0	0	0	0	36
05:45	0	14	2	1	0	0	0	0	1	0	0	0	0	18
	0	60	26	1	5	0	0	2	8	0	0	0	0	102
06:00	0	25	14	0	3	0	0	0	2	0	0	0	0	44
06:15	1	27	16	1	5	1	0	1	4	0	0	0	0	56
06:30	0	38	25	1	6	0	0	0	0	0	0	0	0	70
06:45	0	51	16	1	6	0	0	0	0	0	0	0	0	74
	1	141	71	3	20	1	0	1	6	0	0	0	0	244
07:00	2	79	27	0	1	0	0	0	0	0	0	0	0	109
07:15	1	94	31	0	8	1	0	0	0	0	0	0	0	135
07:30	2	126	44	2	11	0	0	2	3	0	0	0	0	190
07:45	1	72	40	5	7	0	0	1	4	0	0	0	0	130
	6	371	142	7	27	1	0	3	7	0	0	0	0	564
08:00	1	79	25	0	8	0	0	2	5	0	0	0	0	120
08:15	0	45	20	1	9	0	0	0	2	0	0	0	0	77
08:30	0	57	16	0	4	1	0	1	2	0	0	0	0	81
08:45	2	25	19	1	5	4	0	1	1	0	0	0	0	58
	3	206	80	2	26	5	0	4	10	0	0	0	0	336
09:00	0	34	13	3	0	0	0	2	2	0	0	0	0	54
09:15	0	41	16	0	3	0	0	1	1	0	0	0	0	62
09:30	0	41	13	1	1	1	0	0	2	0	0	0	0	59
09:45	1	58	15	1	2	0	0	0	1	0	0	0	0	78
	1	174	57	5	6	1	0	3	6	0	0	0	0	253
10:00	0	40	20	1	5	0	0	0	3	0	0	0	0	69
10:15	0	48	21	0	2	1	0	0	0	0	0	0	0	72
10:30	1	36	19	1	3	1	0	2	1	0	0	0	0	64
10:45	0	34	14	1	6	0	0	0	7	0	0	0	0	62
	1	158	74	3	16	2	0	2	11	0	0	0	0	267
11:00	0	29	11	0	4	0	0	0	0	0	0	0	0	44
11:15	0	40	7	0	2	1	0	2	3	0	0	0	0	55
11:30	0	31	17	0	3	0	0	1	5	0	0	0	0	57
11:45	0	25	14	1	1	1	0	1	1	0	0	0	0	44
	0	125	49	1	10	2	0	4	9	0	0	0	0	200
Total	14	1304	514	22	117	13	0	21	72	0	0	0	0	2077
Percent	0.7%	62.8%	24.7%	1.1%	5.6%	0.6%	0.0%	1.0%	3.5%	0.0%	0.0%	0.0%	0.0%	

SR 201 500 ft.
West of Farley Rd

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	25	16	1	1	1	0	3	3	0	0	0	0	50
12:15	0	24	7	0	1	0	0	0	1	0	0	0	0	33
12:30	1	25	9	1	2	2	0	1	1	0	0	0	0	42
12:45	0	23	11	0	3	0	0	2	2	0	0	0	0	41
	1	97	43	2	7	3	0	6	7	0	0	0	0	166
13:00	2	39	9	1	6	1	0	0	3	0	0	0	0	61
13:15	2	33	17	0	1	1	0	0	3	0	0	0	0	57
13:30	1	37	9	1	2	0	0	1	5	0	0	0	0	56
13:45	0	39	9	0	4	0	0	1	2	0	0	0	0	55
	5	148	44	2	13	2	0	2	13	0	0	0	0	229
14:00	1	34	13	0	3	0	0	2	2	0	0	0	0	55
14:15	0	44	12	1	2	0	0	1	0	0	0	0	0	60
14:30	0	60	25	0	3	0	0	0	4	0	0	0	0	92
14:45	0	46	15	1	3	0	0	0	1	0	0	0	0	66
	1	184	65	2	11	0	0	3	7	0	0	0	0	273
15:00	1	42	13	0	3	0	0	1	0	0	0	0	0	60
15:15	1	40	16	0	3	0	0	2	3	0	0	0	0	65
15:30	0	87	32	9	2	0	0	0	1	0	0	0	0	131
15:45	1	89	28	1	10	0	0	0	1	0	0	0	0	130
	3	258	89	10	18	0	0	3	5	0	0	0	0	386
16:00	0	62	28	0	2	0	0	1	1	0	0	0	0	94
16:15	2	58	19	1	6	1	0	0	3	0	0	0	0	90
16:30	1	74	18	0	2	2	0	0	1	0	0	0	0	98
16:45	1	71	15	0	1	0	0	2	1	0	0	0	0	91
	4	265	80	1	11	3	0	3	6	0	0	0	0	373
17:00	1	66	20	0	5	0	0	2	3	0	0	0	0	97
17:15	2	74	17	0	3	0	0	0	1	0	0	0	0	97
17:30	2	63	25	1	6	0	0	1	4	0	0	0	0	102
17:45	1	57	19	2	6	0	0	1	0	0	0	0	0	86
	6	260	81	3	20	0	0	4	8	0	0	0	0	382
18:00	2	63	27	0	4	1	0	1	2	0	0	0	0	100
18:15	1	58	14	0	2	1	0	1	0	0	0	0	0	77
18:30	0	38	19	0	5	0	0	1	2	0	0	0	0	65
18:45	0	48	16	0	1	1	0	1	3	0	0	0	0	70
	3	207	76	0	12	3	0	4	7	0	0	0	0	312
19:00	1	42	13	0	2	0	0	0	0	0	0	0	0	58
19:15	1	36	9	1	5	0	0	0	3	0	0	0	0	55
19:30	1	38	13	0	2	0	0	0	1	0	0	0	0	55
19:45	0	31	9	0	1	0	0	0	2	0	0	0	0	43
	3	147	44	1	10	0	0	0	6	0	0	0	0	211
20:00	0	33	11	0	0	0	0	0	1	0	0	0	0	45
20:15	0	28	5	0	0	0	0	1	2	0	0	0	0	36
20:30	1	38	8	0	0	0	0	0	0	0	0	0	0	47
20:45	1	32	15	0	3	0	0	0	0	0	0	0	0	51
	2	131	39	0	3	0	0	1	3	0	0	0	0	179
21:00	0	32	13	0	2	0	0	0	0	0	0	0	0	47
21:15	0	20	11	0	0	0	0	1	0	0	0	0	0	32
21:30	0	18	5	0	0	0	0	0	1	0	0	0	0	24
21:45	0	20	7	0	0	0	0	0	1	0	0	0	0	28
	0	90	36	0	2	0	0	1	2	0	0	0	0	131
22:00	0	11	6	0	1	0	0	0	0	0	0	0	0	18
22:15	0	8	3	0	1	0	0	0	1	0	0	0	0	13
22:30	0	15	2	0	0	0	0	0	1	0	0	0	0	18
22:45	0	11	2	0	1	0	0	0	0	0	0	0	0	14
	0	45	13	0	3	0	0	0	2	0	0	0	0	63
23:00	1	15	3	0	1	0	0	0	0	0	0	0	0	20
23:15	0	12	1	0	1	0	0	0	1	0	0	0	0	15
23:30	0	6	0	0	0	0	0	0	1	0	0	0	0	7
23:45	1	9	6	0	2	0	0	0	0	0	0	0	0	18
	2	42	10	0	4	0	0	0	2	0	0	0	0	60
Total	30	1874	620	21	114	11	0	27	68	0	0	0	0	2765
Percent	1.1%	67.8%	22.4%	0.8%	4.1%	0.4%	0.0%	1.0%	2.5%	0.0%	0.0%	0.0%	0.0%	
Grand Total	44	3178	1134	43	231	24	0	48	140	0	0	0	0	4842
Percent	0.9%	65.6%	23.4%	0.9%	4.8%	0.5%	0.0%	1.0%	2.9%	0.0%	0.0%	0.0%	0.0%	

SR 201 500 ft.
West of Farley Rd

East

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/21/11	2	10	1	0	0	0	0	0	0	0	0	0	0	13
00:15	2	15	3	0	0	1	0	0	0	0	0	0	0	21
00:30	1	3	0	0	0	2	0	0	0	0	0	0	0	6
00:45	1	5	1	0	0	1	0	0	0	0	0	0	0	8
	6	33	5	0	0	4	0	0	0	0	0	0	0	48
01:00	3	3	0	0	0	1	0	0	1	0	0	0	0	8
01:15	1	6	0	0	0	0	0	0	1	0	0	0	0	8
01:30	3	2	0	0	0	0	0	0	0	0	0	0	0	5
01:45	1	5	1	0	0	0	0	0	1	0	0	0	0	8
	8	16	1	0	0	1	0	0	3	0	0	0	0	29
02:00	1	2	0	1	0	0	0	0	0	0	0	0	0	4
02:15	2	9	0	0	0	0	0	0	0	0	0	0	0	11
02:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:45	0	2	0	0	0	0	0	1	1	0	0	0	0	4
	3	20	0	1	0	0	0	1	1	0	0	0	0	26
03:00	0	4	0	0	0	0	0	0	2	0	0	0	0	6
03:15	1	1	0	0	0	1	0	0	0	0	0	0	0	3
03:30	1	4	0	0	1	0	0	0	1	0	0	0	0	7
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	2	10	0	0	1	1	0	0	3	0	0	0	0	17
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
04:15	2	3	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:45	1	2	1	0	1	0	0	0	1	0	0	0	0	6
	3	16	4	0	1	0	0	0	1	0	0	0	0	25
05:00	0	4	2	0	0	1	0	0	0	0	0	0	0	7
05:15	2	4	1	0	0	0	0	0	1	0	0	0	0	8
05:30	2	3	1	0	0	0	0	0	0	0	0	0	0	6
05:45	0	10	3	0	1	0	0	0	1	0	0	0	0	15
	4	21	7	0	1	1	0	0	2	0	0	0	0	36
06:00	1	9	5	0	2	0	0	0	0	0	0	0	0	17
06:15	3	11	3	0	0	0	0	0	1	0	0	0	0	18
06:30	6	21	11	0	2	0	0	0	0	0	0	0	0	40
06:45	5	38	6	1	1	4	0	0	0	0	0	0	0	55
	15	79	25	1	5	4	0	0	1	0	0	0	0	130
07:00	18	66	12	0	2	3	0	0	2	0	0	0	0	103
07:15	17	51	11	2	2	2	0	1	3	0	0	0	0	89
07:30	11	74	15	3	4	1	0	0	3	0	0	0	0	111
07:45	17	62	19	1	2	2	0	0	1	0	0	0	0	104
	63	253	57	6	10	8	0	1	9	0	0	0	0	407
08:00	13	43	13	1	2	0	0	0	1	0	0	0	0	73
08:15	5	26	9	0	1	1	0	0	2	0	0	0	0	44
08:30	7	18	4	0	0	2	0	0	1	0	0	0	0	32
08:45	8	18	5	0	1	0	0	0	3	0	0	0	0	35
	33	105	31	1	4	3	0	0	7	0	0	0	0	184
09:00	9	18	7	0	2	1	0	1	2	0	0	0	0	40
09:15	9	22	4	0	1	5	0	0	0	0	0	0	0	41
09:30	6	24	8	0	2	1	0	0	2	0	0	0	0	43
09:45	9	38	13	0	5	1	0	0	2	0	0	0	0	68
	33	102	32	0	10	8	0	1	6	0	0	0	0	192
10:00	6	23	8	0	0	1	0	0	0	0	0	0	0	38
10:15	9	32	8	1	3	1	0	0	2	0	0	0	0	56
10:30	6	19	14	0	5	2	0	1	0	1	0	0	0	48
10:45	9	28	6	0	3	0	0	1	1	0	0	0	0	48
	30	102	36	1	11	4	0	2	3	1	0	0	0	190
11:00	7	17	3	0	4	0	0	0	0	0	0	0	0	31
11:15	0	29	16	0	3	1	0	0	2	0	0	0	0	51
11:30	0	19	11	1	3	0	0	1	4	0	0	0	0	39
11:45	1	31	6	1	1	1	0	1	3	0	0	0	0	45
	8	96	36	2	11	2	0	2	9	0	0	0	0	166
Total	208	853	234	12	54	36	0	7	45	1	0	0	0	1450
Percent	14.3%	58.8%	16.1%	0.8%	3.7%	2.5%	0.0%	0.5%	3.1%	0.1%	0.0%	0.0%	0.0%	

SR 201 500 ft.
West of Farley Rd

East

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	25	13	0	2	1	0	0	2	0	0	0	0	44
12:15	0	30	13	0	1	0	0	0	3	0	0	0	0	47
12:30	0	32	8	0	1	1	0	0	3	0	0	0	0	45
12:45	1	29	13	1	2	1	0	0	2	0	0	0	0	49
	2	116	47	1	6	3	0	0	10	0	0	0	0	185
13:00	2	28	8	0	1	1	0	0	3	0	0	0	0	43
13:15	2	29	11	0	2	0	0	0	1	0	0	0	0	45
13:30	7	27	12	0	1	0	0	1	2	0	0	0	1	51
13:45	1	42	7	0	1	1	0	0	0	0	0	0	0	52
	12	126	38	0	5	2	0	1	6	0	0	0	1	191
14:00	4	30	14	1	2	0	0	0	0	0	1	0	0	52
14:15	2	38	13	0	4	1	0	1	3	0	0	0	0	62
14:30	5	44	18	0	3	2	0	0	5	0	0	0	0	77
14:45	2	36	12	0	0	1	0	0	1	0	0	0	0	52
	13	148	57	1	9	4	0	1	9	0	1	0	0	243
15:00	7	70	16	3	2	0	0	1	4	0	0	0	0	103
15:15	9	74	21	2	3	0	0	0	4	0	0	0	0	113
15:30	5	66	16	1	1	2	0	0	1	0	0	0	0	92
15:45	8	64	13	1	2	0	0	1	1	0	0	0	0	90
	29	274	66	7	8	2	0	2	10	0	0	0	0	398
16:00	4	73	16	0	4	4	0	0	2	0	0	0	0	103
16:15	13	75	23	0	1	0	0	0	0	0	0	0	0	112
16:30	8	99	19	0	1	2	0	1	0	0	0	0	1	131
16:45	8	97	18	0	5	1	0	0	2	0	0	0	0	131
	33	344	76	0	11	7	0	1	4	0	0	0	1	477
17:00	13	83	17	1	6	1	0	0	4	0	0	0	0	125
17:15	15	114	26	1	2	2	0	0	3	0	0	0	0	163
17:30	14	92	19	0	3	2	0	0	5	0	0	0	1	136
17:45	14	101	24	0	4	3	0	0	2	0	0	0	0	148
	56	390	86	2	15	8	0	0	14	0	0	0	1	572
18:00	9	80	19	0	2	4	0	0	2	0	0	0	0	116
18:15	14	78	15	0	1	2	0	3	1	0	0	0	0	114
18:30	10	47	17	1	3	2	0	0	1	0	0	0	0	81
18:45	11	38	10	0	3	2	0	1	2	0	0	0	0	67
	44	243	61	1	9	10	0	4	6	0	0	0	0	378
19:00	3	58	9	0	0	0	0	0	1	1	0	0	0	72
19:15	10	74	9	2	3	1	0	2	2	0	0	0	0	103
19:30	7	51	12	1	1	3	0	0	2	0	0	0	0	77
19:45	7	50	9	0	1	2	0	0	0	0	0	0	0	69
	27	233	39	3	5	6	0	2	5	1	0	0	0	321
20:00	9	40	11	0	0	2	0	1	4	0	0	0	0	67
20:15	6	46	8	0	0	1	0	0	4	0	0	0	0	65
20:30	12	60	7	0	1	1	0	0	2	0	0	0	0	83
20:45	9	38	9	0	0	3	0	2	2	0	0	0	0	63
	36	184	35	0	1	7	0	3	12	0	0	0	0	278
21:00	5	33	4	0	0	3	0	0	0	0	0	0	0	45
21:15	6	35	8	0	1	0	0	0	1	0	0	0	0	51
21:30	9	37	8	0	1	1	0	0	1	0	0	0	0	57
21:45	4	34	7	0	0	0	0	0	0	0	0	0	0	45
	24	139	27	0	2	4	0	0	2	0	0	0	0	198
22:00	3	28	4	0	1	3	0	0	0	0	0	0	0	39
22:15	3	22	9	0	0	0	0	0	2	0	0	0	0	36
22:30	7	24	4	0	0	2	0	0	1	0	0	0	0	38
22:45	4	28	3	0	1	0	0	1	0	0	0	0	0	37
	17	102	20	0	2	5	0	1	3	0	0	0	0	150
23:00	5	21	5	0	1	1	0	0	2	0	0	0	0	35
23:15	5	8	4	0	0	0	0	0	1	0	0	0	0	18
23:30	1	17	1	0	0	0	0	0	0	0	0	0	0	19
23:45	1	6	3	0	0	1	0	0	1	0	0	0	0	12
	12	52	13	0	1	2	0	0	4	0	0	0	0	84
Total	305	2351	565	15	74	60	0	15	85	1	1	0	3	3475
Percent	8.8%	67.7%	16.3%	0.4%	2.1%	1.7%	0.0%	0.4%	2.4%	0.0%	0.0%	0.0%	0.1%	
Grand Total	513	3204	799	27	128	96	0	22	130	2	1	0	3	4925
Percent	10.4%	65.1%	16.2%	0.5%	2.6%	1.9%	0.0%	0.4%	2.6%	0.0%	0.0%	0.0%	0.1%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

S.R. 201 150 ft. West of I-75

East

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/11/11	0	2	2	0	0	0	0	0	0	0	0	0	0	4
00:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
00:30	0	2	1	0	1	0	0	0	0	0	0	0	0	4
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	8	5	0	1	0	0	0	0	0	0	0	0	14
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
05:45	0	6	7	0	1	0	0	0	0	0	0	0	0	14
	0	18	10	0	1	0	0	0	0	0	0	0	0	29
06:00	0	10	7	0	2	0	0	0	0	0	0	0	0	19
06:15	2	20	8	0	2	0	0	1	0	0	0	0	0	33
06:30	1	28	5	1	3	0	0	0	0	0	0	0	0	38
06:45	1	28	16	0	2	0	0	0	0	0	0	0	0	47
	4	86	36	1	9	0	0	1	0	0	0	0	0	137
07:00	1	55	19	0	1	0	0	1	0	0	0	0	0	77
07:15	0	49	30	1	6	0	0	0	0	0	0	0	0	86
07:30	0	71	24	6	5	0	0	0	0	0	0	0	0	106
07:45	0	86	36	1	4	0	0	1	0	0	0	0	0	128
	1	261	109	8	16	0	0	2	0	0	0	0	0	397
08:00	1	50	15	0	1	0	0	0	0	0	0	0	0	67
08:15	0	18	8	0	1	0	0	2	0	0	0	0	0	29
08:30	0	15	7	1	3	0	0	0	0	0	0	0	0	26
08:45	2	11	14	1	2	1	0	2	0	0	0	0	0	33
	3	94	44	2	7	1	0	4	0	0	0	0	0	155
09:00	0	17	4	0	2	0	0	1	2	0	0	0	0	26
09:15	0	16	9	0	1	0	0	0	1	0	0	0	0	27
09:30	0	10	6	0	2	0	0	0	0	0	0	0	0	18
09:45	2	6	7	0	3	0	0	1	0	0	0	0	0	19
	2	49	26	0	8	0	0	2	3	0	0	0	0	90
10:00	0	18	14	0	2	0	0	1	0	0	0	0	0	35
10:15	0	16	16	0	6	1	0	0	1	0	0	0	0	40
10:30	0	11	12	0	3	0	0	0	0	0	0	0	0	26
10:45	0	16	8	0	1	0	0	0	0	0	0	0	0	25
	0	61	50	0	12	1	0	1	1	0	0	0	0	126
11:00	0	15	9	1	2	0	0	0	0	0	0	0	0	27
11:15	0	7	10	0	9	1	0	2	1	0	0	0	0	30
11:30	0	9	12	0	12	0	0	0	3	0	0	0	0	36
11:45	0	7	12	2	2	0	0	1	0	0	0	0	0	24
	0	38	43	3	25	1	0	3	4	0	0	0	0	117
Total	10	633	329	14	79	3	0	13	8	0	0	0	0	1089
Percent	0.9%	58.1%	30.2%	1.3%	7.3%	0.3%	0.0%	1.2%	0.7%	0.0%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

East

S.R. 201 150 ft. West of I-75

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	7	11	0	2	0	0	0	0	0	0	0	0	21
12:15	0	9	11	1	0	1	0	1	0	0	0	0	0	23
12:30	0	14	10	0	5	0	0	1	0	0	0	0	0	30
12:45	2	15	9	0	4	0	0	0	0	0	0	0	0	30
	3	45	41	1	11	1	0	2	0	0	0	0	0	104
13:00	1	14	10	0	6	0	0	0	2	0	0	0	0	33
13:15	0	12	12	1	3	0	0	1	0	0	0	0	0	29
13:30	1	8	4	0	3	0	0	0	0	0	0	0	0	16
13:45	0	11	9	1	3	0	0	0	0	0	0	0	0	24
	2	45	35	2	15	0	0	1	2	0	0	0	0	102
14:00	0	10	18	1	9	1	0	0	0	0	0	0	0	39
14:15	0	3	10	0	6	0	0	0	0	0	0	0	0	19
14:30	2	6	9	1	7	1	0	1	0	0	0	0	0	27
14:45	1	18	15	1	3	1	0	0	0	0	0	0	0	39
	3	37	52	3	25	3	0	1	0	0	0	0	0	124
15:00	0	31	16	3	2	0	0	1	0	0	0	0	0	53
15:15	1	33	13	1	3	0	0	1	1	0	0	0	0	53
15:30	1	27	13	1	5	0	0	0	0	0	0	0	0	47
15:45	0	22	10	0	4	0	0	0	1	0	0	0	0	37
	2	113	52	5	14	0	0	2	2	0	0	0	0	190
16:00	0	30	18	1	4	0	0	1	0	0	0	0	0	54
16:15	0	29	13	0	2	0	0	0	1	0	0	0	0	45
16:30	0	27	14	0	3	1	0	1	0	0	0	0	0	46
16:45	0	19	14	0	4	0	0	1	1	0	0	0	0	39
	0	105	59	1	13	1	0	3	2	0	0	0	0	184
17:00	3	34	14	1	7	0	0	0	0	0	0	0	0	59
17:15	0	28	15	1	5	0	0	1	0	0	0	0	0	50
17:30	1	37	8	0	4	0	0	0	0	0	0	0	0	50
17:45	1	33	10	0	3	1	0	0	1	0	0	0	0	49
	5	132	47	2	19	1	0	1	1	0	0	0	0	208
18:00	1	25	9	0	4	0	0	1	0	0	0	0	0	40
18:15	0	25	13	0	3	0	0	1	0	0	0	0	0	42
18:30	0	20	11	0	2	1	0	0	0	0	0	0	0	34
18:45	0	18	9	1	3	0	0	0	0	0	0	0	0	31
	1	88	42	1	12	1	0	2	0	0	0	0	0	147
19:00	1	15	8	0	0	0	0	1	0	0	0	0	0	25
19:15	0	17	12	0	1	0	0	0	0	0	0	0	0	30
19:30	0	12	8	0	2	0	0	0	0	0	0	0	0	22
19:45	1	8	7	0	2	0	0	0	0	0	0	0	0	18
	2	52	35	0	5	0	0	1	0	0	0	0	0	95
20:00	0	16	10	0	1	0	0	0	0	0	0	0	0	27
20:15	0	8	16	0	3	0	0	0	0	0	0	0	0	27
20:30	1	17	3	0	2	0	0	0	0	0	0	0	0	23
20:45	3	17	8	0	4	0	0	0	0	0	0	0	0	32
	4	58	37	0	10	0	0	0	0	0	0	0	0	109
21:00	1	11	2	0	3	0	0	0	0	0	0	0	0	17
21:15	0	11	5	0	1	0	0	0	0	0	0	0	0	17
21:30	0	9	6	0	0	0	0	0	0	0	0	0	0	15
21:45	0	14	6	0	3	0	0	0	0	0	0	0	0	23
	1	45	19	0	7	0	0	0	0	0	0	0	0	72
22:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
22:15	0	6	2	0	3	0	0	0	0	0	0	0	0	11
22:30	0	2	0	0	3	0	0	0	0	0	0	0	0	5
22:45	1	4	4	0	0	0	0	0	0	0	0	0	0	9
	1	17	9	0	6	0	0	0	0	0	0	0	0	33
23:00	0	5	0	0	0	0	0	1	0	0	0	0	0	6
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	14	0	0	0	0	0	1	0	0	0	0	0	15
Total	24	751	428	15	137	7	0	14	7	0	0	0	0	1383
Percent	1.7%	54.3%	30.9%	1.1%	9.9%	0.5%	0.0%	1.0%	0.5%	0.0%	0.0%	0.0%	0.0%	
Grand Total	34	1384	757	29	216	10	0	27	15	0	0	0	0	2472
Percent	1.4%	56.0%	30.6%	1.2%	8.7%	0.4%	0.0%	1.1%	0.6%	0.0%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

S.R. 201 150 ft. West of I-75

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/11/11	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	6	0	0	1	0	0	0	0	0	0	0	0	7
00:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
00:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2
	0	17	2	0	2	0	0	0	0	0	0	0	0	21
01:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	1	9	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	1	7	2	0	0	0	0	0	0	0	0	0	0	10
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
05:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:45	1	7	1	0	0	0	0	0	0	0	0	0	0	9
	1	16	6	0	0	0	0	0	0	0	0	0	0	23
06:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
06:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17
06:30	0	13	4	1	2	0	0	0	0	0	0	0	0	20
06:45	3	18	7	0	0	0	0	0	0	0	0	0	0	28
	3	53	14	1	2	0	0	0	0	0	0	0	0	73
07:00	4	29	10	0	0	1	0	0	0	0	0	0	0	44
07:15	1	38	10	0	1	1	0	0	0	0	0	0	0	51
07:30	1	49	8	0	3	2	0	0	0	0	0	0	0	63
07:45	2	46	15	4	1	2	0	0	0	0	0	0	0	70
	8	162	43	4	5	6	0	0	0	0	0	0	0	228
08:00	3	36	14	0	0	2	0	0	0	0	0	0	0	55
08:15	0	19	7	1	2	0	0	1	0	0	0	0	0	30
08:30	0	22	8	0	0	1	0	0	0	0	0	0	0	31
08:45	2	11	6	1	4	0	1	1	0	0	0	0	0	26
	5	88	35	2	6	3	1	2	0	0	0	0	0	142
09:00	1	16	4	0	0	0	0	0	0	0	0	0	0	21
09:15	1	18	3	0	1	0	0	0	0	0	0	0	0	23
09:30	0	14	8	0	0	0	0	0	0	0	0	0	1	23
09:45	4	20	6	0	3	0	1	0	0	0	0	0	0	34
	6	68	21	0	4	0	1	0	0	0	0	0	1	101
10:00	1	17	10	1	1	0	0	0	0	0	0	0	0	30
10:15	1	21	5	0	1	0	0	0	0	0	0	0	0	28
10:30	2	19	7	1	1	1	0	0	0	0	0	0	0	31
10:45	1	17	2	0	2	0	0	0	1	0	0	0	0	23
	5	74	24	2	5	1	0	0	1	0	0	0	0	112
11:00	1	20	8	0	0	1	0	0	0	0	0	0	0	30
11:15	0	12	8	0	4	1	0	1	1	0	0	0	0	27
11:30	2	20	6	0	2	0	0	0	0	0	0	0	0	30
11:45	1	14	6	0	5	1	0	0	1	0	0	0	0	28
	4	66	28	0	11	3	0	1	2	0	0	0	0	115
Total	34	569	175	9	35	13	2	3	3	0	0	0	1	844
Percent	4.0%	67.4%	20.7%	1.1%	4.1%	1.5%	0.2%	0.4%	0.4%	0.0%	0.0%	0.0%	0.1%	

S.R. 201 150 ft. West of I-75

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	3	19	6	0	3	0	0	1	0	0	0	0	0	32
12:15	1	30	14	2	0	0	0	0	0	0	0	0	0	47
12:30	2	21	6	0	3	0	0	0	1	0	0	0	0	33
12:45	1	22	8	0	3	0	0	0	0	0	0	0	0	34
	7	92	34	2	9	0	0	1	1	0	0	0	0	146
13:00	3	28	9	1	5	0	0	0	0	0	0	0	0	46
13:15	2	29	4	0	3	0	0	0	1	0	0	0	0	39
13:30	3	15	6	0	1	0	0	0	1	0	0	0	0	26
13:45	0	25	7	1	0	0	0	0	0	0	0	0	0	33
	8	97	26	2	9	0	0	0	2	0	0	0	0	144
14:00	2	27	9	0	3	0	0	1	1	0	0	0	0	43
14:15	4	12	10	0	5	1	0	0	1	0	0	0	0	33
14:30	1	41	14	1	4	0	0	0	0	0	0	0	0	61
14:45	1	39	6	1	4	0	0	0	0	1	0	0	0	52
	8	119	39	2	16	1	0	1	2	1	0	0	0	189
15:00	1	32	9	1	1	0	0	0	0	0	0	0	0	44
15:15	2	26	6	0	4	2	0	0	1	0	0	0	0	41
15:30	1	78	16	8	5	0	0	0	0	0	0	0	0	108
15:45	2	63	14	0	2	0	0	1	1	0	0	0	0	83
	6	199	45	9	12	2	0	1	2	0	0	0	0	276
16:00	2	44	9	0	0	0	0	1	0	0	0	0	0	56
16:15	2	36	16	0	0	0	1	0	0	0	0	0	0	55
16:30	3	50	12	1	0	0	0	0	0	0	0	0	0	66
16:45	2	44	16	0	1	0	0	1	0	0	0	0	0	64
	9	174	53	1	1	0	1	2	0	0	0	0	0	241
17:00	2	50	10	0	1	0	0	0	0	0	0	0	0	63
17:15	1	49	14	0	0	0	0	0	0	0	0	0	0	64
17:30	4	61	10	0	2	0	0	0	1	0	0	0	0	78
17:45	1	50	12	0	0	1	0	0	0	0	0	0	0	64
	8	210	46	0	3	1	0	0	1	0	0	0	0	269
18:00	1	34	10	0	1	0	0	0	0	0	0	0	0	46
18:15	1	36	14	0	0	1	0	0	0	0	0	0	0	52
18:30	1	43	10	0	3	0	0	0	1	0	0	0	0	58
18:45	0	35	7	1	1	0	0	0	0	0	0	0	0	44
	3	148	41	1	5	1	0	0	1	0	0	0	0	200
19:00	0	23	9	0	1	1	1	0	0	0	0	0	0	35
19:15	1	27	3	0	2	1	0	0	0	0	0	0	0	34
19:30	0	21	8	0	1	0	0	0	0	0	0	0	0	30
19:45	1	17	8	0	1	0	0	0	0	0	0	0	0	27
	2	88	28	0	5	2	1	0	0	0	0	0	0	126
20:00	2	26	12	0	1	0	0	0	0	0	0	0	0	41
20:15	3	25	4	0	0	0	0	0	0	0	0	0	0	32
20:30	2	19	6	0	0	1	0	0	0	0	0	0	0	28
20:45	0	23	9	0	0	0	0	0	0	0	0	0	0	32
	7	93	31	0	1	1	0	0	0	0	0	0	0	133
21:00	2	14	2	0	1	0	0	0	0	0	0	0	0	19
21:15	2	17	3	0	0	0	0	0	0	0	0	0	0	22
21:30	1	13	3	0	0	0	0	0	0	0	0	0	0	17
21:45	2	8	2	0	0	0	0	0	0	0	0	0	0	12
	7	52	10	0	1	0	0	0	0	0	0	0	0	70
22:00	2	9	0	0	0	0	0	0	0	0	0	0	0	11
22:15	1	12	0	0	0	0	0	0	0	0	0	0	0	13
22:30	1	6	0	0	0	0	0	0	0	0	0	0	0	7
22:45	2	7	1	0	0	0	0	0	0	0	0	0	0	10
	6	34	1	0	0	0	0	0	0	0	0	0	0	41
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:30	1	7	2	0	0	0	0	0	0	0	0	0	0	10
23:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	1	22	3	0	0	0	0	0	0	0	0	0	0	26
Total	72	1328	357	17	62	8	2	5	9	1	0	0	0	1861
Percent	3.9%	71.4%	19.2%	0.9%	3.3%	0.4%	0.1%	0.3%	0.5%	0.1%	0.0%	0.0%	0.0%	
Grand Total	106	1897	532	26	97	21	4	8	12	1	0	0	1	2705
Percent	3.9%	70.1%	19.7%	1.0%	3.6%	0.8%	0.1%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 201 300 ft. East of New Hope Church Rd.

East

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/21/11	0	6	1	0	1	0	0	0	0	0	0	0	0	8
00:15	0	12	3	1	1	0	0	0	0	0	0	0	0	17
00:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	0	28	6	1	2	0	0	0	0	0	0	0	0	37
01:00	0	3	3	0	0	0	0	0	1	0	0	0	0	7
01:15	0	6	1	0	0	0	0	1	0	0	0	0	0	8
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	5	2	0	0	0	0	0	1	0	0	0	0	8
	0	17	6	0	0	0	0	1	2	0	0	0	0	26
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	2	0	0	0	0	0	2	0	0	0	0	4
	0	10	4	1	0	0	0	0	2	0	0	0	0	17
03:00	0	4	0	0	0	0	0	0	2	0	0	0	0	6
03:15	0	1	1	0	0	0	0	0	1	0	0	0	0	3
03:30	0	2	1	0	1	0	0	0	1	0	0	0	0	5
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	9	2	0	1	0	0	0	4	0	0	0	0	16
04:00	1	2	0	0	0	1	0	0	1	0	0	0	0	5
04:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
04:30	0	2	0	0	2	0	0	1	0	0	0	0	0	5
04:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	1	12	4	0	2	1	0	1	1	0	0	0	0	22
05:00	0	4	1	0	1	0	0	0	1	0	0	0	0	7
05:15	0	5	1	0	1	0	0	0	1	0	0	0	0	8
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	8	3	0	0	0	0	0	2	0	0	0	0	13
	0	20	5	0	2	0	0	0	4	0	0	0	0	31
06:00	0	8	8	0	5	0	0	0	0	0	0	0	0	21
06:15	1	11	3	0	2	1	0	0	0	0	0	0	0	18
06:30	0	20	9	0	3	0	0	0	0	0	0	0	0	32
06:45	0	34	14	1	2	0	0	0	0	0	0	0	0	51
	1	73	34	1	12	1	0	0	0	0	0	0	0	122
07:00	0	67	30	3	4	0	0	0	3	0	0	0	0	107
07:15	0	44	45	4	8	1	0	1	1	0	0	0	0	104
07:30	0	65	34	8	9	0	0	1	2	0	0	0	0	119
07:45	0	82	30	2	10	0	0	0	0	0	0	0	0	124
	0	258	139	17	31	1	0	2	6	0	0	0	0	454
08:00	0	52	34	1	3	1	0	0	0	0	0	0	0	91
08:15	1	26	10	1	5	0	0	1	3	0	0	0	0	47
08:30	0	17	11	1	2	0	0	0	2	0	0	0	0	33
08:45	1	14	10	1	2	1	0	0	2	0	0	0	0	31
	2	109	65	4	12	2	0	1	7	0	0	0	0	202
09:00	0	18	8	1	5	0	0	1	3	0	0	0	0	36
09:15	0	21	9	0	3	0	0	0	1	0	0	0	0	34
09:30	0	19	16	1	1	0	0	1	2	0	0	0	0	40
09:45	0	31	21	0	8	1	0	1	1	0	0	0	0	63
	0	89	54	2	17	1	0	3	7	0	0	0	0	173
10:00	0	16	15	1	5	0	0	1	0	0	0	0	0	38
10:15	3	24	15	2	4	0	0	0	2	0	0	0	0	50
10:30	0	15	20	1	5	2	0	2	2	0	0	0	0	47
10:45	0	10	17	0	0	0	0	0	0	0	0	0	0	27
	3	65	67	4	14	2	0	3	4	0	0	0	0	162
11:00	0	20	16	0	1	0	0	1	2	0	0	0	0	40
11:15	0	25	13	1	3	1	0	0	2	0	0	0	0	45
11:30	0	17	19	1	5	0	0	1	2	0	0	0	0	45
11:45	2	21	7	1	4	1	0	2	2	0	0	0	0	40
	2	83	55	3	13	2	0	4	8	0	0	0	0	170
Total	9	773	441	33	106	10	0	15	45	0	0	0	0	1432
Percent	0.6%	54.0%	30.8%	2.3%	7.4%	0.7%	0.0%	1.0%	3.1%	0.0%	0.0%	0.0%	0.0%	

SR 201 300 ft. East
of New Hope Church Rd.

East

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	23	13	0	6	2	0	0	0	0	0	0	0	45
12:15	1	20	13	0	4	1	0	0	3	0	0	0	0	42
12:30	0	23	10	1	0	1	0	0	2	0	0	0	0	37
12:45	0	22	13	2	1	1	0	0	2	0	0	0	0	41
	2	88	49	3	11	5	0	0	7	0	0	0	0	165
13:00	0	23	6	1	3	0	0	0	2	0	0	0	0	35
13:15	0	22	14	1	3	0	0	0	1	0	0	0	0	41
13:30	2	22	12	0	0	0	0	3	3	0	0	0	0	42
13:45	0	33	8	1	1	0	0	0	0	0	0	0	0	43
	2	100	40	3	7	0	0	3	6	0	0	0	0	161
14:00	0	25	16	1	3	0	0	1	1	0	0	0	0	47
14:15	1	23	17	0	6	1	0	0	2	0	0	0	0	50
14:30	2	28	21	0	4	2	0	0	4	0	0	0	0	61
14:45	0	31	21	1	2	0	0	0	1	0	0	0	0	56
	3	107	75	2	15	3	0	1	8	0	0	0	0	214
15:00	0	43	28	7	7	0	0	1	2	0	0	0	0	88
15:15	0	57	24	2	6	0	0	0	3	0	0	0	0	92
15:30	0	46	26	0	3	0	0	0	2	0	0	0	0	77
15:45	0	50	26	1	4	0	0	1	1	0	0	0	0	83
	0	196	104	10	20	0	0	2	8	0	0	0	0	340
16:00	0	45	21	2	7	0	0	1	1	0	0	0	0	77
16:15	1	57	37	1	3	1	0	1	0	0	0	0	0	101
16:30	0	72	41	0	4	0	0	0	0	0	0	0	0	117
16:45	0	71	24	0	8	1	0	0	0	0	0	0	0	104
	1	245	123	3	22	2	0	2	1	0	0	0	0	399
17:00	0	57	32	0	6	0	0	1	2	0	0	0	0	98
17:15	0	89	33	2	10	0	0	1	1	0	0	0	0	136
17:30	0	73	30	1	8	0	0	0	4	0	0	0	0	116
17:45	0	80	26	2	9	0	0	0	3	0	0	0	0	120
	0	299	121	5	33	0	0	2	10	0	0	0	0	470
18:00	1	61	28	0	8	1	0	1	0	0	0	0	0	100
18:15	1	62	35	1	3	0	0	3	0	0	0	0	0	105
18:30	0	46	17	0	4	1	0	2	0	0	0	0	0	70
18:45	0	31	19	0	8	0	0	0	2	0	0	0	0	60
	2	200	99	1	23	2	0	6	2	0	0	0	0	335
19:00	0	37	14	0	5	0	0	0	2	0	0	0	0	58
19:15	1	53	22	3	5	0	0	2	2	0	0	0	0	88
19:30	0	39	21	0	1	1	0	1	2	0	0	0	0	65
19:45	0	34	17	1	6	0	0	0	0	0	0	0	0	58
	1	163	74	4	17	1	0	3	6	0	0	0	0	269
20:00	1	31	16	2	2	1	0	1	2	0	0	0	0	56
20:15	2	37	18	0	4	0	0	0	2	0	0	0	0	63
20:30	0	33	12	1	2	1	0	1	2	0	0	0	0	52
20:45	0	30	21	0	2	0	0	0	4	0	0	0	0	57
	3	131	67	3	10	2	0	2	10	0	0	0	0	228
21:00	0	32	7	0	1	0	0	0	0	0	0	0	0	40
21:15	0	25	12	0	2	1	0	0	1	0	0	0	0	41
21:30	1	27	14	0	0	0	0	0	1	0	0	0	0	43
21:45	0	26	15	0	1	0	0	0	0	0	0	0	0	42
	1	110	48	0	4	1	0	0	2	0	0	0	0	166
22:00	0	19	6	0	3	0	0	0	0	0	0	0	0	28
22:15	0	16	16	0	2	0	0	0	2	0	0	0	0	36
22:30	0	20	9	0	0	0	0	0	1	0	0	0	0	30
22:45	0	19	1	0	2	0	0	0	0	0	0	0	0	22
	0	74	32	0	7	0	0	0	3	0	0	0	0	116
23:00	0	17	4	0	3	0	0	1	2	0	0	0	0	27
23:15	1	6	5	0	2	0	0	0	0	0	0	0	0	14
23:30	0	12	2	0	1	0	0	0	1	0	0	0	0	16
23:45	0	7	3	0	1	0	0	0	1	0	0	0	0	12
	1	42	14	0	7	0	0	1	4	0	0	0	0	69
Total	16	1755	846	34	176	16	0	22	67	0	0	0	0	2932
Percent	0.5%	59.9%	28.9%	1.2%	6.0%	0.5%	0.0%	0.8%	2.3%	0.0%	0.0%	0.0%	0.0%	
Grand Total	25	2528	1287	67	282	26	0	37	112	0	0	0	0	4364
Percent	0.6%	57.9%	29.5%	1.5%	6.5%	0.6%	0.0%	0.8%	2.6%	0.0%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 201 300 ft. East of New Hope Church Rd.

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/21/11	0	6	1	0	0	0	0	0	0	0	0	0	0	7
00:15	0	5	3	1	2	0	0	1	2	0	0	0	0	14
00:30	0	5	0	0	0	0	0	0	1	0	0	0	0	6
00:45	0	2	1	0	0	0	0	0	2	0	0	0	0	5
	0	18	5	1	2	0	0	1	5	0	0	0	0	32
01:00	0	5	0	0	0	0	0	0	1	0	0	0	0	6
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3
01:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
	0	11	0	0	1	0	0	0	2	0	0	0	0	14
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	1	0	0	0	0	1	0	0	0	0	0	3
	0	5	1	0	0	0	0	1	0	0	0	0	0	7
03:00	0	3	0	0	0	0	0	0	2	0	0	0	0	5
03:15	0	2	0	0	1	1	0	0	0	0	0	0	0	4
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	2	0	0	0	0	0	1	0	0	0	0	4
	0	7	3	0	1	1	0	0	3	0	0	0	0	15
04:00	1	3	2	0	0	0	0	0	0	0	0	0	0	6
04:15	0	1	2	0	1	0	0	0	0	0	0	0	0	4
04:30	0	3	2	0	1	0	0	0	0	0	0	0	0	6
04:45	0	5	1	0	0	0	0	0	3	0	0	0	0	9
	1	12	7	0	2	0	0	0	3	0	0	0	0	25
05:00	0	10	1	0	2	0	0	1	1	0	0	0	0	15
05:15	0	11	5	1	0	0	0	1	1	0	0	0	0	19
05:30	0	17	3	0	1	0	0	1	2	0	0	0	0	24
05:45	0	13	1	0	0	0	0	0	2	0	0	0	0	16
	0	51	10	1	3	0	0	3	6	0	0	0	0	74
06:00	0	19	10	0	2	0	0	1	1	0	0	0	0	33
06:15	0	25	9	1	5	1	0	0	4	0	0	0	0	45
06:30	0	36	11	1	4	0	0	0	0	0	0	0	0	52
06:45	0	37	11	1	5	0	0	0	0	0	0	0	0	54
	0	117	41	3	16	1	0	1	5	0	0	0	0	184
07:00	2	49	27	0	2	0	0	0	0	0	0	0	0	80
07:15	0	69	37	1	7	1	0	1	1	0	0	0	0	117
07:30	0	78	53	2	11	0	0	3	3	0	0	0	0	150
07:45	1	65	30	5	5	1	0	0	3	0	0	0	0	110
	3	261	147	8	25	2	0	4	7	0	0	0	0	457
08:00	0	66	26	0	5	0	0	3	4	0	0	0	0	104
08:15	0	34	21	0	6	1	0	1	0	0	0	0	0	63
08:30	0	40	13	1	4	2	0	1	1	0	0	0	0	62
08:45	1	28	15	0	4	2	0	1	3	0	0	0	0	54
	1	168	75	1	19	5	0	6	8	0	0	0	0	283
09:00	0	27	14	3	2	0	0	2	1	0	0	0	0	49
09:15	2	39	12	0	2	1	0	1	2	0	0	0	0	59
09:30	0	28	12	1	1	0	0	0	1	0	0	0	0	43
09:45	0	46	16	1	2	0	0	0	1	0	0	0	0	66
	2	140	54	5	7	1	0	3	5	0	0	0	0	217
10:00	0	37	12	1	4	1	0	0	2	0	0	0	0	57
10:15	0	37	19	0	1	1	0	0	0	0	0	0	0	58
10:30	0	28	14	2	4	0	0	1	1	0	0	0	0	50
10:45	0	23	12	0	0	0	0	0	0	0	0	0	0	35
	0	125	57	3	9	2	0	1	3	0	0	0	0	200
11:00	0	26	9	0	1	1	0	0	2	0	0	0	0	39
11:15	0	33	5	0	1	1	0	2	3	0	0	0	0	45
11:30	0	29	12	0	3	0	0	0	5	0	0	0	0	49
11:45	0	19	14	1	1	0	0	2	1	0	0	0	0	38
	0	107	40	1	6	2	0	4	11	0	0	0	0	171
Total	7	1022	440	23	91	14	0	24	58	0	0	0	0	1679
Percent	0.4%	60.9%	26.2%	1.4%	5.4%	0.8%	0.0%	1.4%	3.5%	0.0%	0.0%	0.0%	0.0%	

SR 201 300 ft. East
of New Hope Church Rd.

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	22	10	0	2	0	0	3	3	0	0	0	0	40
12:15	0	24	7	0	2	0	0	0	1	0	0	0	0	34
12:30	0	24	7	1	2	1	0	0	0	0	0	0	0	35
12:45	0	22	8	0	1	0	0	1	3	0	0	0	0	35
	0	92	32	1	7	1	0	4	7	0	0	0	0	144
13:00	0	28	8	0	5	0	0	0	3	0	0	0	0	44
13:15	0	34	10	0	3	0	0	0	3	0	0	0	0	50
13:30	0	36	11	1	2	0	0	1	5	0	0	0	0	56
13:45	0	32	9	0	2	0	0	0	3	0	0	0	0	46
	0	130	38	1	12	0	0	1	14	0	0	0	0	196
14:00	0	33	10	0	1	0	0	1	2	0	0	0	0	47
14:15	0	33	10	1	0	0	0	0	1	0	0	0	0	45
14:30	0	67	18	2	3	0	0	0	4	0	0	0	0	94
14:45	0	39	11	0	2	1	0	0	1	0	0	0	0	54
	0	172	49	3	6	1	0	1	8	0	0	0	0	240
15:00	0	34	8	0	2	0	0	1	0	0	0	0	0	45
15:15	0	36	14	0	4	0	0	0	3	0	0	0	0	57
15:30	0	92	26	10	1	0	0	2	1	0	0	0	0	132
15:45	0	76	22	0	3	0	0	1	1	0	0	0	0	103
	0	238	70	10	10	0	0	4	5	0	0	0	0	337
16:00	0	60	25	0	3	0	0	1	1	0	0	0	0	90
16:15	0	48	18	2	6	1	0	1	2	0	0	0	0	78
16:30	0	65	18	0	5	0	0	0	1	0	0	0	0	89
16:45	0	52	15	0	2	0	0	1	1	0	0	0	0	71
	0	225	76	2	16	1	0	3	5	0	0	0	0	328
17:00	1	59	21	0	3	2	0	3	1	0	0	0	0	90
17:15	0	68	15	0	3	0	0	0	1	0	0	0	0	87
17:30	0	51	22	0	3	0	0	0	3	0	0	0	0	79
17:45	2	48	16	1	7	1	0	0	1	0	0	0	0	76
	3	226	74	1	16	3	0	3	6	0	0	0	0	332
18:00	0	61	17	0	2	0	0	0	3	0	0	0	0	83
18:15	0	51	15	0	1	0	0	1	1	0	0	0	0	69
18:30	0	35	11	0	2	0	0	2	2	0	0	0	0	52
18:45	0	43	8	0	5	0	1	0	3	0	0	0	0	60
	0	190	51	0	10	0	1	3	9	0	0	0	0	264
19:00	0	34	13	0	2	0	0	0	3	0	0	0	0	52
19:15	1	29	10	0	4	0	0	0	3	0	0	0	0	47
19:30	1	37	8	1	3	0	0	0	1	0	0	0	0	51
19:45	0	28	9	1	1	0	0	0	2	0	0	0	0	41
	2	128	40	2	10	0	0	0	9	0	0	0	0	191
20:00	0	22	10	0	1	0	0	1	1	0	0	0	0	35
20:15	0	27	6	0	1	0	0	0	2	0	0	0	0	36
20:30	0	24	8	0	0	0	0	0	0	0	0	0	0	32
20:45	1	27	19	0	3	0	0	0	0	0	0	0	0	50
	1	100	43	0	5	0	0	1	3	0	0	0	0	153
21:00	0	28	14	0	1	0	0	0	0	0	0	0	0	43
21:15	0	16	6	0	0	0	0	0	0	0	0	0	0	22
21:30	1	16	4	0	1	1	0	0	1	0	0	0	0	24
21:45	0	11	5	0	1	0	0	0	0	0	0	0	0	17
	1	71	29	0	3	1	0	0	1	0	0	0	0	106
22:00	0	8	4	0	1	0	0	0	0	0	0	0	0	13
22:15	0	8	1	0	2	0	0	0	1	0	0	0	0	12
22:30	0	13	2	0	0	0	0	0	1	0	0	0	0	16
22:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	0	35	10	0	3	0	0	0	2	0	0	0	0	50
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:15	1	12	2	0	1	1	0	0	0	0	0	0	0	17
23:30	0	6	1	0	1	0	0	0	0	0	0	0	0	8
23:45	0	4	3	1	0	0	0	0	0	0	0	0	0	8
	1	30	7	1	2	1	0	0	0	0	0	0	0	42
Total	8	1637	519	21	100	8	1	20	69	0	0	0	0	2383
Percent	0.3%	68.7%	21.8%	0.9%	4.2%	0.3%	0.0%	0.8%	2.9%	0.0%	0.0%	0.0%	0.0%	
Grand Total	15	2659	959	44	191	22	1	44	127	0	0	0	0	4062
Percent	0.4%	65.5%	23.6%	1.1%	4.7%	0.5%	0.0%	1.1%	3.1%	0.0%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 2 300 ft. East of Main St.

East

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/20/11	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:15	2	7	2	0	3	0	0	0	0	0	0	0	0	14
00:30	0	4	1	0	0	0	0	1	1	0	0	0	0	7
00:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	2	18	5	0	3	0	0	1	1	0	0	0	0	30
01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
01:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	3	0	0	0	0	0	0	3	0	0	0	0	6
	0	13	3	0	0	0	0	0	3	0	0	0	0	19
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	1	0	0	0	0	2
	0	6	2	0	0	0	0	0	2	0	0	0	0	10
03:00	0	1	0	0	0	0	0	1	2	0	0	0	0	4
03:15	0	4	0	0	0	0	0	0	1	0	0	0	0	5
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	3	0	0	1	0	0	0	0	0	0	0	0	4
	0	10	0	0	1	0	0	1	3	0	0	0	0	15
04:00	0	2	0	0	0	0	0	0	2	0	0	0	0	4
04:15	0	5	1	0	1	1	0	0	0	0	0	0	0	8
04:30	0	6	1	0	0	0	0	0	1	0	0	0	0	8
04:45	0	10	3	0	0	0	0	1	1	0	0	0	0	15
	0	23	5	0	1	1	0	1	4	0	0	0	0	35
05:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
05:15	0	3	2	0	0	1	0	1	0	0	0	0	0	7
05:30	0	8	5	0	0	0	0	1	1	0	0	0	0	15
05:45	0	12	1	0	2	0	0	0	0	0	0	0	0	15
	0	29	10	0	2	1	0	2	1	0	0	0	0	45
06:00	0	17	14	2	4	0	0	0	1	0	0	0	0	38
06:15	0	21	5	0	3	0	0	0	2	0	0	0	0	31
06:30	0	28	14	1	3	0	0	0	1	0	0	0	0	47
06:45	0	35	17	0	2	0	0	0	1	0	0	0	0	55
	0	101	50	3	12	0	0	0	5	0	0	0	0	171
07:00	0	37	6	2	5	0	0	0	2	0	0	0	0	52
07:15	0	52	20	0	7	1	0	1	4	0	0	0	0	85
07:30	1	51	20	0	3	0	0	0	0	0	0	0	0	75
07:45	0	56	22	1	5	3	0	0	1	0	0	0	0	88
	1	196	68	3	20	4	0	1	7	0	0	0	0	300
08:00	0	34	32	3	8	0	0	2	1	0	0	0	0	80
08:15	0	26	18	1	9	0	0	0	2	0	0	0	0	56
08:30	1	16	22	2	6	0	0	2	1	0	0	0	0	50
08:45	0	11	21	1	8	1	0	2	3	0	0	0	0	47
	1	87	93	7	31	1	0	6	7	0	0	0	0	233
09:00	1	10	14	4	6	0	0	1	1	0	0	0	0	37
09:15	0	13	14	0	8	0	0	0	0	0	0	0	0	35
09:30	0	19	15	1	6	0	0	0	2	0	0	0	0	43
09:45	0	16	12	0	6	1	0	0	1	0	0	0	0	36
	1	58	55	5	26	1	0	1	4	0	0	0	0	151
10:00	1	11	5	1	4	1	0	0	2	0	0	0	0	25
10:15	0	12	12	0	3	0	0	1	3	0	0	0	0	31
10:30	2	32	16	0	4	0	0	1	0	0	0	0	0	55
10:45	0	18	9	0	1	0	0	0	3	0	0	0	0	31
	3	73	42	1	12	1	0	2	8	0	0	0	0	142
11:00	1	36	11	1	3	1	0	0	6	0	0	0	0	59
11:15	0	28	13	0	1	2	0	2	0	0	0	0	0	46
11:30	1	39	10	0	2	1	0	0	3	0	0	0	0	56
11:45	0	38	8	1	2	1	0	1	1	0	0	0	0	52
	2	141	42	2	8	5	0	3	10	0	0	0	0	213
Total	10	755	375	21	116	14	0	18	55	0	0	0	0	1364
Percent	0.7%	55.4%	27.5%	1.5%	8.5%	1.0%	0.0%	1.3%	4.0%	0.0%	0.0%	0.0%	0.0%	

SR 2 300 ft.
East of Main St.

East

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	37	12	1	3	0	0	1	5	0	0	0	0	59
12:15	1	34	10	1	1	1	0	3	2	0	0	0	0	53
12:30	0	42	7	1	2	1	0	2	2	0	0	0	0	57
12:45	0	27	11	0	2	2	0	2	1	0	0	0	0	45
	1	140	40	3	8	4	0	8	10	0	0	0	0	214
13:00	1	47	10	1	4	1	0	0	2	0	0	0	0	66
13:15	1	38	14	1	3	0	0	0	3	0	0	0	0	60
13:30	1	34	19	0	0	1	0	3	4	0	0	0	0	62
13:45	2	44	11	2	3	0	0	3	2	0	0	0	0	67
	5	163	54	4	10	2	0	6	11	0	0	0	0	255
14:00	1	52	12	1	7	3	0	1	2	1	0	0	0	80
14:15	0	35	22	0	5	0	0	2	2	0	0	0	0	66
14:30	0	47	16	0	4	1	0	2	1	0	0	0	0	71
14:45	0	62	18	1	5	0	0	0	0	0	0	0	0	86
	1	196	68	2	21	4	0	5	5	1	0	0	0	303
15:00	1	33	12	1	2	1	0	1	5	0	0	0	0	56
15:15	1	42	15	1	2	0	0	0	3	0	0	0	0	64
15:30	0	98	13	1	3	1	0	2	3	0	0	0	0	121
15:45	2	106	27	3	4	2	0	1	1	0	0	0	0	146
	4	279	67	6	11	4	0	4	12	0	0	0	0	387
16:00	1	74	17	0	3	0	0	2	2	0	0	0	0	99
16:15	1	75	17	0	5	3	0	1	3	0	0	0	0	105
16:30	3	71	21	0	2	1	0	2	1	0	0	0	0	101
16:45	0	89	16	0	6	1	0	1	1	0	0	0	0	114
	5	309	71	0	16	5	0	6	7	0	0	0	0	419
17:00	1	70	19	0	6	0	0	1	1	0	0	0	0	98
17:15	2	112	36	0	2	0	0	2	3	0	0	0	0	157
17:30	3	96	26	0	3	2	0	1	2	0	0	0	0	133
17:45	2	84	28	0	2	1	0	3	1	0	0	0	0	121
	8	362	109	0	13	3	0	7	7	0	0	0	0	509
18:00	2	77	14	0	5	0	0	0	3	0	0	0	0	101
18:15	1	54	17	0	1	0	0	0	0	0	0	0	0	73
18:30	3	52	19	0	2	1	0	0	1	0	0	0	0	78
18:45	1	72	10	0	4	2	0	2	0	0	0	0	0	91
	7	255	60	0	12	3	0	2	4	0	0	0	0	343
19:00	2	39	10	0	1	0	0	0	1	0	0	0	0	53
19:15	0	36	10	0	1	0	0	0	2	0	0	0	0	49
19:30	0	41	8	0	1	0	0	0	1	0	0	0	0	51
19:45	0	31	8	0	0	0	0	0	1	0	0	0	0	40
	2	147	36	0	3	0	0	0	5	0	0	0	0	193
20:00	1	51	5	0	3	1	0	0	2	0	0	0	0	63
20:15	0	46	11	0	2	0	0	0	2	0	0	0	0	61
20:30	2	28	11	0	0	0	0	2	1	0	0	0	0	44
20:45	2	31	8	0	1	1	0	0	0	0	0	0	0	43
	5	156	35	0	6	2	0	2	5	0	0	0	0	211
21:00	0	32	6	0	1	0	0	0	3	0	0	0	0	42
21:15	1	27	7	0	1	1	0	0	0	0	0	0	0	37
21:30	0	30	4	0	1	0	0	1	2	0	0	0	0	38
21:45	0	43	8	0	3	1	0	1	2	0	0	0	0	58
	1	132	25	0	6	2	0	2	7	0	0	0	0	175
22:00	0	30	5	0	0	0	0	0	1	0	0	0	0	36
22:15	0	19	7	0	1	0	0	0	3	0	0	0	0	30
22:30	1	19	3	0	2	1	0	1	0	0	0	0	0	27
22:45	0	8	1	0	0	0	0	1	1	0	0	0	0	11
	1	76	16	0	3	1	0	2	5	0	0	0	0	104
23:00	0	12	0	0	1	0	0	0	0	0	0	0	0	13
23:15	0	12	1	0	0	0	0	0	3	0	0	0	0	16
23:30	0	9	1	0	1	0	0	0	1	0	0	0	0	12
23:45	0	7	2	0	1	0	0	0	1	0	0	0	0	11
	0	40	4	0	3	0	0	0	5	0	0	0	0	52
Total	40	2255	585	15	112	30	0	44	83	1	0	0	0	3165
Percent	1.3%	71.2%	18.5%	0.5%	3.5%	0.9%	0.0%	1.4%	2.6%	0.0%	0.0%	0.0%	0.0%	
Grand Total	50	3010	960	36	228	44	0	62	138	1	0	0	0	4529
Percent	1.1%	66.5%	21.2%	0.8%	5.0%	1.0%	0.0%	1.4%	3.0%	0.0%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 2 300 ft. East of Main St.

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/20/11	0	5	3	0	0	0	0	1	0	0	0	0	0	9
00:15	0	5	2	0	1	0	0	1	0	0	0	0	0	9
00:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
00:45	1	3	2	0	0	0	0	0	0	0	0	0	0	6
	1	17	8	0	1	0	0	2	0	0	0	0	0	29
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	1	0	0	0	0	1	0	0	0	0	0	2
01:30	0	4	0	0	0	0	0	0	1	0	0	0	0	5
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	8	1	0	0	0	0	1	1	0	0	0	0	11
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:15	0	4	0	0	1	0	0	0	0	0	0	0	0	5
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	10	1	0	1	0	0	0	0	0	0	0	0	12
03:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	5	0	0	0	0	0	0	1	0	0	0	0	6
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	0	0	0	0	0	0	1	0	0	0	0	3
	1	13	0	0	0	0	0	0	2	0	0	0	0	16
04:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
04:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:30	0	4	1	0	1	0	0	0	1	0	0	0	0	7
04:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	0	13	4	0	1	0	0	0	2	0	0	0	0	20
05:00	0	8	2	0	0	0	0	1	3	0	0	0	0	14
05:15	0	13	3	0	0	0	0	0	3	0	0	0	0	19
05:30	0	14	5	1	2	0	0	0	0	0	0	0	0	22
05:45	0	7	5	1	1	0	0	0	3	0	0	0	0	17
	0	42	15	2	3	0	0	1	9	0	0	0	0	72
06:00	1	11	13	0	1	1	0	0	3	0	0	0	0	30
06:15	0	29	16	0	7	0	0	0	3	0	0	0	0	55
06:30	0	34	24	3	3	1	0	0	2	0	0	0	0	67
06:45	0	64	11	1	1	0	0	1	3	0	0	0	0	81
	1	138	64	4	12	2	0	1	11	0	0	0	0	233
07:00	1	93	32	0	5	1	0	0	1	0	0	0	0	133
07:15	2	96	46	0	6	0	0	0	1	0	0	0	0	151
07:30	2	128	39	1	9	1	0	2	1	0	0	0	0	183
07:45	5	122	36	1	9	0	0	1	0	0	0	0	0	174
	10	439	153	2	29	2	0	3	3	0	0	0	0	641
08:00	2	55	29	1	6	0	0	0	1	0	0	0	0	94
08:15	1	18	41	3	10	0	0	0	1	0	0	0	0	74
08:30	2	12	40	2	16	0	0	0	1	0	0	0	0	73
08:45	0	13	20	3	13	0	0	0	1	0	0	0	0	50
	5	98	130	9	45	0	0	0	4	0	0	0	0	291
09:00	1	8	19	3	10	0	0	2	0	0	0	0	0	43
09:15	0	18	25	3	5	0	0	0	2	0	0	0	0	53
09:30	0	21	18	1	6	0	0	1	1	0	0	0	0	48
09:45	0	19	14	1	7	0	0	2	2	0	0	0	0	45
	1	66	76	8	28	0	0	5	5	0	0	0	0	189
10:00	1	22	12	2	5	1	0	0	4	0	0	0	0	47
10:15	1	13	8	0	6	1	0	0	2	0	0	0	0	31
10:30	0	27	12	2	2	0	0	3	3	0	0	0	0	49
10:45	0	30	10	0	3	0	0	0	2	0	0	0	0	45
	2	92	42	4	16	2	0	3	11	0	0	0	0	172
11:00	0	25	12	0	4	1	0	0	2	0	0	0	0	44
11:15	1	28	10	0	1	1	0	1	1	0	0	0	0	43
11:30	0	36	10	0	0	2	0	1	2	0	0	0	0	51
11:45	1	33	13	0	1	0	0	2	2	0	0	1	0	53
	2	122	45	0	6	4	0	4	7	0	0	1	0	191
Total	23	1058	539	29	142	10	0	20	55	0	0	1	0	1877
Percent	1.2%	56.4%	28.7%	1.5%	7.6%	0.5%	0.0%	1.1%	2.9%	0.0%	0.0%	0.1%	0.0%	

SR 2 300 ft.
East of Main St.

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	31	16	1	4	1	0	1	4	0	0	0	0	58
12:15	2	46	5	2	1	1	0	0	1	0	0	0	0	58
12:30	2	27	11	0	3	2	0	2	2	0	0	0	0	49
12:45	1	32	11	0	3	1	0	4	1	0	0	0	0	53
	5	136	43	3	11	5	0	7	8	0	0	0	0	218
13:00	2	34	9	1	2	1	0	0	1	0	0	0	0	50
13:15	1	45	14	0	3	0	0	2	6	0	0	0	0	71
13:30	1	31	16	1	4	0	0	1	2	1	0	0	0	57
13:45	1	40	16	1	3	2	0	1	1	0	0	0	0	65
	5	150	55	3	12	3	0	4	10	1	0	0	0	243
14:00	2	42	19	0	7	1	0	0	0	0	0	0	0	71
14:15	0	36	16	0	3	0	0	2	1	0	0	0	0	58
14:30	0	51	17	1	4	0	0	2	5	0	0	0	0	80
14:45	0	49	17	3	7	0	0	0	2	0	0	0	0	78
	2	178	69	4	21	1	0	4	8	0	0	0	0	287
15:00	1	48	15	1	3	1	0	2	2	0	0	0	0	73
15:15	1	54	14	0	6	1	0	0	2	0	0	0	0	78
15:30	2	60	30	0	3	0	0	2	1	0	0	0	0	98
15:45	1	58	15	0	6	0	0	0	2	0	0	0	0	82
	5	220	74	1	18	2	0	4	7	0	0	0	0	331
16:00	0	75	18	0	8	0	0	1	5	0	0	0	0	107
16:15	2	62	19	0	11	0	0	1	4	0	0	0	0	99
16:30	0	60	23	2	4	0	0	2	1	0	0	0	0	92
16:45	1	53	18	2	2	1	0	0	0	0	0	0	0	77
	3	250	78	4	25	1	0	4	10	0	0	0	0	375
17:00	2	55	23	0	3	0	0	0	0	0	0	0	0	83
17:15	1	51	11	0	4	0	0	0	2	0	0	0	0	69
17:30	0	65	19	0	4	0	0	1	1	0	0	0	0	90
17:45	1	63	28	0	4	0	0	3	1	0	0	0	0	100
	4	234	81	0	15	0	0	4	4	0	0	0	0	342
18:00	1	61	21	0	1	0	0	1	5	0	0	0	0	90
18:15	0	50	11	0	3	0	0	3	2	0	0	0	0	69
18:30	2	44	17	0	2	0	0	0	1	0	0	0	0	66
18:45	0	37	10	0	2	0	0	2	3	0	0	0	0	54
	3	192	59	0	8	0	0	6	11	0	0	0	0	279
19:00	0	42	8	0	3	0	0	1	3	0	0	0	0	57
19:15	1	39	9	0	4	0	0	0	1	0	0	0	0	54
19:30	1	31	11	0	2	0	0	0	0	0	0	0	0	45
19:45	0	41	8	1	2	0	0	1	1	0	0	0	0	54
	2	153	36	1	11	0	0	2	5	0	0	0	0	210
20:00	0	29	13	1	2	0	0	0	1	0	0	0	0	46
20:15	0	26	9	0	2	0	0	0	2	0	0	0	0	39
20:30	0	34	7	0	0	0	0	0	0	0	0	0	0	41
20:45	0	37	6	0	3	0	0	2	0	0	0	0	0	48
	0	126	35	1	7	0	0	2	3	0	0	0	0	174
21:00	0	34	4	0	0	0	0	0	0	0	0	0	0	38
21:15	0	19	6	0	1	0	0	0	1	0	0	0	0	27
21:30	0	21	7	0	1	0	0	1	2	0	0	0	0	32
21:45	0	26	4	0	1	0	0	0	0	0	0	0	0	31
	0	100	21	0	3	0	0	1	3	0	0	0	0	128
22:00	1	21	4	0	2	0	0	0	1	0	0	0	0	29
22:15	0	12	5	0	1	0	0	0	1	0	0	0	0	19
22:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18
22:45	0	10	2	0	0	2	0	0	1	0	0	0	0	15
	1	59	13	0	3	2	0	0	3	0	0	0	0	81
23:00	0	7	0	0	0	0	0	1	0	0	0	0	0	8
23:15	0	8	3	0	0	1	0	0	0	0	0	0	0	12
23:30	1	5	2	0	0	0	0	0	3	0	0	0	0	11
23:45	0	5	0	0	1	1	0	0	0	0	0	0	0	7
	1	25	5	0	1	2	0	1	3	0	0	0	0	38
Total	31	1823	569	17	135	16	0	39	75	1	0	0	0	2706
Percent	1.1%	67.4%	21.0%	0.6%	5.0%	0.6%	0.0%	1.4%	2.8%	0.0%	0.0%	0.0%	0.0%	
Grand Total	54	2881	1108	46	277	26	0	59	130	1	0	1	0	4583
Percent	1.2%	62.9%	24.2%	1.0%	6.0%	0.6%	0.0%	1.3%	2.8%	0.0%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 2 500 ft. East of SR 71

East

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/20/11	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	5	0	0	1	0	0	0	0	0	0	0	0	6
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	16	1	0	1	0	0	0	0	0	0	0	0	18
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	1	3	1	0	1	1	0	0	0	0	0	0	0	7
03:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	1	5	1	0	3	1	0	0	0	0	0	0	0	11
04:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	3	1	0	1	0	0	0	0	0	0	0	0	5
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	5	2	0	1	0	0	0	1	0	0	0	0	9
05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
05:15	0	1	1	0	0	0	0	1	0	0	0	0	0	3
05:30	0	4	0	0	1	1	0	0	1	0	0	0	0	7
05:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	0	17	3	0	1	1	0	1	1	0	0	0	0	24
06:00	0	7	4	1	3	0	0	0	1	0	0	0	0	16
06:15	0	12	4	3	2	0	0	1	0	0	0	0	0	22
06:30	0	21	8	0	4	0	0	0	0	0	0	0	0	33
06:45	0	31	9	2	3	0	0	1	0	0	0	0	0	46
	0	71	25	6	12	0	0	2	1	0	0	0	0	117
07:00	6	52	22	6	13	1	0	0	2	0	0	0	0	102
07:15	16	33	23	36	45	1	0	1	1	0	0	0	0	156
07:30	5	8	23	16	39	1	0	0	0	0	0	0	0	92
07:45	11	12	4	0	12	1	0	0	0	0	0	0	0	40
	38	105	72	58	109	4	0	1	3	0	0	0	0	390
08:00	9	9	4	1	3	0	0	0	0	0	0	0	0	26
08:15	4	7	4	1	3	0	0	0	0	0	0	0	0	19
08:30	1	2	1	0	1	0	0	0	0	0	0	0	0	5
08:45	2	3	1	3	4	0	0	0	0	0	0	0	0	13
	16	21	10	5	11	0	0	0	0	0	0	0	0	63
09:00	2	5	4	4	9	0	0	0	0	0	0	0	0	24
09:15	5	4	6	0	11	0	0	0	0	0	0	0	0	26
09:30	1	4	4	1	2	0	0	0	0	0	0	0	0	12
09:45	8	8	11	1	6	0	0	0	0	0	0	0	0	34
	16	21	25	6	28	0	0	0	0	0	0	0	0	96
10:00	6	7	5	0	3	1	0	0	0	0	0	0	0	22
10:15	3	8	7	2	7	1	0	0	0	0	0	0	0	28
10:30	1	16	6	0	6	0	0	1	0	0	0	0	0	30
10:45	0	12	8	1	0	0	0	0	1	0	0	0	0	22
	10	43	26	3	16	2	0	1	1	0	0	0	0	102
11:00	0	16	6	0	3	0	0	1	0	0	0	0	0	26
11:15	0	15	6	0	0	0	0	1	0	0	0	0	0	22
11:30	0	12	10	0	6	0	0	0	1	0	0	0	0	29
11:45	0	13	11	0	1	1	0	1	1	0	0	0	0	28
	0	56	33	0	10	1	0	3	2	0	0	0	0	105
Total	81	370	200	78	192	9	0	8	9	0	0	0	0	947
Percent	8.6%	39.1%	21.1%	8.2%	20.3%	1.0%	0.0%	0.8%	1.0%	0.0%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 2 500 ft. East of SR 71

East

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	19	8	0	3	0	0	1	2	0	0	0	0	33
12:15	0	19	6	1	4	1	0	1	2	0	0	0	0	34
12:30	0	20	10	1	3	0	0	1	0	0	0	0	0	35
12:45	0	17	7	1	4	1	0	1	0	0	0	0	0	31
	0	75	31	3	14	2	0	4	4	0	0	0	0	133
13:00	0	20	5	1	0	2	0	3	2	1	0	0	0	34
13:15	0	17	8	1	1	0	0	1	0	0	0	0	0	28
13:30	0	20	11	3	5	0	0	0	0	0	0	0	0	39
13:45	0	33	7	4	1	0	0	0	1	0	0	0	0	46
	0	90	31	9	7	2	0	4	3	1	0	0	0	147
14:00	0	39	5	3	3	0	0	0	1	0	0	0	0	51
14:15	0	41	9	0	0	0	0	2	1	0	0	0	0	53
14:30	1	26	14	0	2	0	0	0	1	0	0	0	0	44
14:45	0	21	12	1	4	0	0	0	0	0	0	0	0	38
	1	127	40	4	9	0	0	2	3	0	0	0	0	186
15:00	0	18	8	0	3	1	0	0	2	0	0	0	0	32
15:15	0	27	9	0	2	0	0	0	3	0	0	0	0	41
15:30	0	33	8	2	1	0	0	1	0	0	0	0	0	45
15:45	1	51	15	2	1	0	0	0	3	0	0	0	0	73
	1	129	40	4	7	1	0	1	8	0	0	0	0	191
16:00	1	33	7	1	2	2	0	1	0	0	0	0	0	47
16:15	1	42	12	0	5	0	0	1	0	0	0	0	0	61
16:30	1	33	16	0	3	1	0	1	1	0	0	0	0	56
16:45	2	30	8	1	6	0	0	0	0	0	0	0	0	47
	5	138	43	2	16	3	0	3	1	0	0	0	0	211
17:00	1	35	10	0	2	0	0	2	0	0	0	0	0	50
17:15	1	49	13	0	2	1	0	2	0	0	0	0	0	68
17:30	0	50	13	0	2	2	0	1	1	0	0	0	0	69
17:45	1	43	14	0	0	1	0	1	1	0	0	0	0	61
	3	177	50	0	6	4	0	6	2	0	0	0	0	248
18:00	2	28	12	0	0	0	0	0	0	0	0	0	0	42
18:15	2	36	8	0	1	0	0	0	1	0	0	0	0	48
18:30	1	35	10	0	1	1	0	0	0	0	0	0	0	48
18:45	0	33	3	1	0	0	0	0	1	0	0	0	0	38
	5	132	33	1	2	1	0	0	2	0	0	0	0	176
19:00	1	29	8	0	3	0	0	1	0	0	0	0	0	42
19:15	1	39	4	0	2	0	0	0	0	0	0	0	0	46
19:30	0	34	8	0	3	0	0	1	0	0	0	0	0	46
19:45	0	17	10	0	1	0	0	0	0	0	0	0	0	28
	2	119	30	0	9	0	0	2	0	0	0	0	0	162
20:00	1	32	2	0	0	0	0	0	0	0	0	0	0	35
20:15	0	35	11	0	1	0	0	0	0	0	0	0	0	47
20:30	1	23	7	0	0	0	0	0	0	0	0	0	0	31
20:45	1	10	4	0	1	0	0	0	0	0	0	0	0	16
	3	100	24	0	2	0	0	0	0	0	0	0	0	129
21:00	0	27	4	0	0	0	0	0	0	0	0	0	0	31
21:15	0	20	4	0	0	0	0	0	1	0	0	0	0	25
21:30	0	13	5	0	0	0	0	0	0	0	0	0	0	18
21:45	0	12	2	0	1	0	0	0	0	0	0	0	0	15
	0	72	15	0	1	0	0	0	1	0	0	0	0	89
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
22:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
22:30	1	8	4	0	0	0	0	0	0	0	0	0	0	13
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	1	32	8	0	0	0	0	0	0	0	0	0	0	41
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:15	0	3	1	0	1	0	0	0	0	0	0	0	0	5
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:45	1	1	1	0	0	0	0	0	0	0	0	0	0	3
	1	10	3	0	1	0	0	0	0	0	0	0	0	15
Total	22	1201	348	23	74	13	0	22	24	1	0	0	0	1728
Percent	1.3%	69.5%	20.1%	1.3%	4.3%	0.8%	0.0%	1.3%	1.4%	0.1%	0.0%	0.0%	0.0%	
Grand Total	103	1571	548	101	266	22	0	30	33	1	0	0	0	2675
Percent	3.9%	58.7%	20.5%	3.8%	9.9%	0.8%	0.0%	1.1%	1.2%	0.0%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 2 500 ft. East of SR 71

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/20/11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	2	0	1	0	0	0	0	0	0	0	0	5
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	2	0	1	0	0	0	0	0	0	0	0	6
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	1	1	0	0	0	0	0	0	0	0	0	4
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	1	4	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	2	3	0	0	0	0	1	0	0	0	0	0	6
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	2	6	0	0	0	0	1	0	0	0	0	0	9
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	0	4	5	0	1	0	0	0	0	0	0	0	0	10
05:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
05:15	0	3	8	0	2	0	0	0	0	0	0	0	0	13
05:30	0	0	7	1	2	0	0	1	0	0	0	0	0	11
05:45	0	0	8	0	6	0	0	0	0	0	0	0	0	14
	0	5	27	1	10	0	0	1	0	0	0	0	0	44
06:00	0	0	5	0	3	0	0	1	0	0	0	0	0	9
06:15	0	2	13	0	6	0	0	0	0	0	0	0	0	21
06:30	0	4	13	0	15	0	0	0	0	0	0	0	0	32
06:45	0	6	26	0	5	0	0	1	1	0	0	0	0	39
	0	12	57	0	29	0	0	2	1	0	0	0	0	101
07:00	4	18	59	6	26	0	0	1	2	0	0	0	0	116
07:15	16	33	19	39	25	1	0	1	1	0	0	0	0	135
07:30	25	60	31	42	26	2	0	2	2	0	0	0	0	190
07:45	32	25	12	9	19	0	0	0	0	0	0	0	0	97
	77	136	121	96	96	3	0	4	5	0	0	0	0	538
08:00	17	13	8	2	5	0	0	0	0	0	0	0	0	45
08:15	5	8	8	4	16	0	0	0	0	0	0	0	0	41
08:30	3	8	7	2	19	0	0	0	0	0	0	0	0	39
08:45	7	12	8	2	2	0	0	0	0	0	0	0	0	31
	32	41	31	10	42	0	0	0	0	0	0	0	0	156
09:00	20	11	2	0	2	1	0	0	2	0	0	0	0	38
09:15	11	11	1	0	1	1	0	0	2	0	0	0	0	27
09:30	14	11	2	0	1	1	0	0	0	0	0	0	0	29
09:45	14	8	2	0	2	0	0	0	3	0	0	0	0	29
	59	41	7	0	6	3	0	0	7	0	0	0	0	123
10:00	18	9	3	0	1	0	0	1	0	0	0	0	0	32
10:15	9	5	2	0	1	0	0	0	0	0	0	0	0	17
10:30	1	14	5	0	3	0	0	1	1	0	0	0	0	25
10:45	0	9	5	1	1	0	0	0	1	0	0	0	0	17
	28	37	15	1	6	0	0	2	2	0	0	0	0	91
11:00	1	9	8	1	5	2	0	2	2	0	0	0	0	30
11:15	0	6	11	0	6	0	0	1	0	0	0	0	0	24
11:30	0	8	9	0	10	0	0	2	0	0	0	0	0	29
11:45	1	14	11	0	9	0	0	1	1	0	0	0	0	37
	2	37	39	1	30	2	0	6	3	0	0	0	0	120
Total	198	321	315	110	221	8	0	16	18	0	0	0	0	1207
Percent	16.4%	26.6%	26.1%	9.1%	18.3%	0.7%	0.0%	1.3%	1.5%	0.0%	0.0%	0.0%	0.0%	

SR 2 500 ft.
East of SR 71

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	12	12	0	5	0	0	0	2	0	0	0	0	31
12:15	0	17	6	0	5	0	0	1	1	0	0	0	0	30
12:30	0	9	11	0	5	0	0	1	2	0	0	0	0	28
12:45	0	5	10	1	6	2	0	2	1	0	0	0	0	27
	0	43	39	1	21	2	0	4	6	0	0	0	0	116
13:00	0	17	5	1	7	1	0	1	0	0	0	0	0	32
13:15	0	10	13	0	7	0	0	1	4	0	0	0	0	35
13:30	1	5	8	2	4	1	0	1	1	0	0	0	0	23
13:45	0	12	10	2	4	0	0	1	2	0	0	0	0	31
	1	44	36	5	22	2	0	4	7	0	0	0	0	121
14:00	0	8	18	0	2	0	0	0	0	0	0	0	0	28
14:15	0	11	14	1	3	0	0	1	1	0	0	0	0	31
14:30	0	54	44	8	9	1	0	2	2	0	0	0	0	120
14:45	0	3	19	1	12	1	0	1	3	0	0	0	0	40
	0	76	95	10	26	2	0	4	6	0	0	0	0	219
15:00	0	15	31	3	13	0	0	2	0	0	0	0	0	64
15:15	1	15	20	2	4	1	0	0	3	0	0	0	0	46
15:30	1	25	34	1	11	0	0	1	1	0	0	0	0	74
15:45	2	14	18	0	6	0	0	1	0	0	0	0	0	41
	4	69	103	6	34	1	0	4	4	0	0	0	0	225
16:00	2	22	28	1	15	0	0	0	3	0	0	0	0	71
16:15	1	19	17	2	8	0	0	1	2	0	0	0	0	50
16:30	0	6	25	4	9	0	0	2	2	0	0	0	0	48
16:45	1	7	29	2	6	1	0	1	0	0	0	0	0	47
	4	54	99	9	38	1	0	4	7	0	0	0	0	216
17:00	0	11	17	0	8	0	0	0	0	0	0	0	0	36
17:15	0	16	26	1	7	0	0	1	1	0	0	0	0	52
17:30	2	27	30	1	9	0	0	0	0	0	0	0	0	69
17:45	1	30	35	1	7	0	0	2	1	0	0	0	0	77
	3	84	108	3	31	0	0	3	2	0	0	0	0	234
18:00	1	26	31	0	3	1	0	1	0	0	0	0	0	63
18:15	0	10	18	0	9	0	0	2	1	0	0	0	0	40
18:30	0	12	20	0	1	0	0	0	0	0	0	0	0	33
18:45	0	13	9	0	4	0	0	1	0	0	0	0	0	27
	1	61	78	0	17	1	0	4	1	0	0	0	0	163
19:00	0	13	16	0	3	0	0	0	1	0	0	0	0	33
19:15	1	10	10	0	6	0	0	0	0	0	0	0	0	27
19:30	0	13	23	0	6	0	0	1	0	0	0	0	0	43
19:45	0	8	12	2	2	0	0	0	0	0	0	0	0	24
	1	44	61	2	17	0	0	1	1	0	0	0	0	127
20:00	1	10	7	0	6	1	0	0	0	0	0	0	0	25
20:15	0	5	13	0	2	0	0	0	0	0	0	0	0	20
20:30	0	14	18	0	2	0	0	0	0	0	0	0	0	34
20:45	1	6	6	0	3	0	0	0	0	0	0	0	0	16
	2	35	44	0	13	1	0	0	0	0	0	0	0	95
21:00	0	5	5	0	1	0	0	0	0	0	0	0	0	11
21:15	0	9	2	0	1	1	0	0	0	0	0	0	0	13
21:30	0	6	3	0	2	0	0	0	0	0	0	0	0	11
21:45	1	4	0	0	2	0	0	0	0	0	0	0	0	7
	1	24	10	0	6	1	0	0	0	0	0	0	0	42
22:00	0	5	2	0	0	0	0	0	1	0	0	0	0	8
22:15	0	1	2	0	0	0	0	1	0	0	0	0	0	4
22:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
22:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5
	0	12	8	0	1	0	0	1	1	0	0	0	0	23
23:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
23:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5
23:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:45	0	2	1	1	1	0	0	0	0	0	0	0	0	5
	0	6	6	1	2	0	0	0	0	0	0	0	0	15
Total	17	552	687	37	228	11	0	29	35	0	0	0	0	1596
Percent	1.1%	34.6%	43.0%	2.3%	14.3%	0.7%	0.0%	1.8%	2.2%	0.0%	0.0%	0.0%	0.0%	
Grand Total	215	873	1002	147	449	19	0	45	53	0	0	0	0	2803
Percent	7.7%	31.1%	35.7%	5.2%	16.0%	0.7%	0.0%	1.6%	1.9%	0.0%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 2 400 ft. West of Kinnamon Dr.

East

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/21/11	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	5	0	0	2	0	0	0	0	0	0	0	0	7
00:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	11	0	0	3	0	0	0	0	0	0	0	0	14
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	3	2	0	1	0	0	0	0	0	0	0	0	6
06:30	0	1	2	0	1	0	0	0	0	0	0	0	0	4
06:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
07:00	0	2	2	1	0	0	0	0	0	0	0	0	0	5
07:15	0	5	7	0	1	0	0	0	0	0	0	0	0	13
07:30	0	10	13	1	2	0	0	0	0	0	0	0	0	26
07:45	0	12	9	0	1	0	0	0	0	0	0	0	0	22
08:00	0	14	4	1	0	0	0	0	0	0	0	0	0	19
08:15	0	3	4	0	3	0	0	0	0	0	0	0	0	10
08:30	0	7	10	0	6	0	0	1	2	0	0	0	0	26
08:45	0	36	27	1	10	0	0	1	2	0	0	0	0	77
09:00	0	4	2	0	1	2	0	2	2	0	0	0	0	13
09:15	0	6	3	1	4	0	0	0	1	0	0	0	0	15
09:30	0	7	5	0	2	0	0	2	0	0	0	0	0	16
09:45	0	3	3	1	2	1	0	0	0	0	0	0	0	10
10:00	0	20	13	2	9	3	0	2	5	0	0	0	0	54
10:15	3	6	0	0	0	1	0	0	0	0	0	0	0	10
10:30	0	8	4	0	1	0	0	0	1	0	0	0	0	14
10:45	0	7	2	1	0	1	0	0	0	0	0	0	0	11
11:00	0	9	5	0	3	1	0	1	0	0	0	0	0	19
11:15	3	30	11	1	4	3	0	1	1	0	0	0	0	54
11:30	0	4	7	0	2	0	0	0	0	0	0	0	0	13
11:45	0	6	1	0	1	1	0	1	0	0	0	0	0	10
12:00	0	6	3	0	1	1	0	0	1	0	0	0	0	12
12:15	0	7	4	0	0	0	0	2	1	0	0	0	0	14
12:30	0	23	15	0	4	2	0	3	2	0	0	0	0	49
12:45	0	4	5	0	4	0	0	0	3	1	0	0	0	17
13:00	0	7	3	2	1	0	0	0	1	0	0	0	0	14
13:15	0	5	3	0	1	0	0	0	0	0	0	0	0	9
13:30	0	6	7	0	0	0	0	2	0	0	0	0	0	15
13:45	0	6	7	0	0	0	0	2	0	0	0	0	0	15
14:00	0	22	18	2	6	0	0	2	4	1	0	0	0	55
Total	3	161	104	7	39	8	0	9	14	1	0	0	0	346
Percent	0.9%	46.5%	30.1%	2.0%	11.3%	2.3%	0.0%	2.6%	4.0%	0.3%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 2 400 ft. West of Kinnamon Dr.

East

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	5	6	0	2	0	0	0	0	0	0	0	0	13
12:15	0	6	6	0	1	0	0	0	0	0	0	0	0	13
12:30	0	3	2	0	0	1	0	0	0	0	0	0	0	6
12:45	0	3	3	0	4	0	0	0	0	0	0	0	0	10
	0	17	17	0	7	1	0	0	0	0	0	0	0	42
13:00	0	6	6	0	2	0	0	1	1	0	0	0	0	16
13:15	0	15	8	0	1	0	0	0	1	0	0	0	0	25
13:30	0	5	4	0	1	0	0	0	0	0	0	0	0	10
13:45	0	7	4	0	1	0	0	0	0	0	0	0	0	12
	0	33	22	0	5	0	0	1	2	0	0	0	0	63
14:00	0	9	1	0	2	0	0	0	0	0	0	0	0	12
14:15	0	8	4	0	3	0	0	0	2	0	0	0	0	17
14:30	0	12	4	0	2	0	0	1	3	0	0	0	0	22
14:45	1	9	7	1	0	0	0	0	0	0	0	0	0	18
	1	38	16	1	7	0	0	1	5	0	0	0	0	69
15:00	1	7	7	0	0	0	0	0	0	0	0	0	0	15
15:15	0	10	7	0	0	0	0	0	0	0	0	0	0	17
15:30	0	13	4	0	0	0	0	0	0	0	0	0	0	17
15:45	0	9	4	0	2	0	0	0	2	0	0	0	0	17
	1	39	22	0	2	0	0	0	2	0	0	0	0	66
16:00	0	6	8	1	2	0	0	0	0	0	0	0	0	17
16:15	0	11	13	2	4	0	0	0	0	0	0	0	0	30
16:30	0	11	8	0	4	0	0	1	0	0	0	0	0	24
16:45	1	19	6	0	3	0	0	0	0	0	0	0	0	29
	1	47	35	3	13	0	0	1	0	0	0	0	0	100
17:00	1	15	10	0	5	0	0	0	1	0	0	0	0	32
17:15	1	19	10	0	4	0	0	0	0	0	0	0	0	34
17:30	0	9	5	0	3	0	0	0	0	0	0	0	0	17
17:45	0	19	3	0	3	0	0	1	0	0	0	0	0	26
	2	62	28	0	15	0	0	1	1	0	0	0	0	109
18:00	0	11	3	0	3	0	0	1	0	0	0	0	0	18
18:15	0	19	5	0	2	0	0	0	0	0	0	0	0	26
18:30	0	11	4	0	1	0	0	0	0	0	0	0	0	16
18:45	0	10	7	0	2	0	0	0	0	0	0	0	0	19
	0	51	19	0	8	0	0	1	0	0	0	0	0	79
19:00	0	11	3	0	2	0	0	0	1	0	0	0	0	17
19:15	0	9	1	0	4	1	0	1	0	0	0	0	0	16
19:30	0	16	4	0	0	0	0	0	0	0	0	0	0	20
19:45	0	11	1	0	1	0	0	0	0	0	0	0	0	13
	0	47	9	0	7	1	0	1	1	0	0	0	0	66
20:00	0	10	5	0	2	0	0	0	0	0	0	0	0	17
20:15	0	3	3	0	1	0	0	0	0	0	0	0	0	7
20:30	0	5	4	0	1	0	0	0	0	0	0	0	0	10
20:45	0	2	2	0	1	0	0	0	0	0	0	0	0	5
	0	20	14	0	5	0	0	0	0	0	0	0	0	39
21:00	0	8	1	0	0	0	0	1	0	0	0	0	0	10
21:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
21:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10
21:45	0	6	2	0	1	0	0	0	0	0	0	0	0	9
	0	30	8	0	1	0	0	1	0	0	0	0	0	40
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:15	0	3	0	0	0	0	0	0	1	0	0	0	0	4
22:30	0	3	1	1	1	0	0	0	0	0	0	0	0	6
22:45	0	5	1	1	0	0	0	0	0	0	0	0	0	7
	0	14	3	2	1	0	0	0	1	0	0	0	0	21
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	0	0	1	0	0	0	0	1	0	0	0	0	0	2
Total	5	398	194	6	71	2	0	8	12	0	0	0	0	696
Percent	0.7%	57.2%	27.9%	0.9%	10.2%	0.3%	0.0%	1.1%	1.7%	0.0%	0.0%	0.0%	0.0%	
Grand Total	8	559	298	13	110	10	0	17	26	1	0	0	0	1042
Percent	0.8%	53.6%	28.6%	1.2%	10.6%	1.0%	0.0%	1.6%	2.5%	0.1%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 2 400 ft. West of Kinnamon Dr.

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/21/11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	1	0	0	0	1	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	1	0	0	0	0	2
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
05:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:15	0	12	3	0	0	0	0	0	0	0	0	0	0	15
06:30	0	3	0	1	0	0	0	0	0	0	0	0	0	4
06:45	0	4	1	0	1	0	0	0	0	0	0	0	0	6
07:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
07:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	15	3	1	1	0	0	0	0	0	0	0	0	20
07:45	0	4	2	0	0	0	0	0	1	0	0	0	0	7
08:00	1	10	5	0	0	0	0	0	1	0	0	0	0	17
08:15	0	26	4	0	1	0	0	0	0	0	0	0	0	31
08:30	1	22	9	0	0	1	0	0	0	0	0	0	0	33
08:45	2	62	20	0	1	1	0	0	2	0	0	0	0	88
09:00	1	12	3	0	3	1	0	0	0	0	0	0	0	20
09:15	0	15	4	0	0	0	0	0	1	0	0	0	0	20
09:30	0	10	2	0	1	1	0	0	1	0	0	0	0	15
09:45	0	14	3	0	1	0	0	0	1	0	0	0	0	19
10:00	1	51	12	0	5	2	0	0	3	0	0	0	0	74
10:15	0	16	1	0	1	0	0	1	1	0	0	0	0	20
10:30	0	4	5	0	0	1	0	0	1	0	0	0	0	11
10:45	0	13	2	0	1	1	0	0	0	0	0	0	0	17
11:00	1	12	3	0	0	0	0	0	3	0	0	0	0	19
11:15	0	45	11	0	2	2	0	1	5	0	0	0	0	67
11:30	0	8	2	0	1	0	0	0	0	0	0	0	0	11
11:45	0	11	5	0	0	0	0	0	0	0	0	0	0	16
12:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
12:15	0	12	3	0	0	0	0	0	0	0	0	0	0	15
12:30	0	42	14	0	1	0	0	0	0	0	0	0	0	57
12:45	0	9	3	0	0	2	0	0	0	0	0	0	0	14
13:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
13:15	0	6	7	0	1	1	0	0	3	0	0	0	0	18
13:30	1	10	2	0	2	0	0	0	1	0	0	0	0	16
13:45	1	37	14	0	3	3	0	0	4	0	0	0	0	62
Total	5	273	77	1	13	9	0	1	15	0	0	0	0	394
Percent	1.3%	69.3%	19.5%	0.3%	3.3%	2.3%	0.0%	0.3%	3.8%	0.0%	0.0%	0.0%	0.0%	

SR 2 400 ft. West
of Kinnamon Dr.

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	12	5	0	0	0	0	0	1	0	0	0	0	18
12:15	0	8	3	0	1	0	0	0	0	0	0	0	0	12
12:30	0	10	4	0	0	0	0	0	0	0	0	0	0	14
12:45	0	12	4	0	2	1	0	0	1	0	0	0	0	20
	0	42	16	0	3	1	0	0	2	0	0	0	0	64
13:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
13:15	0	14	5	0	1	0	0	0	0	0	0	0	0	20
13:30	0	8	1	0	0	0	0	0	1	0	0	0	0	10
13:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
	0	44	10	0	1	0	0	0	1	0	0	0	0	56
14:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5
14:15	0	16	5	0	1	0	0	0	0	0	0	0	0	22
14:30	0	14	3	0	0	1	0	0	0	0	0	0	0	18
14:45	0	14	4	0	0	0	0	0	1	0	0	0	1	20
	1	48	12	0	1	1	0	0	1	0	0	0	1	65
15:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15
15:15	0	14	2	0	0	0	0	0	0	0	0	0	0	16
15:30	0	28	1	0	1	0	0	1	0	0	0	0	0	31
15:45	0	15	4	0	1	0	0	0	1	0	0	0	0	21
	0	70	8	0	3	0	0	1	1	0	0	0	0	83
16:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
16:15	1	20	3	0	2	0	0	2	0	0	0	0	0	28
16:30	1	13	3	0	0	1	0	0	0	0	0	0	0	18
16:45	0	16	2	0	0	0	0	1	0	0	0	0	0	19
	2	72	11	0	2	1	0	3	0	0	0	0	0	91
17:00	0	23	5	0	0	1	0	0	0	0	0	0	0	29
17:15	0	30	5	0	1	0	0	0	1	0	0	0	0	37
17:30	1	21	7	0	1	0	0	0	0	0	0	0	0	30
17:45	0	17	4	0	0	0	0	0	2	0	0	0	0	23
	1	91	21	0	2	1	0	0	3	0	0	0	0	119
18:00	4	15	3	0	0	0	0	0	0	0	0	0	0	22
18:15	0	20	4	0	1	0	0	0	0	0	0	0	0	25
18:30	0	11	4	0	1	0	0	0	0	0	0	0	0	16
18:45	0	13	3	0	0	0	0	0	0	0	0	0	0	16
	4	59	14	0	2	0	0	0	0	0	0	0	0	79
19:00	2	11	2	0	0	0	0	0	0	0	0	0	0	15
19:15	0	11	0	0	0	0	0	0	1	0	0	0	0	12
19:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
19:45	0	11	6	0	0	1	0	0	0	0	0	0	0	18
	2	39	10	0	0	1	0	0	1	0	0	0	0	53
20:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
20:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
20:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12
20:45	0	8	0	0	1	0	0	0	0	0	0	0	0	9
	0	30	5	0	1	0	0	0	0	0	0	0	0	36
21:00	0	8	1	0	0	0	0	0	1	0	0	0	0	10
21:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12
21:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	0	31	2	0	0	0	0	0	1	0	0	0	0	34
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	15	0	0	0	0	0	0	0	0	0	0	0	15
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3
23:30	0	3	0	0	0	0	0	0	1	0	0	0	0	4
23:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	5	1	0	0	0	0	0	2	0	0	0	0	8
Total	10	546	110	0	15	5	0	4	12	0	0	0	1	703
Percent	1.4%	77.7%	15.6%	0.0%	2.1%	0.7%	0.0%	0.6%	1.7%	0.0%	0.0%	0.0%	0.1%	
Grand Total	15	819	187	1	28	14	0	5	27	0	0	0	1	1097
Percent	1.4%	74.7%	17.0%	0.1%	2.6%	1.3%	0.0%	0.5%	2.5%	0.0%	0.0%	0.0%	0.1%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

S.R. 71 1500 ft.
South of Dawnville Rd.

North														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/11/11	0	4	1	0	0	1	0	0	0	0	0	0	0	6
00:15	0	3	4	0	0	0	0	0	0	0	0	0	0	7
00:30	0	6	6	0	0	0	0	0	0	0	0	0	0	12
00:45	0	2	1	0	0	0	0	1	0	0	0	0	0	4
	0	15	12	0	0	1	0	1	0	0	0	0	0	29
01:00	0	1	1	0	0	0	0	0	1	0	0	0	0	3
01:15	0	4	4	0	0	0	0	0	0	0	0	0	0	8
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	9	5	0	0	0	0	0	1	0	0	0	0	15
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	1	0	1	0	0	0	0	0	0	0	0	4
02:45	0	1	1	0	1	0	0	0	0	0	0	0	0	3
	0	6	3	0	2	0	0	0	0	0	0	0	0	11
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	3	5	0	0	0	0	0	0	0	0	0	0	8
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
	0	3	1	0	1	0	0	0	0	0	0	0	0	5
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:30	0	4	1	0	1	0	0	0	0	0	0	0	0	6
05:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	0	9	5	0	1	0	0	0	0	0	0	0	0	15
06:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
06:15	0	16	7	0	1	0	0	0	0	0	0	0	0	24
06:30	1	27	10	0	4	0	0	0	0	0	0	0	0	42
06:45	1	25	17	2	3	0	0	2	1	0	0	0	0	51
	2	73	37	2	8	0	0	2	1	0	0	0	0	125
07:00	1	38	31	1	7	0	0	2	0	0	0	0	0	80
07:15	0	39	38	0	11	0	0	1	0	0	0	0	0	89
07:30	1	32	14	0	6	3	0	1	0	0	0	0	0	57
07:45	2	31	24	2	11	0	0	1	0	0	0	0	0	71
	4	140	107	3	35	3	0	5	0	0	0	0	0	297
08:00	2	19	22	1	9	1	0	2	1	0	0	0	0	57
08:15	3	33	28	0	22	1	0	1	1	1	0	0	0	90
08:30	0	27	30	1	19	0	0	0	1	0	0	0	0	78
08:45	2	32	25	1	23	1	0	2	2	0	0	0	0	88
	7	111	105	3	73	3	0	5	5	1	0	0	0	313
09:00	0	35	38	2	27	1	0	2	0	0	0	0	0	105
09:15	1	31	28	3	30	1	0	1	0	0	0	0	0	95
09:30	0	35	24	5	20	0	0	3	0	0	0	0	0	87
09:45	0	32	18	11	32	0	0	0	0	0	0	0	0	93
	1	133	108	21	109	2	0	6	0	0	0	0	0	380
10:00	0	24	19	1	26	1	0	0	0	0	0	0	0	71
10:15	1	34	21	4	21	0	0	1	0	0	0	0	0	82
10:30	0	28	13	1	2	0	0	0	0	0	0	0	0	44
10:45	2	44	20	0	7	0	0	0	0	0	0	0	0	73
	3	130	73	6	56	1	0	1	0	0	0	0	0	270
11:00	1	55	29	1	14	0	0	0	0	0	0	0	0	100
11:15	0	58	27	2	4	1	0	1	0	0	0	0	0	93
11:30	1	65	20	1	11	1	0	1	1	0	0	0	0	101
11:45	1	68	28	1	6	1	0	1	1	1	0	0	0	108
	3	246	104	5	35	3	0	3	2	1	0	0	0	402
Total	20	878	565	40	320	13	0	23	9	2	0	0	0	1870
Percent	1.1%	47.0%	30.2%	2.1%	17.1%	0.7%	0.0%	1.2%	0.5%	0.1%	0.0%	0.0%	0.0%	

S.R. 71 1500 ft.
South of Dawnville Rd.

North	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	12 PM	3	73	31	1	12	2	0	1	1	0	0	0	0	124
	12:15	3	84	30	2	11	1	0	1	1	0	0	0	0	133
	12:30	1	77	32	1	9	2	0	1	1	0	0	0	0	124
	12:45	1	88	30	2	13	1	0	1	1	0	0	0	0	137
		8	322	123	6	45	6	0	4	4	0	0	0	0	518
	13:00	2	73	26	1	9	1	0	1	1	0	0	0	0	114
	13:15	1	67	21	3	14	2	0	1	1	0	0	0	0	110
	13:30	2	75	29	1	9	1	0	1	1	0	0	0	0	119
	13:45	1	70	32	2	8	1	0	1	1	0	0	0	0	116
		6	285	108	7	40	5	0	4	4	0	0	0	0	459
	14:00	4	80	34	2	10	2	0	1	1	0	0	0	0	134
	14:15	1	88	28	1	10	1	0	2	1	0	0	0	0	132
	14:30	1	67	20	1	6	1	0	2	1	0	0	0	0	99
	14:45	1	79	33	1	6	2	0	1	1	0	0	0	0	124
		7	314	115	5	32	6	0	6	4	0	0	0	0	489
	15:00	3	104	31	2	7	1	0	2	1	0	0	0	0	151
	15:15	1	98	41	3	15	1	0	2	1	0	0	0	0	162
	15:30	1	88	41	1	9	1	0	2	1	0	0	0	0	144
	15:45	2	126	44	1	11	1	0	1	1	0	0	0	0	187
		7	416	157	7	42	4	0	7	4	0	0	0	0	644
	16:00	1	100	41	2	16	1	0	2	1	0	0	0	0	164
	16:15	2	110	44	2	11	1	0	2	1	0	0	0	0	173
	16:30	1	102	34	1	8	1	0	3	1	0	0	0	0	151
	16:45	4	100	44	1	8	1	0	1	1	0	0	0	0	160
		8	412	163	6	43	4	0	8	4	0	0	0	0	648
	17:00	1	98	47	2	11	1	0	4	1	0	0	0	0	165
	17:15	4	126	40	1	12	2	0	1	1	0	0	0	0	187
	17:30	2	127	48	2	14	1	0	4	1	0	0	0	0	199
	17:45	1	105	43	3	14	1	0	2	1	0	0	0	0	170
		8	456	178	8	51	5	0	11	4	0	0	0	0	721
	18:00	2	85	46	2	8	3	0	2	1	0	0	0	0	149
	18:15	2	97	39	1	15	1	0	5	1	0	0	0	0	161
	18:30	1	81	54	2	10	1	0	4	2	0	0	0	0	155
	18:45	1	73	43	3	12	1	0	4	1	0	0	0	0	138
		6	336	182	8	45	6	0	15	5	0	0	0	0	603
	19:00	4	76	47	4	10	2	0	2	1	0	0	0	0	146
	19:15	2	94	44	2	16	1	0	4	1	0	0	0	0	164
	19:30	1	70	32	1	9	1	0	2	1	0	1	0	0	118
	19:45	1	55	27	2	6	1	0	1	1	0	0	0	0	94
		8	295	150	9	41	5	0	9	4	0	1	0	0	522
	20:00	1	54	27	1	10	1	0	2	1	0	0	0	0	97
	20:15	1	50	23	1	7	1	0	1	1	0	0	0	0	85
	20:30	2	44	20	1	5	1	0	1	1	0	0	0	0	75
	20:45	0	34	10	0	4	0	0	0	0	0	0	0	0	48
		4	182	80	3	26	3	0	4	3	0	0	0	0	305
	21:00	1	33	15	0	4	0	0	0	0	0	0	0	0	53
	21:15	1	35	13	0	2	0	0	1	0	0	0	0	0	52
	21:30	0	30	11	0	2	0	0	0	0	0	0	0	0	43
	21:45	1	26	13	0	2	0	0	0	0	0	0	0	0	42
		3	124	52	0	10	0	0	1	0	0	0	0	0	190
	22:00	1	28	16	0	3	0	0	0	0	0	0	0	0	48
	22:15	1	16	12	0	1	0	0	0	0	0	0	0	0	30
	22:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	22:45	0	14	4	0	1	0	0	0	0	0	0	0	0	19
		2	65	34	0	5	0	0	0	0	0	0	0	0	106
	23:00	0	13	10	0	3	0	0	0	0	0	0	0	0	26
	23:15	1	26	15	1	5	0	0	0	0	0	0	0	0	48
	23:30	0	11	6	0	1	0	0	0	0	0	0	0	0	18
	23:45	0	4	4	0	0	0	0	0	0	0	0	0	0	8
		1	54	35	1	9	0	0	0	0	0	0	0	0	100
	Total	68	3261	1377	60	389	44	0	69	36	0	1	0	0	5305
	Percent	1.3%	61.5%	26.0%	1.1%	7.3%	0.8%	0.0%	1.3%	0.7%	0.0%	0.0%	0.0%	0.0%	
	Grand Total	88	4139	1942	100	709	57	0	92	45	2	1	0	0	7175
	Percent	1.2%	57.7%	27.1%	1.4%	9.9%	0.8%	0.0%	1.3%	0.6%	0.0%	0.0%	0.0%	0.0%	

S.R. 71 1500 ft.
South of Dawnville Rd.

South

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/11/11	0	31	7	0	4	0	0	0	1	0	0	0	0	43
00:15	0	50	9	0	3	0	0	0	0	0	0	0	0	62
00:30	0	36	10	0	2	0	0	0	0	0	0	0	0	48
00:45	0	19	6	0	1	0	0	0	0	0	0	0	0	26
	0	136	32	0	10	0	0	0	1	0	0	0	0	179
01:00	0	22	5	0	1	0	0	0	1	0	0	0	0	29
01:15	0	18	2	0	1	1	0	0	0	0	0	0	0	22
01:30	0	16	3	0	1	1	0	0	0	0	0	0	0	21
01:45	0	15	3	0	1	0	0	0	0	0	0	0	0	19
	0	71	13	0	4	2	0	0	1	0	0	0	0	91
02:00	0	10	2	0	0	0	0	0	1	0	0	0	0	13
02:15	0	7	1	0	0	1	0	0	0	0	0	0	0	9
02:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
02:45	0	8	1	0	0	0	0	0	1	0	0	0	0	10
	0	31	6	0	0	1	0	0	2	0	0	0	0	40
03:00	0	11	6	1	2	0	0	0	0	0	0	0	0	20
03:15	0	12	2	0	1	0	0	0	0	0	0	0	0	15
03:30	0	17	2	0	1	0	0	0	0	0	0	0	0	20
03:45	0	15	2	0	1	0	0	0	0	0	0	0	0	18
	0	55	12	1	5	0	0	0	0	0	0	0	0	73
04:00	0	11	3	0	1	0	0	0	0	0	0	0	0	15
04:15	0	19	3	0	1	2	0	0	0	0	0	0	0	25
04:30	0	18	2	0	0	0	0	0	0	0	0	0	0	20
04:45	0	36	7	0	2	0	0	0	2	0	0	0	0	47
	0	84	15	0	4	2	0	0	2	0	0	0	0	107
05:00	0	43	8	0	2	0	0	0	0	0	0	0	0	53
05:15	1	62	13	0	2	0	0	0	0	0	0	0	0	78
05:30	0	77	14	0	2	0	0	1	1	0	0	0	0	95
05:45	2	119	14	0	3	1	1	1	0	0	0	0	0	141
	3	301	49	0	9	1	1	2	1	0	0	0	0	367
06:00	1	118	23	0	3	0	0	2	1	0	0	0	0	148
06:15	5	236	34	1	2	1	0	2	0	0	0	0	0	281
06:30	4	271	29	2	3	2	0	2	1	0	0	0	0	314
06:45	6	296	45	0	4	3	0	4	0	0	0	0	2	360
	16	921	131	3	12	6	0	10	2	0	0	0	2	1103
07:00	6	224	39	1	8	3	0	4	1	0	0	0	2	288
07:15	5	245	34	5	8	5	1	5	2	2	0	1	0	313
07:30	5	332	29	1	8	4	0	8	2	3	1	1	1	395
07:45	3	304	51	1	5	2	0	7	1	3	2	0	0	379
	19	1105	153	8	29	14	1	24	6	8	3	2	3	1375
08:00	4	208	82	0	17	2	0	2	2	0	1	0	0	318
08:15	1	199	63	0	15	0	0	6	2	0	0	0	0	286
08:30	2	174	76	0	19	2	1	1	2	1	0	0	1	279
08:45	2	181	35	1	12	2	1	6	4	0	2	1	0	247
	9	762	256	1	63	6	2	15	10	1	3	1	1	1130
09:00	3	140	67	2	17	1	0	5	3	0	0	0	0	238
09:15	1	92	65	0	25	2	0	3	7	0	0	0	0	195
09:30	0	110	79	3	31	2	0	7	7	0	0	0	0	239
09:45	1	105	58	1	61	0	0	3	0	0	0	1	0	230
	5	447	269	6	134	5	0	18	17	0	0	1	0	902
10:00	1	115	76	1	30	3	0	5	1	0	1	0	0	233
10:15	2	124	67	2	17	1	0	3	1	0	0	0	0	217
10:30	4	172	32	1	7	2	0	2	2	0	0	0	2	224
10:45	3	171	21	1	8	6	0	3	2	0	0	0	0	215
	10	582	196	5	62	12	0	13	6	0	1	0	2	889
11:00	4	146	28	2	3	0	0	2	2	0	0	0	0	187
11:15	1	143	30	0	6	1	0	3	2	0	0	0	1	187
11:30	1	151	28	0	2	3	0	2	1	0	0	0	0	188
11:45	3	147	29	0	3	1	1	3	3	0	1	0	0	191
	9	587	115	2	14	5	1	10	8	0	1	0	1	753
Total	71	5082	1247	26	346	54	5	92	56	9	8	4	9	7009
Percent	1.0%	72.5%	17.8%	0.4%	4.9%	0.8%	0.1%	1.3%	0.8%	0.1%	0.1%	0.1%	0.1%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

S.R. 71 1500 ft.
South of Dawnville Rd.

South

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	3	130	30	0	6	5	0	1	3	1	1	0	0	180
12:15	1	126	22	1	5	0	0	7	1	1	0	0	0	164
12:30	1	153	24	0	3	3	0	1	0	0	0	0	0	185
12:45	1	146	13	0	3	1	0	2	1	0	1	0	0	168
	6	555	89	1	17	9	0	11	5	2	2	0	0	697
13:00	1	149	22	0	4	0	0	1	2	0	0	0	0	179
13:15	1	144	27	0	7	2	1	0	3	0	0	0	0	185
13:30	1	145	21	0	4	3	1	1	2	0	0	0	1	179
13:45	1	156	25	0	3	3	0	0	5	0	1	0	0	194
	4	594	95	0	18	8	2	2	12	0	1	0	1	737
14:00	3	157	29	0	8	1	0	4	1	0	0	0	1	204
14:15	2	162	33	0	4	1	1	1	3	0	0	0	0	207
14:30	5	195	29	1	4	0	0	1	0	1	1	0	1	238
14:45	2	150	28	1	4	0	0	1	0	0	0	0	0	186
	12	664	119	2	20	2	1	7	4	1	1	0	2	835
15:00	4	145	20	0	4	3	0	3	1	0	0	0	0	180
15:15	2	157	21	3	6	2	0	3	1	0	0	0	0	195
15:30	2	169	30	1	6	2	0	2	3	0	0	0	0	215
15:45	2	138	17	0	5	2	0	0	1	0	0	0	0	165
	10	609	88	4	21	9	0	8	6	0	0	0	0	755
16:00	2	133	20	1	6	3	0	3	1	0	0	0	0	169
16:15	4	150	26	1	4	1	0	3	1	0	0	0	0	190
16:30	5	149	27	1	6	2	0	1	2	0	0	0	0	193
16:45	4	153	21	2	4	3	0	1	2	0	0	1	1	192
	15	585	94	5	20	9	0	8	6	0	0	1	1	744
17:00	4	154	23	1	4	1	0	2	1	0	0	0	0	190
17:15	5	118	23	1	7	2	0	1	1	0	1	0	0	159
17:30	3	172	34	1	5	2	0	2	3	0	0	0	0	222
17:45	1	196	19	0	6	1	0	4	0	0	0	0	1	228
	13	640	99	3	22	6	0	9	5	0	1	0	1	799
18:00	5	169	26	0	3	2	0	5	2	0	0	0	0	212
18:15	5	151	21	1	3	1	0	1	2	0	0	0	0	185
18:30	2	194	34	0	6	0	0	1	0	0	0	0	0	237
18:45	1	157	22	1	2	3	0	1	0	0	0	0	0	187
	13	671	103	2	14	6	0	8	4	0	0	0	0	821
19:00	0	147	22	0	2	1	0	1	2	0	0	0	0	175
19:15	2	158	23	1	3	4	0	1	1	0	0	0	0	193
19:30	2	132	21	1	5	2	0	2	3	0	1	0	0	169
19:45	2	132	20	1	5	2	0	1	3	0	0	0	0	166
	6	569	86	3	15	9	0	5	9	0	1	0	0	703
20:00	4	130	31	1	4	1	0	3	1	0	0	0	0	175
20:15	3	154	23	1	6	2	0	2	1	0	0	0	0	192
20:30	3	147	27	1	6	1	0	1	1	0	0	0	0	187
20:45	2	148	27	1	6	1	0	1	2	0	0	0	0	188
	12	579	108	4	22	5	0	7	5	0	0	0	0	742
21:00	2	122	24	1	7	1	0	2	1	0	0	0	0	160
21:15	3	123	18	1	5	1	0	2	2	0	0	0	0	155
21:30	1	104	18	1	5	1	0	2	2	0	0	0	0	134
21:45	2	104	14	2	3	1	0	1	1	0	0	0	0	128
	8	453	74	5	20	4	0	7	6	0	0	0	0	577
22:00	2	92	16	1	4	1	0	1	2	0	0	0	0	119
22:15	2	112	20	2	4	1	0	1	3	0	0	0	0	145
22:30	3	121	17	0	3	0	0	0	1	0	0	0	0	145
22:45	0	74	10	0	2	0	0	0	0	0	0	0	0	86
	7	399	63	3	13	2	0	2	6	0	0	0	0	495
23:00	1	59	13	0	3	0	0	0	2	0	0	0	0	78
23:15	1	76	16	1	5	1	0	1	1	0	0	0	0	102
23:30	0	48	10	0	2	0	0	0	1	0	0	0	0	61
23:45	0	43	10	0	3	1	0	0	0	0	0	0	0	57
	2	226	49	1	13	2	0	1	4	0	0	0	0	298
Total	108	6544	1067	33	215	71	3	75	72	3	6	1	5	8203
Percent	1.3%	79.8%	13.0%	0.4%	2.6%	0.9%	0.0%	0.9%	0.9%	0.0%	0.1%	0.0%	0.1%	
Grand Total	179	11626	2314	59	561	125	8	167	128	12	14	5	14	15212
Percent	1.2%	76.4%	15.2%	0.4%	3.7%	0.8%	0.1%	1.1%	0.8%	0.1%	0.1%	0.0%	0.1%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 71 400 ft. North of Wheat Dr.

North

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/20/11	0	7	5	0	2	0	0	0	0	0	0	0	0	14
00:15	0	13	5	0	2	0	0	0	0	0	0	0	0	20
00:30	0	5	3	0	0	1	0	0	2	0	0	0	0	11
00:45	0	3	3	0	1	0	0	0	0	0	0	0	0	7
	0	28	16	0	5	1	0	0	2	0	0	0	0	52
01:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
01:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:30	0	2	4	0	1	0	0	0	0	0	0	0	0	7
01:45	0	3	3	0	1	1	0	0	1	0	0	0	0	9
	0	14	10	0	3	1	0	0	1	0	0	0	0	29
02:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
02:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:30	0	0	2	0	0	0	0	1	0	0	0	0	0	3
02:45	1	1	0	0	1	1	0	0	0	0	0	0	0	4
	1	5	6	0	1	1	0	1	0	0	0	0	0	15
03:00	0	6	5	1	1	0	0	2	1	0	0	0	0	16
03:15	0	1	2	0	1	0	0	1	0	0	0	0	0	5
03:30	0	1	3	0	0	0	0	0	0	0	0	0	0	4
03:45	1	3	2	1	0	1	0	0	0	0	0	0	0	8
	1	11	12	2	2	1	0	3	1	0	0	0	0	33
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	3	0	1	2	0	0	1	1	0	0	0	0	8
04:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
04:45	0	3	5	0	0	0	0	0	3	0	0	0	0	11
	0	13	8	1	2	0	0	1	4	0	0	0	0	29
05:00	0	3	2	0	2	0	0	1	0	0	0	0	0	8
05:15	0	5	3	0	2	0	0	1	0	0	0	0	0	11
05:30	0	5	3	0	1	1	0	1	0	0	0	0	0	11
05:45	0	7	4	1	0	0	0	0	0	0	0	0	0	12
	0	20	12	1	5	1	0	3	0	0	0	0	0	42
06:00	0	10	4	0	0	0	0	0	1	0	0	0	0	15
06:15	0	10	2	1	1	0	0	2	0	0	0	0	0	16
06:30	0	15	12	1	6	0	0	0	0	0	0	0	0	34
06:45	0	17	4	0	0	0	0	2	0	0	0	0	0	23
	0	52	22	2	7	0	0	4	1	0	0	0	0	88
07:00	1	22	14	2	3	0	0	0	0	0	0	0	0	42
07:15	0	24	34	1	4	1	0	4	1	0	0	0	0	69
07:30	0	31	35	0	9	0	0	1	1	0	0	0	0	77
07:45	0	13	24	5	9	0	0	0	1	0	0	0	0	52
	1	90	107	8	25	1	0	5	3	0	0	0	0	240
08:00	0	15	11	8	19	0	0	1	1	0	0	0	0	55
08:15	0	6	21	0	16	0	0	0	0	0	0	0	0	43
08:30	0	15	23	1	6	1	0	2	3	0	0	0	0	51
08:45	0	6	7	2	13	0	0	1	1	0	0	0	0	30
	0	42	62	11	54	1	0	4	5	0	0	0	0	179
09:00	0	9	12	4	20	0	0	1	1	0	0	0	0	47
09:15	0	6	21	3	12	1	0	0	0	0	0	0	0	43
09:30	1	6	22	1	17	0	0	2	0	0	0	0	0	49
09:45	0	14	33	2	9	1	0	1	0	0	0	0	0	60
	1	35	88	10	58	2	0	4	1	0	0	0	0	199
10:00	0	31	11	0	1	1	0	2	0	0	0	0	0	46
10:15	0	34	16	0	4	0	0	2	0	0	0	0	0	56
10:30	0	32	14	1	5	0	0	1	1	0	0	0	0	54
10:45	0	33	7	0	2	1	1	1	3	0	1	0	0	49
	0	130	48	1	12	2	1	6	4	0	1	0	0	205
11:00	0	40	11	0	4	0	0	4	3	0	0	0	0	62
11:15	0	34	8	0	5	0	0	4	1	0	0	0	0	52
11:30	0	28	10	1	4	0	0	3	0	0	0	0	0	46
11:45	0	47	13	0	5	0	0	3	0	0	0	0	0	68
	0	149	42	1	18	0	0	14	4	0	0	0	0	228
Total	4	589	433	37	192	11	1	45	26	0	1	0	0	1339
Percent	0.3%	44.0%	32.3%	2.8%	14.3%	0.8%	0.1%	3.4%	1.9%	0.0%	0.1%	0.0%	0.0%	

SR 71 400 ft.
North of Wheat Dr.

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	44	15	1	5	1	0	3	1	0	0	0	0	70
12:15	0	47	15	0	3	0	0	4	0	0	0	0	0	69
12:30	0	34	19	0	4	0	0	2	1	0	0	0	0	60
12:45	0	41	18	1	3	0	0	1	3	0	0	0	0	67
	0	166	67	2	15	1	0	10	5	0	0	0	0	266
13:00	0	44	17	0	9	1	0	1	1	0	0	0	0	73
13:15	0	37	19	0	8	0	0	5	0	0	0	0	0	69
13:30	1	48	20	1	10	0	0	0	3	0	0	0	0	83
13:45	1	53	17	1	6	0	0	1	1	1	0	0	0	81
	2	182	73	2	33	1	0	7	5	1	0	0	0	306
14:00	1	51	17	3	4	0	0	2	1	0	1	0	0	80
14:15	1	23	40	4	10	0	0	2	1	1	1	0	0	83
14:30	0	19	34	0	11	0	0	4	0	0	0	0	0	68
14:45	1	36	43	2	9	0	0	1	0	0	0	0	0	92
	3	129	134	9	34	0	0	9	2	1	2	0	0	323
15:00	0	34	25	0	10	0	0	3	1	0	0	0	0	73
15:15	0	47	52	2	10	0	0	3	1	0	0	0	0	115
15:30	0	36	50	5	12	1	0	5	4	1	0	0	0	114
15:45	0	47	71	8	12	0	0	5	1	0	0	0	1	145
	0	164	198	15	44	1	0	16	7	1	0	0	1	447
16:00	0	42	49	0	13	2	0	2	1	0	0	0	0	109
16:15	3	48	56	2	9	2	0	5	5	1	0	0	0	131
16:30	0	51	63	1	22	0	0	6	2	0	0	0	0	145
16:45	1	51	44	2	11	1	0	3	1	0	0	0	0	114
	4	192	212	5	55	5	0	16	9	1	0	0	0	499
17:00	1	47	44	0	10	1	0	2	1	0	0	0	0	106
17:15	0	72	70	0	19	0	0	7	2	0	0	0	0	170
17:30	0	59	51	1	13	0	0	6	2	0	0	0	0	132
17:45	0	47	65	1	14	0	0	8	1	0	0	0	0	136
	1	225	230	2	56	1	0	23	6	0	0	0	0	544
18:00	1	37	53	1	13	0	0	6	3	0	0	0	0	114
18:15	0	45	42	2	7	0	0	5	0	0	0	0	0	101
18:30	0	29	30	2	14	1	0	3	1	0	0	0	0	80
18:45	0	41	43	0	8	0	0	1	1	0	0	0	0	94
	1	152	168	5	42	1	0	15	5	0	0	0	0	389
19:00	0	23	42	1	9	0	0	0	1	0	0	0	0	76
19:15	0	35	33	0	8	1	0	3	1	0	0	0	0	81
19:30	0	37	31	0	6	0	0	3	2	0	0	0	0	79
19:45	0	37	31	1	5	1	0	1	0	1	0	0	0	77
	0	132	137	2	28	2	0	7	4	1	0	0	0	313
20:00	0	23	41	2	5	0	0	2	0	0	1	0	0	74
20:15	0	30	32	0	11	1	0	0	0	0	0	0	0	74
20:30	0	37	26	0	7	1	0	2	0	0	0	0	0	73
20:45	0	25	37	2	8	0	0	3	0	0	0	0	0	75
	0	115	136	4	31	2	0	7	0	0	1	0	0	296
21:00	0	28	27	0	7	0	0	1	2	0	0	0	0	65
21:15	1	30	23	0	7	0	0	0	1	0	0	0	0	62
21:30	0	14	18	1	4	0	0	1	1	0	0	0	0	39
21:45	0	21	18	1	7	0	0	0	1	0	0	0	0	48
	1	93	86	2	25	0	0	2	5	0	0	0	0	214
22:00	0	18	13	1	1	0	0	2	1	0	0	0	0	36
22:15	0	17	24	0	2	1	0	1	3	0	0	0	0	48
22:30	0	12	10	1	1	0	0	0	1	0	0	0	0	25
22:45	0	9	14	1	3	1	0	1	0	0	0	0	0	29
	0	56	61	3	7	2	0	4	5	0	0	0	0	138
23:00	0	6	5	0	0	0	0	0	1	0	0	0	0	12
23:15	0	15	28	1	2	1	0	1	0	0	0	0	0	48
23:30	1	7	9	1	2	1	0	1	0	0	0	0	0	22
23:45	1	7	5	0	2	0	0	0	1	0	0	0	0	16
	2	35	47	2	6	2	0	2	2	0	0	0	0	98
Total	14	1641	1549	53	376	18	0	118	55	5	3	0	1	3833
Percent	0.4%	42.8%	40.4%	1.4%	9.8%	0.5%	0.0%	3.1%	1.4%	0.1%	0.1%	0.0%	0.0%	
Grand Total	18	2230	1982	90	568	29	1	163	81	5	4	0	1	5172
Percent	0.3%	43.1%	38.3%	1.7%	11.0%	0.6%	0.0%	3.2%	1.6%	0.1%	0.1%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 71 400 ft.
North of Wheat Dr.

South

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/20/11	0	5	1	0	0	0	0	0	4	0	0	0	0	10
00:15	0	6	2	0	1	0	0	1	0	0	0	0	0	10
00:30	0	4	1	0	0	0	0	0	1	0	0	0	0	6
00:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	0	20	6	0	1	0	0	1	5	0	0	0	0	33
01:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	1	0	0	0	0	0	1	0	0	0	0	3
01:45	0	3	2	0	0	0	0	0	1	0	0	0	0	6
	0	10	3	0	1	0	0	0	2	0	0	0	0	16
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	4	0	0	2	0	0	0	0	0	0	0	0	6
02:30	0	3	1	1	0	0	0	0	1	0	0	0	0	6
02:45	0	3	1	1	0	1	0	0	1	0	0	0	0	7
	0	15	2	2	2	1	0	0	2	0	0	0	0	24
03:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
03:15	0	3	1	0	1	0	0	0	1	0	0	0	0	6
03:30	0	2	3	1	0	0	0	0	0	0	0	0	0	6
03:45	0	3	1	0	0	0	0	0	1	0	0	0	0	5
	0	11	5	1	1	0	0	0	3	0	0	0	0	21
04:00	0	3	2	0	0	0	0	0	1	0	0	0	0	6
04:15	0	1	2	0	1	0	0	0	2	0	0	0	0	6
04:30	0	8	2	0	2	0	0	0	1	0	0	0	0	13
04:45	0	10	4	0	1	0	0	0	2	0	0	0	0	17
	0	22	10	0	4	0	0	0	6	0	0	0	0	42
05:00	0	14	4	0	0	0	0	0	3	0	0	0	0	21
05:15	0	31	6	0	2	0	0	0	2	0	0	0	0	41
05:30	0	20	7	0	3	1	0	0	0	0	0	0	0	31
05:45	0	29	9	2	3	0	0	2	3	0	0	0	0	48
	0	94	26	2	8	1	0	2	8	0	0	0	0	141
06:00	1	59	22	2	3	1	0	2	0	0	0	0	0	90
06:15	1	83	25	4	2	1	0	3	2	0	0	0	0	121
06:30	0	85	25	3	2	0	0	3	2	1	0	0	0	121
06:45	0	87	23	0	4	0	0	1	1	0	0	0	0	116
	2	314	95	9	11	2	0	9	5	1	0	0	0	448
07:00	0	133	39	1	7	2	0	7	1	0	0	0	0	190
07:15	0	130	60	1	16	1	0	3	1	0	0	0	0	212
07:30	1	119	63	4	19	0	0	9	0	0	0	0	0	215
07:45	0	43	55	1	15	0	0	4	2	1	0	0	0	121
	1	425	217	7	57	3	0	23	4	1	0	0	0	738
08:00	0	12	25	6	61	0	0	3	0	0	0	0	0	107
08:15	0	33	41	3	15	1	0	1	1	0	0	0	0	95
08:30	0	46	16	0	3	1	0	0	4	0	0	0	0	70
08:45	1	21	14	3	25	1	0	1	2	0	0	0	0	68
	1	112	96	12	104	3	0	5	7	0	0	0	0	340
09:00	0	4	28	1	13	0	0	1	2	0	0	0	0	49
09:15	1	19	26	0	10	1	0	0	4	0	0	0	0	61
09:30	0	14	35	2	12	0	0	2	1	0	0	0	1	67
09:45	1	37	16	1	7	0	0	1	1	0	0	0	0	64
	2	74	105	4	42	1	0	4	8	0	0	0	1	241
10:00	1	30	27	1	7	3	0	4	3	1	0	0	0	77
10:15	0	30	13	0	3	0	0	0	4	0	0	0	0	50
10:30	1	24	19	4	2	0	0	2	3	0	0	0	0	55
10:45	0	28	18	0	3	0	0	1	3	0	0	0	0	53
	2	112	77	5	15	3	0	7	13	1	0	0	0	235
11:00	0	30	17	2	6	0	0	2	1	1	0	0	0	59
11:15	0	47	24	2	2	2	0	1	1	0	0	0	0	79
11:30	0	36	20	2	6	1	0	1	5	0	1	0	0	72
11:45	0	31	13	0	9	0	0	2	4	0	0	0	0	59
	0	144	74	6	23	3	0	6	11	1	1	0	0	269
Total	8	1353	716	48	269	17	0	57	74	4	1	0	1	2548
Percent	0.3%	53.1%	28.1%	1.9%	10.6%	0.7%	0.0%	2.2%	2.9%	0.2%	0.0%	0.0%	0.0%	

SR 71 400 ft.
North of Wheat Dr.

South

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	26	20	1	7	0	0	3	5	0	0	0	0	62
12:15	1	31	15	0	6	0	0	3	5	0	0	0	1	62
12:30	1	40	12	0	4	0	0	0	5	0	0	0	0	62
12:45	0	36	20	1	2	0	0	2	2	0	0	0	0	63
	2	133	67	2	19	0	0	8	17	0	0	0	1	249
13:00	0	40	16	1	3	0	0	0	3	0	0	0	0	63
13:15	0	33	20	1	6	0	0	2	6	0	0	0	0	68
13:30	4	62	15	1	5	1	0	2	2	0	0	0	0	92
13:45	2	48	20	0	3	0	0	2	6	0	0	0	0	81
	6	183	71	3	17	1	0	6	17	0	0	0	0	304
14:00	2	40	25	2	6	0	0	1	0	0	0	0	0	76
14:15	0	60	21	0	3	0	0	0	1	0	0	0	0	85
14:30	0	64	21	1	4	0	0	1	8	0	0	0	1	100
14:45	0	44	9	0	3	0	0	1	5	0	0	0	0	62
	2	208	76	3	16	0	0	3	14	0	0	0	1	323
15:00	1	50	23	4	4	2	0	0	0	0	0	0	0	84
15:15	1	55	11	2	3	0	0	3	2	0	0	0	0	77
15:30	1	50	11	2	6	2	0	1	5	0	0	0	0	78
15:45	1	52	28	0	5	0	0	0	3	0	0	0	0	89
	4	207	73	8	18	4	0	4	10	0	0	0	0	328
16:00	1	54	20	0	2	1	0	0	4	0	0	0	0	82
16:15	1	52	17	0	3	1	0	1	3	0	0	0	0	78
16:30	1	57	19	3	2	0	0	1	1	0	0	0	0	84
16:45	0	36	24	0	8	1	0	1	2	0	0	0	0	72
	3	199	80	3	15	3	0	3	10	0	0	0	0	316
17:00	2	63	11	1	3	1	0	3	0	0	0	0	0	84
17:15	1	59	22	0	5	1	0	0	1	0	0	0	0	89
17:30	2	82	28	0	5	0	0	0	0	0	0	0	2	119
17:45	1	59	23	0	6	0	0	1	1	0	0	0	0	91
	6	263	84	1	19	2	0	4	2	0	0	0	2	383
18:00	1	62	18	1	3	1	0	1	5	0	0	0	1	93
18:15	3	56	20	0	3	0	0	0	5	0	0	0	0	87
18:30	2	42	18	0	2	0	0	5	1	0	0	0	0	70
18:45	0	34	7	0	1	0	0	0	1	0	0	0	0	43
	6	194	63	1	9	1	0	6	12	0	0	0	1	293
19:00	1	35	16	0	3	0	0	3	2	0	0	0	0	60
19:15	1	41	18	0	3	0	0	0	2	0	0	0	0	65
19:30	0	33	10	0	1	0	0	0	0	0	0	0	0	44
19:45	1	27	5	0	0	1	0	0	2	0	0	0	0	36
	3	136	49	0	7	1	0	3	6	0	0	0	0	205
20:00	0	31	11	0	2	0	1	4	1	0	0	0	0	50
20:15	2	17	6	0	3	1	0	0	1	0	0	0	0	30
20:30	0	29	14	0	0	0	0	2	0	0	0	0	0	45
20:45	0	13	6	0	2	1	0	1	0	0	0	0	0	23
	2	90	37	0	7	2	1	7	2	0	0	0	0	148
21:00	0	36	7	0	0	1	0	0	0	0	0	0	0	44
21:15	2	15	6	0	0	0	0	0	2	0	0	0	0	25
21:30	0	23	5	0	1	0	0	0	3	0	0	0	0	32
21:45	0	16	3	0	3	2	0	0	1	0	0	0	0	25
	2	90	21	0	4	3	0	0	6	0	0	0	0	126
22:00	2	30	9	0	1	1	0	0	3	0	0	0	0	46
22:15	0	16	10	0	0	0	0	0	0	0	0	0	0	26
22:30	0	10	7	0	0	0	0	2	0	0	0	0	0	19
22:45	0	10	2	0	0	1	0	0	2	0	0	0	0	15
	2	66	28	0	1	2	0	2	5	0	0	0	0	106
23:00	0	7	3	0	1	1	0	0	1	0	0	0	0	13
23:15	0	10	4	0	0	1	0	0	1	0	0	0	0	16
23:30	1	5	2	0	0	0	0	1	2	0	0	0	0	11
23:45	1	4	2	1	1	1	0	0	1	0	0	0	0	11
	2	26	11	1	2	3	0	1	5	0	0	0	0	51
Total	40	1795	660	22	134	22	1	47	106	0	0	0	5	2832
Percent	1.4%	63.4%	23.3%	0.8%	4.7%	0.8%	0.0%	1.7%	3.7%	0.0%	0.0%	0.0%	0.2%	
Grand Total	48	3148	1376	70	403	39	1	104	180	4	1	0	6	5380
Percent	0.9%	58.5%	25.6%	1.3%	7.5%	0.7%	0.0%	1.9%	3.3%	0.1%	0.0%	0.0%	0.1%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 71 300 ft. North of Wilson Caldwell Rd.

North

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/20/11	0	4	1	0	0	0	0	0	0	0	0	0	0	5
00:15	0	7	0	0	0	1	0	0	0	0	0	0	0	8
00:30	0	4	0	0	2	0	0	0	0	0	0	0	0	6
00:45	0	1	0	0	0	0	0	1	0	0	0	0	0	2
	0	16	1	0	2	1	0	1	0	0	0	0	0	21
01:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
01:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
01:30	1	1	1	1	0	0	0	0	0	0	0	0	0	4
01:45	0	3	1	0	0	0	0	0	1	0	0	0	0	5
	1	10	5	1	1	0	0	0	1	0	0	0	0	19
02:00	0	2	0	0	1	0	0	1	1	0	0	0	0	5
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	1	0	0	0	0	0	2
	1	4	0	0	1	0	0	2	1	0	0	0	0	9
03:00	0	1	1	0	1	0	0	1	2	0	0	0	0	6
03:15	0	5	0	0	1	1	0	1	1	0	0	0	0	9
03:30	0	2	0	0	0	2	0	0	0	0	0	0	0	4
03:45	0	0	0	1	0	1	0	1	1	0	0	0	0	4
	0	8	1	1	2	4	0	3	4	0	0	0	0	23
04:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
04:15	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:30	0	3	1	1	0	0	0	2	1	0	0	0	0	8
04:45	0	2	1	0	1	1	0	0	2	0	0	0	0	7
	0	7	2	2	1	2	0	2	3	0	0	0	0	19
05:00	0	5	1	0	1	0	0	2	0	0	0	0	0	9
05:15	0	3	0	0	1	0	0	2	0	0	0	0	0	6
05:30	0	3	4	0	0	0	0	2	0	0	0	0	0	9
05:45	0	7	3	1	0	0	0	0	0	0	0	0	0	11
	0	18	8	1	2	0	0	6	0	0	0	0	0	35
06:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
06:15	0	10	2	1	1	0	0	0	0	0	0	0	0	14
06:30	0	14	5	0	5	0	0	0	0	0	0	0	0	24
06:45	1	12	6	1	4	0	0	0	0	0	0	0	0	24
	1	46	14	2	11	0	0	0	0	0	0	0	0	74
07:00	0	12	4	1	1	0	0	0	0	0	0	0	0	18
07:15	1	17	8	0	5	0	0	0	0	0	0	0	0	31
07:30	0	28	8	0	3	0	0	0	0	0	0	0	0	39
07:45	0	14	10	1	3	0	0	0	1	0	0	0	0	29
	1	71	30	2	12	0	0	0	1	0	0	0	0	117
08:00	1	6	4	0	2	0	0	0	0	0	0	0	0	13
08:15	1	9	12	8	5	0	0	0	0	0	0	0	0	35
08:30	0	12	13	2	8	0	0	0	0	0	0	0	0	35
08:45	0	6	5	3	8	0	0	1	0	0	0	0	0	23
	2	33	34	13	23	0	0	1	0	0	0	0	0	106
09:00	1	6	4	2	3	1	0	0	0	0	0	0	0	17
09:15	1	9	3	1	4	0	0	0	0	0	0	0	0	18
09:30	0	11	7	0	5	0	0	1	2	0	0	0	0	26
09:45	0	14	6	0	3	1	0	0	1	0	0	0	0	25
	2	40	20	3	15	2	0	1	3	0	0	0	0	86
10:00	1	14	4	1	1	1	0	0	4	0	0	0	0	26
10:15	0	13	3	0	1	0	0	1	1	0	0	0	0	19
10:30	1	16	4	0	1	0	0	1	1	0	0	0	0	24
10:45	1	10	2	1	0	1	0	0	3	0	0	0	0	18
	3	53	13	2	3	2	0	2	9	0	0	0	0	87
11:00	0	18	5	0	0	0	0	2	4	0	0	0	0	29
11:15	0	12	2	0	3	0	0	1	2	0	0	0	0	20
11:30	0	9	4	0	1	0	0	1	4	0	0	0	0	19
11:45	0	15	5	1	2	0	0	1	1	0	0	0	0	25
	0	54	16	1	6	0	0	5	11	0	0	0	0	93
Total	11	360	144	28	79	11	0	23	33	0	0	0	0	689
Percent	1.6%	52.2%	20.9%	4.1%	11.5%	1.6%	0.0%	3.3%	4.8%	0.0%	0.0%	0.0%	0.0%	

SR 71 300 ft. North of
Wilson Caldwell Rd.

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	22	4	1	2	0	0	1	1	0	0	0	0	32
12:15	0	11	9	0	0	0	0	2	0	0	0	0	0	22
12:30	1	25	8	1	0	2	0	1	1	0	0	0	0	39
12:45	0	15	5	0	2	0	0	1	0	0	0	0	0	23
	2	73	26	2	4	2	0	5	2	0	0	0	0	116
13:00	1	15	1	1	2	0	0	2	1	0	0	0	0	23
13:15	0	19	4	1	3	1	0	1	3	0	0	0	0	32
13:30	0	19	5	0	3	0	0	1	3	0	0	0	0	31
13:45	0	11	5	0	8	0	0	0	1	0	0	0	0	25
	1	64	15	2	16	1	0	4	8	0	0	0	0	111
14:00	2	19	5	2	2	1	0	2	1	0	0	0	0	34
14:15	1	19	6	0	3	1	0	0	1	1	0	0	0	32
14:30	0	17	4	1	1	0	0	2	2	0	0	0	0	27
14:45	0	28	4	1	3	0	0	1	1	0	0	0	0	38
	3	83	19	4	9	2	0	5	5	1	0	0	0	131
15:00	0	10	5	0	0	1	0	0	0	0	0	0	0	16
15:15	1	24	9	0	4	0	0	1	1	0	0	0	0	40
15:30	0	34	6	0	2	0	0	1	1	0	0	0	0	44
15:45	1	33	8	0	2	0	0	2	2	0	0	0	0	48
	2	101	28	0	8	1	0	4	4	0	0	0	0	148
16:00	0	41	6	1	2	1	0	0	2	0	0	0	0	53
16:15	0	28	5	2	1	0	0	2	3	0	0	0	0	41
16:30	1	41	8	0	4	0	0	1	3	0	0	0	0	58
16:45	0	29	5	0	2	0	0	2	1	0	0	0	0	39
	1	139	24	3	9	1	0	5	9	0	0	0	0	191
17:00	0	24	8	0	1	0	0	1	0	0	0	0	0	34
17:15	1	31	12	0	1	0	0	1	1	0	0	0	0	47
17:30	0	42	10	0	2	0	0	1	2	0	0	0	0	57
17:45	1	33	5	0	0	1	0	0	1	0	0	0	0	41
	2	130	35	0	4	1	0	3	4	0	0	0	0	179
18:00	1	31	6	0	2	1	0	1	0	0	0	0	0	42
18:15	2	29	2	1	0	0	0	2	1	0	0	0	0	37
18:30	0	19	4	1	1	0	0	1	3	0	0	0	0	29
18:45	0	22	5	1	1	0	0	0	0	0	0	0	0	29
	3	101	17	3	4	1	0	4	4	0	0	0	0	137
19:00	0	18	3	0	1	0	0	1	3	0	0	0	0	26
19:15	0	17	6	0	0	0	0	0	0	0	0	0	0	23
19:30	1	22	2	0	0	1	0	2	0	0	0	0	0	28
19:45	1	19	5	0	1	1	0	0	1	0	0	0	0	28
	2	76	16	0	2	2	0	3	4	0	0	0	0	105
20:00	0	16	0	0	1	0	0	0	2	0	0	0	0	19
20:15	0	19	2	1	0	0	0	0	4	0	0	0	0	26
20:30	0	10	3	0	0	0	0	0	2	0	0	0	0	15
20:45	0	13	3	0	1	0	0	2	0	0	0	0	0	19
	0	58	8	1	2	0	0	2	8	0	0	0	0	79
21:00	0	11	1	0	2	0	0	1	0	0	0	0	0	15
21:15	0	10	4	0	0	1	0	1	0	0	0	0	0	16
21:30	2	7	3	1	0	1	0	0	0	0	0	0	0	14
21:45	0	7	3	0	0	0	0	1	3	0	0	0	0	14
	2	35	11	1	2	2	0	3	3	0	0	0	0	59
22:00	0	6	3	1	3	0	0	0	0	0	0	0	0	13
22:15	0	10	1	0	0	0	0	1	1	0	0	0	0	13
22:30	0	9	1	0	1	0	0	2	2	0	0	0	0	15
22:45	0	6	1	0	4	0	0	0	1	0	0	0	0	12
	0	31	6	1	8	0	0	3	4	0	0	0	0	53
23:00	0	5	1	1	0	0	0	2	1	0	0	0	0	10
23:15	2	7	0	0	2	0	0	0	0	0	0	0	0	11
23:30	0	8	3	1	3	0	0	0	1	0	0	0	0	16
23:45	1	4	2	1	0	0	0	0	1	0	0	0	0	9
	3	24	6	3	5	0	0	2	3	0	0	0	0	46
Total	21	915	211	20	73	13	0	43	58	1	0	0	0	1355
Percent	1.5%	67.5%	15.6%	1.5%	5.4%	1.0%	0.0%	3.2%	4.3%	0.1%	0.0%	0.0%	0.0%	
Grand Total	32	1275	355	48	152	24	0	66	91	1	0	0	0	2044
Percent	1.6%	62.4%	17.4%	2.3%	7.4%	1.2%	0.0%	3.2%	4.5%	0.0%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

SR 71 300 ft. North of Wilson Caldwell Rd.

South

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/20/11	1	2	6	1	2	0	0	0	2	0	0	0	0	14
00:15	0	0	2	0	1	0	0	0	0	0	0	0	0	3
00:30	0	1	2	0	0	0	0	0	1	0	0	0	0	4
00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	1	4	11	1	3	0	0	0	3	0	0	0	0	23
01:00	0	0	2	1	0	0	0	0	0	0	0	0	0	3
01:15	0	1	1	1	1	0	0	0	0	0	0	0	0	4
01:30	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4
	0	3	4	3	3	0	0	0	0	0	0	0	0	13
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15	0	2	0	1	1	0	0	0	0	0	0	0	0	4
02:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:45	0	1	1	2	1	0	0	0	0	0	0	0	0	5
	0	4	2	4	2	0	0	0	0	0	0	0	0	12
03:00	0	1	2	1	1	0	0	0	0	0	0	0	0	5
03:15	1	1	1	2	0	1	0	0	0	0	0	0	0	6
03:30	0	1	3	0	0	0	0	0	0	0	0	0	0	4
03:45	1	0	1	1	0	0	0	1	0	0	0	0	0	4
	2	3	7	4	1	1	0	1	0	0	0	0	0	19
04:00	0	1	0	0	2	0	0	0	0	0	0	0	0	3
04:15	1	0	1	2	0	0	0	0	1	0	0	0	0	5
04:30	0	0	3	0	0	0	0	1	0	0	0	0	0	4
04:45	0	0	0	0	1	0	0	0	1	0	0	0	0	2
	1	1	4	2	3	0	0	1	2	0	0	0	0	14
05:00	1	1	1	3	1	0	0	0	1	0	0	0	0	8
05:15	1	6	8	0	4	1	0	0	1	0	0	0	0	21
05:30	0	5	7	1	3	0	0	0	2	0	0	0	0	18
05:45	0	3	9	1	5	0	0	1	0	0	0	0	0	19
	2	15	25	5	13	1	0	1	4	0	0	0	0	66
06:00	0	10	19	0	5	0	0	1	1	0	0	0	0	36
06:15	0	9	22	4	4	0	0	0	1	0	0	0	0	40
06:30	0	12	27	2	4	0	0	1	1	0	0	0	0	47
06:45	7	34	25	1	6	0	0	1	0	0	0	0	0	74
	7	65	93	7	19	0	0	3	3	0	0	0	0	197
07:00	6	28	21	3	8	0	0	1	0	0	0	0	0	67
07:15	8	30	14	1	9	0	0	0	0	0	0	0	0	62
07:30	2	15	22	1	7	0	0	0	0	0	0	0	0	47
07:45	1	9	27	2	4	0	0	0	2	0	0	0	0	45
	17	82	84	7	28	0	0	1	2	0	0	0	0	221
08:00	3	25	5	0	4	0	0	0	2	0	0	0	0	39
08:15	4	22	6	4	6	0	0	1	1	0	0	0	0	44
08:30	2	27	4	0	3	2	0	1	1	0	0	0	0	40
08:45	3	14	4	1	8	1	0	0	0	0	0	0	0	31
	12	88	19	5	21	3	0	2	4	0	0	0	0	154
09:00	2	16	1	3	4	0	0	1	0	0	0	0	0	27
09:15	2	11	3	0	2	2	0	0	1	1	0	0	0	22
09:30	0	4	12	0	1	0	0	1	2	0	0	0	0	20
09:45	0	5	9	0	3	0	0	0	2	0	0	0	0	19
	4	36	25	3	10	2	0	2	5	1	0	0	0	88
10:00	0	9	10	1	7	1	0	1	4	0	0	0	0	33
10:15	0	6	5	2	4	1	0	0	2	0	0	0	0	20
10:30	0	1	10	1	5	0	0	2	1	0	0	0	0	20
10:45	0	5	9	0	5	0	0	0	2	0	0	0	0	21
	0	21	34	4	21	2	0	3	9	0	0	0	0	94
11:00	0	6	9	3	7	2	0	1	0	0	0	0	0	28
11:15	0	7	15	1	2	2	0	0	0	0	0	0	0	27
11:30	1	3	4	2	2	0	0	4	2	0	0	0	0	18
11:45	2	6	3	1	5	2	0	1	2	0	0	0	0	22
	3	22	31	7	16	6	0	6	4	0	0	0	0	95
Total	49	344	339	52	140	15	0	20	36	1	0	0	0	996
Percent	4.9%	34.5%	34.0%	5.2%	14.1%	1.5%	0.0%	2.0%	3.6%	0.1%	0.0%	0.0%	0.0%	

SR 71 300 ft. North of
Wilson Caldwell Rd.

South

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	3	7	2	9	1	0	2	2	0	0	0	0	26
12:15	0	5	8	1	3	1	0	3	2	0	0	0	0	23
12:30	0	6	5	2	4	0	0	2	1	0	0	0	0	20
12:45	0	9	9	1	3	1	0	2	1	0	0	0	0	26
	0	23	29	6	19	3	0	9	6	0	0	0	0	95
13:00	0	6	10	0	5	0	0	0	2	0	0	0	0	23
13:15	1	11	9	1	8	1	0	1	3	0	0	0	0	35
13:30	0	8	11	1	1	1	0	1	0	0	0	0	0	23
13:45	2	12	11	2	2	0	0	0	3	0	0	0	0	32
	3	37	41	4	16	2	0	2	8	0	0	0	0	113
14:00	2	12	12	1	3	0	0	2	0	0	0	0	0	32
14:15	2	5	12	4	4	1	0	1	1	0	0	0	0	30
14:30	1	10	17	2	8	0	0	0	4	0	0	0	0	42
14:45	0	8	9	1	6	1	0	1	1	0	0	0	0	27
	5	35	50	8	21	2	0	4	6	0	0	0	0	131
15:00	0	9	12	3	8	0	0	0	1	0	0	0	0	33
15:15	1	11	14	1	7	1	0	1	3	0	0	0	0	39
15:30	3	5	8	1	8	0	0	1	3	0	0	0	0	29
15:45	1	5	10	0	6	0	0	2	1	0	0	0	0	25
	5	30	44	5	29	1	0	4	8	0	0	0	0	126
16:00	0	14	16	1	5	0	0	2	3	0	0	0	0	41
16:15	1	10	14	1	2	0	0	1	0	0	0	0	0	29
16:30	0	11	13	1	7	0	0	2	3	0	0	0	0	37
16:45	0	9	8	0	7	0	0	3	0	0	0	0	0	27
	1	44	51	3	21	0	0	8	6	0	0	0	0	134
17:00	0	14	13	1	8	0	0	1	0	0	0	0	0	37
17:15	0	15	16	1	3	0	0	2	1	0	0	0	0	38
17:30	1	14	17	0	4	0	0	4	1	0	0	0	0	41
17:45	1	9	10	0	7	0	0	1	2	0	0	0	0	30
	2	52	56	2	22	0	0	8	4	0	0	0	0	146
18:00	0	13	9	4	2	0	0	0	1	0	0	0	0	29
18:15	1	10	12	0	8	0	0	0	2	0	0	0	0	33
18:30	0	12	7	0	1	0	0	0	0	0	0	0	0	20
18:45	1	8	10	1	4	0	0	0	1	0	0	0	0	25
	2	43	38	5	15	0	0	0	4	0	0	0	0	107
19:00	0	8	4	1	2	0	0	0	1	0	0	0	0	16
19:15	0	6	12	0	5	0	0	1	0	0	0	0	0	25
19:30	0	6	3	0	0	0	0	0	2	0	0	0	0	11
19:45	0	6	11	0	5	0	0	0	1	0	0	0	0	23
	0	26	30	1	12	0	0	1	5	0	0	0	0	75
20:00	1	7	6	1	4	0	0	4	0	0	0	0	0	23
20:15	0	4	6	0	2	0	0	0	0	0	0	0	0	12
20:30	0	5	1	0	2	0	0	1	0	0	0	0	0	9
20:45	0	8	2	0	2	0	0	1	0	0	0	0	0	13
	1	24	15	1	10	0	0	6	0	0	0	0	0	57
21:00	0	12	3	1	0	0	0	0	1	0	0	0	0	17
21:15	3	4	3	0	2	1	0	0	0	0	0	0	0	13
21:30	0	4	8	2	2	0	0	0	2	0	0	0	0	18
21:45	0	7	6	0	6	0	0	0	0	0	0	0	0	19
	3	27	20	3	10	1	0	0	3	0	0	0	0	67
22:00	0	5	5	2	4	0	0	1	0	0	0	0	0	17
22:15	0	4	3	1	2	0	0	1	0	0	0	0	0	11
22:30	0	4	3	1	2	0	0	1	0	0	0	0	0	11
22:45	0	3	2	2	2	0	0	0	0	0	0	0	0	9
	0	16	13	6	10	0	0	3	0	0	0	0	0	48
23:00	0	3	0	0	0	1	0	1	1	0	0	0	0	6
23:15	0	1	3	0	1	1	0	0	0	0	0	0	0	6
23:30	1	1	5	1	1	0	0	2	0	0	0	0	0	11
23:45	0	0	2	0	2	0	0	1	0	0	0	0	0	5
	1	5	10	1	4	2	0	4	1	0	0	0	0	28
Total	23	362	397	45	189	11	0	49	51	0	0	0	0	1127
Percent	2.0%	32.1%	35.2%	4.0%	16.8%	1.0%	0.0%	4.3%	4.5%	0.0%	0.0%	0.0%	0.0%	
Grand Total	72	706	736	97	329	26	0	69	87	1	0	0	0	2123
Percent	3.4%	33.3%	34.7%	4.6%	15.5%	1.2%	0.0%	3.3%	4.1%	0.0%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

U.S. 41 200 ft.
South of Campbell Rd.

North															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	
05/11/11	0	3	1	0	1	0	0	0	1	0	0	0	0	6	
00:15	0	3	2	0	0	0	0	0	1	0	0	0	0	6	
00:30	0	2	2	0	2	0	0	0	0	0	0	0	0	6	
00:45	1	5	1	0	0	1	0	0	1	0	0	0	0	9	
	1	13	6	0	3	1	0	0	3	0	0	0	0	27	
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
01:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
01:30	0	3	1	0	1	0	0	0	1	0	0	0	0	6	
01:45	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
	0	9	2	0	1	0	0	0	2	0	0	0	0	14	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15	0	2	1	1	0	0	0	0	1	0	0	0	0	5	
02:30	0	5	0	0	0	0	0	1	0	0	0	0	0	6	
02:45	0	1	1	1	0	0	0	0	2	0	0	0	0	5	
	0	8	2	2	0	0	0	1	3	0	0	0	0	16	
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
03:15	0	1	0	1	0	0	0	0	1	0	0	0	0	3	
03:30	0	2	0	2	1	0	0	0	1	0	0	0	0	6	
03:45	0	1	2	0	0	0	0	0	1	0	0	0	0	4	
	0	6	2	3	1	0	0	0	3	0	0	0	0	15	
04:00	0	0	1	1	1	0	0	0	1	0	0	0	0	4	
04:15	0	0	1	0	1	1	0	0	2	0	0	0	0	5	
04:30	0	2	0	1	1	0	0	0	0	0	0	0	0	4	
04:45	0	5	3	1	0	0	0	0	0	0	0	0	0	9	
	0	7	5	3	3	1	0	0	3	0	0	0	0	22	
05:00	0	4	1	2	2	0	0	0	1	0	0	0	0	10	
05:15	0	6	4	1	0	0	0	0	0	0	0	0	0	11	
05:30	0	6	3	1	0	0	0	1	0	0	0	0	0	11	
05:45	0	9	3	0	0	0	0	2	1	0	0	0	0	15	
	0	25	11	4	2	0	0	3	2	0	0	0	0	47	
06:00	0	7	4	1	3	0	0	0	3	0	0	0	0	18	
06:15	2	18	6	0	1	2	0	0	1	0	0	0	0	30	
06:30	1	18	6	1	1	0	0	1	1	0	0	0	0	29	
06:45	1	22	11	1	3	0	0	0	1	0	0	0	0	39	
	4	65	27	3	8	2	0	1	6	0	0	0	0	116	
07:00	1	17	14	0	1	0	0	0	1	0	0	0	0	34	
07:15	0	36	23	1	4	1	0	1	2	0	0	0	0	68	
07:30	0	38	18	2	3	0	0	1	1	0	0	0	0	63	
07:45	0	21	18	1	5	0	0	0	2	0	0	0	0	47	
	1	112	73	4	13	1	0	2	6	0	0	0	0	212	
08:00	1	22	15	3	5	1	0	0	2	0	0	0	0	49	
08:15	3	29	18	3	5	2	0	1	3	0	0	0	0	64	
08:30	2	30	17	4	4	0	0	1	0	0	0	0	0	58	
08:45	0	18	12	3	4	1	0	2	2	0	0	0	0	42	
	6	99	62	13	18	4	0	4	7	0	0	0	0	213	
09:00	0	30	8	2	4	0	0	1	2	0	0	0	0	47	
09:15	0	30	13	1	2	0	0	0	4	0	0	0	0	50	
09:30	0	16	9	0	5	1	0	0	0	0	0	0	0	31	
09:45	1	24	8	2	3	2	0	0	4	0	0	0	0	44	
	1	100	38	5	14	3	0	1	10	0	0	0	0	172	
10:00	0	20	7	3	1	1	0	0	3	0	0	0	0	35	
10:15	0	30	10	1	3	1	0	0	2	0	0	0	0	47	
10:30	0	19	12	3	2	0	0	0	3	0	0	0	0	39	
10:45	0	20	9	1	1	1	0	4	2	1	0	0	0	39	
	0	89	38	8	7	3	0	4	10	1	0	0	0	160	
11:00	1	22	6	0	6	2	0	0	1	0	0	0	0	38	
11:15	1	33	7	1	2	2	0	1	3	0	0	0	0	50	
11:30	1	33	15	2	5	0	0	0	2	0	0	0	0	58	
11:45	3	28	15	0	3	3	0	0	0	0	0	0	0	52	
	6	116	43	3	16	7	0	1	6	0	0	0	0	198	
Total	19	649	309	48	86	22	0	17	61	1	0	0	0	1212	
Percent	1.6%	53.5%	25.5%	4.0%	7.1%	1.8%	0.0%	1.4%	5.0%	0.1%	0.0%	0.0%	0.0%		

U.S. 41 200 ft.
South of Campbell Rd.

North	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	12 PM	1	28	11	3	3	0	0	1	4	0	0	0	0	51
	12:15	1	27	3	0	1	1	0	0	1	0	0	0	0	34
	12:30	0	25	7	4	5	0	0	1	1	0	0	0	0	43
	12:45	0	30	16	1	2	0	0	4	1	0	0	0	0	54
		2	110	37	8	11	1	0	6	7	0	0	0	0	182
	13:00	2	28	11	1	2	1	0	0	1	0	0	0	0	46
	13:15	1	22	12	0	5	2	0	0	2	0	0	0	0	44
	13:30	0	26	13	1	1	0	0	0	1	0	0	0	0	42
	13:45	0	34	10	4	2	1	0	1	2	0	0	0	0	54
		3	110	46	6	10	4	0	1	6	0	0	0	0	186
	14:00	1	25	9	1	1	1	0	0	0	0	0	0	0	38
	14:15	2	25	12	1	2	2	0	0	3	0	0	0	0	47
	14:30	2	24	21	2	3	2	0	1	1	0	0	0	0	56
	14:45	1	31	6	1	1	1	0	1	1	0	0	0	0	43
		6	105	48	5	7	6	0	2	5	0	0	0	0	184
	15:00	0	27	11	2	4	0	0	0	2	0	0	0	0	46
	15:15	1	30	13	1	1	3	0	0	2	0	0	0	0	51
	15:30	0	40	12	1	2	0	0	1	1	0	0	0	0	57
	15:45	0	35	14	0	1	0	0	1	1	0	0	0	0	52
		1	132	50	4	8	3	0	2	6	0	0	0	0	206
	16:00	4	35	13	0	1	1	0	1	0	0	0	0	0	55
	16:15	0	43	9	1	1	0	0	1	2	0	0	0	0	57
	16:30	1	34	12	0	0	0	0	0	1	0	0	0	0	48
	16:45	1	51	21	1	4	0	0	0	0	1	0	0	0	79
		6	163	55	2	6	1	0	2	3	1	0	0	0	239
	17:00	2	35	22	2	1	1	0	0	2	0	0	0	0	65
	17:15	2	56	8	0	2	1	0	0	2	0	0	0	0	71
	17:30	2	38	13	1	4	0	0	0	1	0	0	0	0	59
	17:45	0	33	6	3	6	0	0	0	2	0	0	0	0	50
		6	162	49	6	13	2	0	0	7	0	0	0	0	245
	18:00	3	29	13	1	3	0	0	0	2	0	0	0	0	51
	18:15	1	35	17	0	5	0	0	0	0	0	0	0	0	58
	18:30	2	42	8	0	3	0	0	1	0	0	0	0	0	56
	18:45	0	38	16	0	0	0	0	0	0	0	0	0	0	54
		6	144	54	1	11	0	0	1	2	0	0	0	0	219
	19:00	1	31	10	0	5	0	0	1	1	0	0	0	0	49
	19:15	2	32	7	0	3	0	0	1	2	0	0	0	0	47
	19:30	0	23	10	2	2	0	0	0	0	0	0	0	0	37
	19:45	1	30	8	1	1	0	0	0	1	0	0	0	0	42
		4	116	35	3	11	0	0	2	4	0	0	0	0	175
	20:00	0	16	10	1	1	0	0	0	0	0	0	0	0	28
	20:15	0	27	6	2	0	1	0	0	1	0	0	0	0	37
	20:30	0	18	13	0	1	0	0	1	2	0	0	0	0	35
	20:45	1	17	11	0	2	0	0	1	0	0	0	0	0	32
		1	78	40	3	4	1	0	2	3	0	0	0	0	132
	21:00	0	20	5	1	2	0	0	1	2	0	0	0	0	31
	21:15	0	18	10	1	1	0	0	0	1	0	0	0	0	31
	21:30	1	11	1	0	0	0	0	0	2	0	0	0	0	15
	21:45	0	15	3	0	0	0	0	0	0	0	0	0	0	18
		1	64	19	2	3	0	0	1	5	0	0	0	0	95
	22:00	0	6	2	0	3	0	0	0	0	0	0	0	0	11
	22:15	1	11	5	0	1	1	0	0	1	0	0	0	0	20
	22:30	0	9	0	0	1	0	0	0	0	0	0	0	0	10
	22:45	0	3	0	1	0	1	0	0	0	0	0	0	0	5
		1	29	7	1	5	2	0	0	1	0	0	0	0	46
	23:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	23:15	0	7	3	0	0	0	0	0	1	0	0	0	0	11
	23:30	1	7	1	0	0	0	0	0	2	0	0	0	0	11
	23:45	0	8	3	2	0	0	0	0	0	0	0	0	0	13
		1	32	10	2	0	0	0	0	3	0	0	0	0	48
	Total	38	1245	450	43	89	20	0	19	52	1	0	0	0	1957
	Percent	1.9%	63.6%	23.0%	2.2%	4.5%	1.0%	0.0%	1.0%	2.7%	0.1%	0.0%	0.0%	0.0%	
	Grand Total	57	1894	759	91	175	42	0	36	113	2	0	0	0	3169
	Percent	1.8%	59.8%	24.0%	2.9%	5.5%	1.3%	0.0%	1.1%	3.6%	0.1%	0.0%	0.0%	0.0%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

U.S. 41 200 ft. South of Campbell Rd.

South

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/11/11	1	4	1	0	0	0	0	0	0	0	0	0	0	6
00:15	0	5	2	0	1	0	0	0	0	0	0	0	0	8
00:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
00:45	0	4	0	0	0	0	0	0	1	0	0	0	0	5
	1	16	5	0	1	0	0	0	1	0	0	0	0	24
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	4	1	1	0	0	0	0	1	0	0	0	0	7
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	3	0	0	1	0	0	0	1	0	0	0	0	5
	0	10	1	1	1	0	0	0	2	0	0	0	0	15
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	1	0	0	0	0	0	1	0	0	0	0	3
	0	4	4	0	0	0	0	0	1	0	0	0	0	9
03:00	0	2	2	2	0	0	0	0	0	0	0	0	0	6
03:15	0	3	0	0	1	0	0	0	1	0	0	0	0	5
03:30	0	0	1	1	2	0	0	0	1	0	0	0	0	5
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	7	4	3	3	0	0	0	2	0	0	0	0	19
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	1	2	0	0	0	0	0	0	1	0	0	0	0	4
04:30	0	2	1	2	1	0	0	0	0	0	0	0	0	6
04:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
	1	7	1	2	2	0	0	0	1	0	0	0	0	14
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
05:15	0	5	1	2	0	0	0	0	0	0	0	0	0	8
05:30	0	8	0	0	0	0	0	1	0	0	0	0	0	9
05:45	0	5	7	0	1	0	0	3	0	0	0	0	0	16
	0	21	10	2	1	0	0	4	0	0	0	0	0	38
06:00	1	16	4	1	1	0	0	0	1	0	0	0	0	24
06:15	1	29	4	0	1	0	0	0	0	0	0	0	0	35
06:30	3	26	10	0	2	0	0	0	1	1	0	0	0	43
06:45	1	27	9	2	0	0	0	0	0	0	0	0	0	39
	6	98	27	3	4	0	0	0	2	1	0	0	0	141
07:00	1	27	4	2	3	0	0	1	1	0	0	0	0	39
07:15	0	42	9	2	1	0	0	1	2	0	0	0	1	58
07:30	2	38	13	0	3	2	0	2	1	0	0	0	0	61
07:45	1	20	7	1	3	0	0	0	0	0	0	0	0	32
	4	127	33	5	10	2	0	4	4	0	0	0	1	190
08:00	0	18	10	0	7	0	0	0	0	0	0	0	0	35
08:15	0	18	13	1	2	0	0	1	1	0	0	0	0	36
08:30	0	28	12	2	1	1	0	2	1	0	0	0	0	47
08:45	0	16	5	2	4	0	0	2	1	1	0	0	0	31
	0	80	40	5	14	1	0	5	3	1	0	0	0	149
09:00	0	30	5	2	8	0	0	0	0	0	0	0	0	45
09:15	0	16	3	0	3	1	0	0	0	0	0	0	0	23
09:30	1	15	5	1	4	1	0	1	3	0	0	0	0	31
09:45	1	21	10	1	2	2	0	1	2	1	0	0	0	41
	2	82	23	4	17	4	0	2	5	1	0	0	0	140
10:00	0	17	10	0	3	0	0	2	1	0	0	0	0	33
10:15	1	22	10	0	3	1	0	0	0	0	0	0	0	37
10:30	0	18	10	1	3	0	0	0	0	0	0	0	0	32
10:45	1	18	5	0	2	1	0	1	3	0	0	0	0	31
	2	75	35	1	11	2	0	3	4	0	0	0	0	133
11:00	0	19	12	0	2	1	0	2	0	0	0	0	0	36
11:15	0	28	12	1	0	2	0	2	1	0	0	0	0	46
11:30	1	35	7	3	1	0	0	3	3	0	0	0	0	53
11:45	0	34	4	0	5	0	0	1	4	0	0	0	0	48
	1	116	35	4	8	3	0	8	8	0	0	0	0	183
Total	17	643	218	30	72	12	0	26	33	3	0	0	1	1055
Percent	1.6%	60.9%	20.7%	2.8%	6.8%	1.1%	0.0%	2.5%	3.1%	0.3%	0.0%	0.0%	0.1%	

U.S. 41 200 ft.
South of Campbell Rd.

South

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	27	8	0	4	3	0	0	1	0	0	0	0	44
12:15	0	22	8	0	2	0	0	2	3	0	0	0	0	37
12:30	0	27	13	0	2	0	0	1	1	0	0	0	0	44
12:45	0	29	9	0	2	1	0	1	2	0	0	0	0	44
	1	105	38	0	10	4	0	4	7	0	0	0	0	169
13:00	2	23	9	1	3	1	0	2	1	0	0	0	0	42
13:15	1	32	12	0	5	0	0	1	0	0	0	0	0	51
13:30	1	35	11	0	4	0	0	1	2	0	0	0	0	54
13:45	0	26	8	2	2	0	0	1	3	0	0	0	0	42
	4	116	40	3	14	1	0	5	6	0	0	0	0	189
14:00	2	30	7	3	5	3	0	1	1	0	0	0	0	52
14:15	0	26	8	1	3	0	0	4	3	0	0	0	0	45
14:30	0	37	7	0	4	1	0	0	0	0	0	0	0	49
14:45	2	38	8	2	1	1	0	0	0	0	0	0	0	52
	4	131	30	6	13	5	0	5	4	0	0	0	0	198
15:00	1	29	15	3	1	0	0	2	0	0	0	0	0	51
15:15	0	37	11	2	0	0	0	0	0	0	0	0	0	50
15:30	0	39	10	0	0	0	0	2	1	0	0	0	0	52
15:45	0	34	12	1	4	0	0	0	1	0	0	0	0	52
	1	139	48	6	5	0	0	4	2	0	0	0	0	205
16:00	0	34	8	0	3	0	0	1	1	0	0	0	0	47
16:15	1	46	13	0	2	2	0	1	2	0	0	0	0	67
16:30	0	42	9	1	3	0	0	0	1	0	0	0	0	56
16:45	0	41	15	2	2	0	0	0	2	0	0	0	0	62
	1	163	45	3	10	2	0	2	6	0	0	0	0	232
17:00	2	35	10	0	2	0	0	0	2	0	0	0	0	51
17:15	2	52	16	3	2	0	0	1	1	0	0	0	0	77
17:30	1	57	16	0	4	1	0	0	0	0	0	0	0	79
17:45	0	44	13	0	1	0	0	0	0	0	0	0	0	58
	5	188	55	3	9	1	0	1	3	0	0	0	0	265
18:00	1	42	13	0	0	1	0	0	3	0	0	0	0	60
18:15	1	51	10	0	2	0	0	0	1	0	0	0	0	65
18:30	0	41	12	0	1	0	0	2	2	0	0	0	0	58
18:45	1	30	10	0	8	0	0	0	1	0	0	0	0	50
	3	164	45	0	11	1	0	2	7	0	0	0	0	233
19:00	1	46	3	0	0	0	0	0	1	0	0	0	1	52
19:15	0	28	10	0	1	0	0	0	0	0	0	0	0	39
19:30	4	22	9	0	3	0	0	1	0	0	0	0	0	39
19:45	0	32	7	1	1	1	0	0	1	0	0	0	0	43
	5	128	29	1	5	1	0	1	2	0	0	0	1	173
20:00	0	27	7	0	2	1	0	1	0	0	0	0	0	38
20:15	1	23	6	0	1	0	0	1	0	0	0	0	0	32
20:30	2	26	7	1	1	0	0	0	0	0	0	0	0	37
20:45	1	35	5	0	0	0	0	1	0	0	0	0	0	42
	4	111	25	1	4	1	0	3	0	0	0	0	0	149
21:00	1	26	15	0	2	0	0	0	1	0	0	0	0	45
21:15	0	27	3	0	3	0	0	0	1	0	0	0	0	34
21:30	1	21	5	0	1	0	0	1	2	1	0	0	0	32
21:45	1	8	4	0	0	0	0	0	1	0	0	0	0	14
	3	82	27	0	6	0	0	1	5	1	0	0	0	125
22:00	0	17	6	0	1	0	0	0	0	0	0	0	0	24
22:15	1	11	1	0	1	0	0	2	0	0	0	0	0	16
22:30	0	14	2	0	0	0	0	0	1	1	0	0	0	18
22:45	1	9	2	0	0	0	0	0	0	0	0	0	0	12
	2	51	11	0	2	0	0	2	1	1	0	0	0	70
23:00	0	7	1	0	1	0	0	1	0	0	0	0	0	10
23:15	0	4	2	0	0	0	0	0	2	0	0	0	0	8
23:30	0	3	5	0	0	0	0	1	0	0	0	0	0	9
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	16	9	0	1	0	0	2	2	0	0	0	0	30
Total	33	1394	402	23	90	16	0	32	45	2	0	0	1	2038
Percent	1.6%	68.4%	19.7%	1.1%	4.4%	0.8%	0.0%	1.6%	2.2%	0.1%	0.0%	0.0%	0.0%	
Grand Total	50	2037	620	53	162	28	0	58	78	5	0	0	2	3093
Percent	1.6%	65.9%	20.0%	1.7%	5.2%	0.9%	0.0%	1.9%	2.5%	0.2%	0.0%	0.0%	0.1%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

U.S. 41 1 Mile East of Old Chattanooga Rd.

East

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/12/11	0	11	2	0	0	0	0	0	0	0	0	0	0	13
00:15	0	12	2	0	0	0	0	0	0	0	0	0	0	14
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	0	40	7	0	0	0	0	0	0	0	0	0	0	47
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	23	2	0	0	0	0	0	0	0	0	0	0	25
02:00	0	6	0	0	0	0	0	0	1	0	0	0	0	7
02:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
02:30	0	5	2	1	0	0	0	0	0	0	0	0	0	8
02:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	0	20	4	1	0	0	0	0	1	0	0	0	0	26
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:15	0	7	0	0	0	0	0	0	2	0	0	0	0	9
03:30	0	10	1	0	0	0	0	1	1	0	0	0	0	13
03:45	0	6	1	0	1	1	0	0	1	0	0	0	0	10
	0	29	3	0	1	1	0	1	4	0	0	0	0	39
04:00	0	6	2	0	1	1	0	0	0	0	0	0	0	10
04:15	0	9	2	0	1	0	0	0	0	0	0	0	1	13
04:30	0	14	5	0	1	0	0	0	0	0	0	0	0	20
04:45	0	16	4	0	0	0	0	0	0	0	0	0	0	20
	0	45	13	0	3	1	0	0	0	0	0	0	1	63
05:00	0	13	10	0	1	0	0	0	0	0	0	0	0	24
05:15	0	38	12	0	0	0	0	1	0	0	0	0	0	51
05:30	0	53	18	0	1	1	0	1	0	0	0	0	0	74
05:45	1	50	12	2	4	0	0	1	0	0	0	0	0	70
	1	154	52	2	6	1	0	3	0	0	0	0	0	219
06:00	1	77	18	0	3	0	0	0	0	0	0	0	0	99
06:15	0	116	32	4	2	2	0	0	0	0	0	0	0	156
06:30	0	204	44	1	4	2	0	6	3	0	0	0	0	264
06:45	1	176	42	1	7	1	0	2	1	0	0	0	0	231
	2	573	136	6	16	5	0	8	4	0	0	0	0	750
07:00	0	152	35	1	5	0	0	4	0	0	0	0	0	197
07:15	4	217	59	2	8	2	0	8	3	0	0	0	0	303
07:30	1	272	61	3	12	1	0	9	1	0	1	0	0	361
07:45	2	261	57	4	10	4	0	4	2	0	1	3	1	349
	7	902	212	10	35	7	0	25	6	0	2	3	1	1210
08:00	0	198	57	1	9	3	0	5	0	1	0	0	1	275
08:15	0	161	42	3	7	2	0	6	3	0	0	0	1	225
08:30	0	142	34	2	6	2	0	4	0	1	0	0	0	191
08:45	1	122	36	1	11	3	0	7	2	1	0	0	0	184
	1	623	169	7	33	10	0	22	5	3	0	0	2	875
09:00	0	107	23	1	8	2	0	4	2	0	0	0	0	147
09:15	0	113	29	2	7	1	0	3	0	0	0	0	1	156
09:30	0	109	27	1	5	1	0	4	1	0	0	0	0	148
09:45	0	104	26	0	3	4	0	4	0	0	0	0	0	141
	0	433	105	4	23	8	0	15	3	0	0	0	1	592
10:00	0	103	31	1	8	2	0	1	3	1	0	0	0	150
10:15	0	91	31	0	5	2	0	4	1	0	0	0	0	134
10:30	2	94	28	0	11	4	0	2	0	0	0	0	1	142
10:45	0	108	26	0	12	1	0	4	0	0	0	0	0	151
	2	396	116	1	36	9	0	11	4	1	0	0	1	577
11:00	0	107	22	0	11	4	0	3	1	0	0	0	0	148
11:15	1	110	18	0	5	4	0	8	2	0	1	0	0	149
11:30	0	94	26	0	5	1	0	1	0	1	0	0	0	128
11:45	1	96	29	1	4	1	0	4	1	0	0	0	0	137
	2	407	95	1	25	10	0	16	4	1	1	0	0	562
Total	15	3645	914	32	178	52	0	101	31	5	3	3	6	4985
Percent	0.3%	73.1%	18.3%	0.6%	3.6%	1.0%	0.0%	2.0%	0.6%	0.1%	0.1%	0.1%	0.1%	

U.S. 41 1 Mile East
of Old Chattanooga Rd.

East

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	2	85	27	3	4	4	0	7	2	0	0	0	0	134
12:15	1	90	17	0	3	0	0	5	0	0	0	0	0	116
12:30	3	108	24	0	5	2	0	3	2	0	0	0	0	147
12:45	2	88	22	1	6	2	0	2	1	0	0	0	0	124
	8	371	90	4	18	8	0	17	5	0	0	0	0	521
13:00	2	92	27	1	5	0	0	2	1	0	0	0	0	130
13:15	0	87	22	0	6	6	0	2	2	0	0	0	0	125
13:30	0	93	26	0	2	0	0	3	1	0	0	0	0	125
13:45	0	103	17	1	5	1	0	4	0	0	0	0	0	131
	2	375	92	2	18	7	0	11	4	0	0	0	0	511
14:00	0	112	25	0	4	3	0	2	0	0	0	0	0	146
14:15	0	98	23	1	3	3	0	2	1	0	0	0	0	131
14:30	0	84	24	2	9	6	0	5	1	0	0	0	0	131
14:45	0	108	28	1	7	3	0	5	2	1	0	1	1	157
	0	402	100	4	23	15	0	14	4	1	0	1	1	565
15:00	0	90	19	1	8	5	0	2	1	0	0	0	0	126
15:15	0	100	29	1	4	2	0	4	1	0	0	0	0	141
15:30	1	108	29	1	3	1	0	2	1	0	0	1	0	147
15:45	1	102	28	0	5	6	0	2	0	0	0	0	0	144
	2	400	105	3	20	14	0	10	3	0	0	1	0	558
16:00	1	101	18	0	6	4	0	1	0	0	0	0	0	131
16:15	1	92	25	1	6	1	0	1	0	0	0	0	0	127
16:30	1	106	24	2	3	4	0	2	1	0	0	0	0	143
16:45	0	89	20	0	5	2	0	2	0	0	0	0	0	118
	3	388	87	3	20	11	0	6	1	0	0	0	0	519
17:00	0	109	24	0	3	1	0	3	1	0	0	0	0	141
17:15	0	108	22	0	4	0	0	2	0	0	0	0	0	136
17:30	0	115	26	1	5	0	0	4	1	0	0	0	1	153
17:45	0	104	20	0	4	0	0	2	0	0	0	0	0	130
	0	436	92	1	16	1	0	11	2	0	0	0	1	560
18:00	1	89	21	0	5	0	0	2	0	0	0	0	0	118
18:15	1	100	30	1	5	1	0	3	1	0	0	0	0	142
18:30	1	109	17	0	3	0	0	3	1	0	0	0	0	134
18:45	1	90	21	0	4	0	0	3	0	0	0	0	0	119
	4	388	89	1	17	1	0	11	2	0	0	0	0	513
19:00	0	102	21	0	3	0	0	3	1	0	0	0	1	131
19:15	0	83	20	0	4	0	0	1	0	0	0	0	0	108
19:30	0	86	18	0	3	0	0	1	0	0	0	0	0	108
19:45	1	66	17	0	2	0	0	1	0	0	0	0	0	87
	1	337	76	0	12	0	0	6	1	0	0	0	1	434
20:00	0	87	10	0	1	0	0	0	0	0	0	0	0	98
20:15	0	54	14	0	2	0	0	0	2	0	0	0	0	72
20:30	0	62	8	0	1	0	0	1	0	0	0	0	0	72
20:45	0	57	10	0	1	0	0	0	0	0	0	0	0	68
	0	260	42	0	5	0	0	1	2	0	0	0	0	310
21:00	1	54	15	0	3	1	0	0	0	0	0	0	0	74
21:15	0	72	6	0	2	0	0	1	0	0	0	0	0	81
21:30	0	41	10	0	1	0	0	0	0	0	0	0	0	52
21:45	0	51	7	0	2	0	0	0	0	0	0	0	0	60
	1	218	38	0	8	1	0	1	0	0	0	0	0	267
22:00	0	38	11	0	0	0	0	0	0	0	0	0	0	49
22:15	0	36	11	0	0	0	0	0	0	0	0	0	0	47
22:30	0	55	9	0	2	0	0	0	0	0	0	0	0	66
22:45	0	32	8	0	0	0	0	1	0	0	0	0	0	41
	0	161	39	0	2	0	0	1	0	0	0	0	0	203
23:00	0	17	3	1	0	0	0	0	0	0	0	0	0	21
23:15	0	25	4	0	0	0	0	0	0	0	0	0	0	29
23:30	0	28	5	0	1	0	0	0	1	0	0	0	0	35
23:45	0	20	3	0	0	0	0	0	0	0	0	0	0	23
	0	90	15	1	1	0	0	0	1	0	0	0	0	108
Total	21	3826	865	19	160	58	0	89	25	1	0	2	3	5069
Percent	0.4%	75.5%	17.1%	0.4%	3.2%	1.1%	0.0%	1.8%	0.5%	0.0%	0.0%	0.0%	0.1%	
Grand Total	36	7471	1779	51	338	110	0	190	56	6	3	5	9	10054
Percent	0.4%	74.3%	17.7%	0.5%	3.4%	1.1%	0.0%	1.9%	0.6%	0.1%	0.0%	0.0%	0.1%	

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071

U.S. 41 1 Mile East of Old Chattanooga Rd.

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/12/11	2	29	5	1	2	0	0	0	0	0	0	0	0	39
00:15	0	20	9	0	2	0	0	0	0	0	0	0	0	31
00:30	0	25	9	1	1	0	0	1	1	0	0	0	0	38
00:45	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	2	83	26	2	5	0	0	1	1	0	0	0	0	120
01:00	0	10	3	0	1	0	0	0	2	0	0	0	0	16
01:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
01:45	0	12	2	0	1	0	0	0	1	0	0	0	0	16
	0	37	8	0	2	0	0	0	3	0	0	0	0	50
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
02:30	0	2	3	1	1	0	0	0	0	0	0	0	0	7
02:45	1	3	1	2	0	0	0	0	0	0	0	0	0	7
	1	16	6	3	1	0	0	0	0	0	0	0	0	27
03:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
03:15	0	15	3	0	0	0	0	0	1	0	0	0	0	19
03:30	1	3	3	0	2	0	0	0	1	0	0	0	0	10
03:45	0	3	0	0	0	1	0	0	0	0	0	0	0	4
	1	28	7	0	2	1	0	0	3	0	0	0	0	42
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:30	0	4	1	0	0	1	0	1	0	0	0	0	0	7
04:45	0	5	3	0	0	0	0	0	2	0	0	0	0	10
	0	20	6	0	0	1	0	1	2	0	0	0	0	30
05:00	0	10	1	1	0	0	0	0	1	0	0	0	0	13
05:15	0	7	2	1	3	0	0	0	3	0	0	0	0	16
05:30	0	9	4	0	0	0	0	0	0	0	0	0	0	13
05:45	0	15	5	0	1	0	0	0	0	0	0	0	0	21
	0	41	12	2	4	0	0	0	4	0	0	0	0	63
06:00	0	19	5	0	1	0	0	1	1	0	0	0	0	27
06:15	0	26	15	1	0	0	0	0	1	0	0	0	0	43
06:30	1	29	9	1	4	2	0	2	1	0	0	0	0	49
06:45	0	38	16	0	1	0	0	1	1	0	0	0	0	57
	1	112	45	2	6	2	0	4	4	0	0	0	0	176
07:00	0	69	20	3	5	0	0	1	1	0	0	0	0	99
07:15	0	76	25	0	4	5	0	1	0	0	0	0	0	111
07:30	1	71	20	1	5	0	0	1	0	0	0	0	0	99
07:45	0	64	20	1	7	1	0	2	2	0	0	0	0	97
	1	280	85	5	21	6	0	5	3	0	0	0	0	406
08:00	1	68	21	0	6	2	0	3	2	0	0	0	0	103
08:15	0	70	36	1	6	5	0	1	1	0	0	0	0	120
08:30	1	75	27	4	9	2	0	1	0	0	0	0	0	119
08:45	2	52	31	2	4	2	0	0	0	1	0	0	0	94
	4	265	115	7	25	11	0	5	3	1	0	0	0	436
09:00	2	84	29	3	11	5	0	3	2	0	0	0	0	139
09:15	0	79	26	3	9	4	0	4	4	1	0	0	0	130
09:30	0	72	27	1	10	1	0	3	3	0	0	0	0	117
09:45	1	64	34	1	7	5	0	2	4	1	0	0	0	119
	3	299	116	8	37	15	0	12	13	2	0	0	0	505
10:00	2	66	30	2	9	2	0	0	2	0	0	0	0	113
10:15	3	89	43	3	6	4	0	5	4	0	0	0	0	157
10:30	1	71	23	3	12	5	0	1	2	0	0	0	0	118
10:45	2	86	38	2	10	2	0	2	1	0	0	0	0	143
	8	312	134	10	37	13	0	8	9	0	0	0	0	531
11:00	1	68	30	1	5	2	0	2	1	0	0	0	0	110
11:15	2	82	43	2	7	5	0	1	4	0	0	0	0	146
11:30	1	83	32	3	8	3	0	1	1	0	0	0	0	132
11:45	1	105	38	2	11	1	0	3	1	0	0	0	0	162
	5	338	143	8	31	11	0	7	7	0	0	0	0	550
Total	26	1831	703	47	171	60	0	43	52	3	0	0	0	2936
Percent	0.9%	62.4%	23.9%	1.6%	5.8%	2.0%	0.0%	1.5%	1.8%	0.1%	0.0%	0.0%	0.0%	

U.S. 41 1 Mile East
of Old Chattanooga Rd.

West

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	113	40	2	10	0	0	2	1	0	0	0	1	170
12:15	1	89	35	2	4	0	0	2	1	0	0	0	0	134
12:30	0	80	35	0	12	3	0	5	1	0	0	0	0	136
12:45	2	104	33	2	5	1	0	4	1	0	0	0	0	152
	4	386	143	6	31	4	0	13	4	0	0	0	1	592
13:00	2	97	42	3	6	0	0	0	1	1	1	1	0	154
13:15	1	102	39	0	7	1	0	3	5	0	0	0	0	158
13:30	4	106	43	3	4	3	0	2	1	0	0	0	0	166
13:45	1	104	34	0	9	1	0	2	0	2	0	0	0	153
	8	409	158	6	26	5	0	7	7	3	1	1	0	631
14:00	2	114	36	2	12	0	0	2	4	0	0	0	0	172
14:15	4	120	45	0	10	4	0	4	1	0	0	0	0	188
14:30	0	101	36	3	10	2	0	1	0	0	0	0	0	153
14:45	0	129	43	0	17	1	0	2	2	0	0	0	1	195
	6	464	160	5	49	7	0	9	7	0	0	0	1	708
15:00	3	136	49	1	7	2	0	2	1	0	1	0	0	202
15:15	3	157	47	2	4	2	0	4	2	0	0	0	0	221
15:30	4	146	48	5	11	2	0	4	2	1	0	0	0	223
15:45	4	153	65	2	8	2	0	4	1	0	0	0	1	240
	14	592	209	10	30	8	0	14	6	1	1	0	1	886
16:00	2	168	62	0	10	3	0	6	1	0	1	0	1	254
16:15	3	202	67	0	6	1	0	6	1	0	0	0	0	286
16:30	5	220	50	1	11	1	0	4	0	0	1	1	0	294
16:45	1	184	70	1	9	0	0	5	1	0	0	1	0	272
	11	774	249	2	36	5	0	21	3	0	2	2	1	1106
17:00	3	216	85	2	14	0	0	8	0	0	0	0	1	329
17:15	6	249	74	1	10	3	0	10	1	1	0	0	0	355
17:30	4	226	67	3	11	4	0	5	0	0	0	0	0	320
17:45	1	180	60	1	9	0	0	6	1	0	0	0	0	258
	14	871	286	7	44	7	0	29	2	1	0	0	1	1262
18:00	4	170	54	0	10	0	0	8	0	1	0	0	0	247
18:15	5	160	49	0	3	0	0	4	1	0	0	0	0	222
18:30	2	163	44	1	6	0	0	2	1	0	1	0	0	220
18:45	3	138	55	0	5	1	0	5	0	0	0	0	0	207
	14	631	202	1	24	1	0	19	2	1	1	0	0	896
19:00	3	137	45	0	9	1	0	0	0	0	0	0	1	196
19:15	4	128	40	1	4	0	0	1	0	0	0	0	0	178
19:30	0	112	38	0	3	0	0	4	1	0	0	0	0	158
19:45	3	128	40	0	3	0	0	2	0	0	0	0	0	176
	10	505	163	1	19	1	0	7	1	0	0	0	1	708
20:00	2	109	44	0	13	0	0	2	1	0	0	0	0	171
20:15	1	115	31	0	6	1	0	2	0	1	0	0	0	157
20:30	4	96	32	0	5	0	0	3	0	0	0	0	0	140
20:45	2	102	28	0	6	0	0	3	1	0	0	0	0	142
	9	422	135	0	30	1	0	10	2	1	0	0	0	610
21:00	0	108	29	0	4	0	0	0	1	0	0	0	0	142
21:15	2	103	29	1	3	0	0	0	1	0	0	0	0	139
21:30	4	87	24	0	4	0	0	1	0	0	0	0	0	120
21:45	0	64	15	0	6	0	0	0	2	0	0	0	0	87
	6	362	97	1	17	0	0	1	4	0	0	0	0	488
22:00	2	69	14	0	2	0	0	2	0	0	0	0	0	89
22:15	1	81	19	1	3	0	0	0	0	0	0	0	0	105
22:30	1	38	14	1	1	0	0	1	1	0	0	0	0	57
22:45	0	37	10	0	0	0	0	1	1	0	0	0	0	49
	4	225	57	2	6	0	0	4	2	0	0	0	0	300
23:00	1	33	11	0	1	0	0	0	1	0	0	0	0	47
23:15	2	57	16	0	0	0	0	0	0	0	0	0	0	75
23:30	0	34	12	2	1	0	0	1	0	0	0	0	0	50
23:45	0	23	2	0	0	0	0	0	0	0	0	0	0	25
	3	147	41	2	2	0	0	1	1	0	0	0	0	197
Total	103	5788	1900	43	314	39	0	135	41	7	5	3	6	8384
Percent	1.2%	69.0%	22.7%	0.5%	3.7%	0.5%	0.0%	1.6%	0.5%	0.1%	0.1%	0.0%	0.1%	
Grand Total	129	7619	2603	90	485	99	0	178	93	10	5	3	6	11320
Percent	1.1%	67.3%	23.0%	0.8%	4.3%	0.9%	0.0%	1.6%	0.8%	0.1%	0.0%	0.0%	0.1%	

Appendix B – Highway Capacity Analysis Worksheets

Phone: Fax:
E-Mail:

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst William Ruhsam
 Agency/Co. Moreland Altobelli
 Date Performed 7/11/11
 Analysis Time Period
 Highway SR 2
 From/To Eastern Leg
 Jurisdiction Whitfield County
 Analysis Year 2009
 Description North Whitfield County Corridor Study

-----Input Data-----

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	12	%
Segment length	6.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V 656 veh/h
 Directional split 60 / 40 %

-----Average Travel Speed-----

Grade adjustment factor, fG	0.93	
PCE for trucks, ET	1.9	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.903	
Two-way flow rate, (note-1) vp	868	pc/h
Highest directional split proportion (note-2)	521	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	47.1	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.94	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.943	
Two-way flow rate,(note-1) vp	822	pc/h
Highest directional split proportion (note-2)	493	
Base percent time-spent-following, BPTSF	51.4	%
Adj.for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	51.4	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.27	
Peak 15-min vehicle-miles of travel, VMT15	1093	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3936	veh-mi
Peak 15-min total travel time, TT15	23.2	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: Fax:
E-Mail:

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst William Ruhsam
Agency/Co. Moreland Altobelli
Date Performed 7/11/11
Analysis Time Period
Highway SR 2
From/To Eastern Leg
Jurisdiction Whitfield County
Analysis Year 2035
Description North Whitfield County Corridor Study

-----Input Data-----

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	12	%
Segment length	6.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V 966 veh/h
Directional split 60 / 40 %

-----Average Travel Speed-----

Grade adjustment factor, fG	0.99	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.943	
Two-way flow rate, (note-1) vp	1149	pc/h
Highest directional split proportion (note-2)	689	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	44.9	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	1073	pc/h
Highest directional split proportion (note-2)	644	
Base percent time-spent-following, BPTSF	61.1	%
Adj.for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	61.1	%

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.36	
Peak 15-min vehicle-miles of travel, VMT15	1610	veh-mi
Peak-hour vehicle-miles of travel, VMT60	5796	veh-mi
Peak 15-min total travel time, TT15	35.9	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: Fax:
E-Mail:

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst William Ruhsam
Agency/Co. Moreland Altobelli
Date Performed 7/11/11
Analysis Time Period
Highway SR 2
From/To Middle Leg
Jurisdiction Whitfield County
Analysis Year 2009
Description North Whitfield County Corridor Study

-----Input Data-----

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	12	%
Segment length	6.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			
Two-way hourly volume, V	379	veh/h			
Directional split	60 / 40	%			

-----Average Travel Speed-----

Grade adjustment factor, fG	0.93	
PCE for trucks, ET	1.9	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.903	
Two-way flow rate, (note-1) vp	502	pc/h
Highest directional split proportion (note-2)	301	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	49.9	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.77	
PCE for trucks, ET	1.8	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.912	
Two-way flow rate,(note-1) vp	599	pc/h
Highest directional split proportion (note-2)	359	
Base percent time-spent-following, BPTSF	40.9	%
Adj.for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	40.9	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.16	
Peak 15-min vehicle-miles of travel, VMT15	632	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2274	veh-mi
Peak 15-min total travel time, TT15	12.7	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: Fax:
E-Mail:

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst William Ruhsam
Agency/Co. Moreland Altobelli
Date Performed 7/11/11
Analysis Time Period
Highway SR 2
From/To Middle Leg
Jurisdiction Whitfield County
Analysis Year 2035
Description North Whitfield County Corridor Study

-----Input Data-----

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	12	%
Segment length	6.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V 558 veh/h
Directional split 60 / 40 %

-----Average Travel Speed-----

Grade adjustment factor, fG	0.93	
PCE for trucks, ET	1.9	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.903	
Two-way flow rate, (note-1) vp	739	pc/h
Highest directional split proportion (note-2)	443	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	48.1	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.94	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.943	
Two-way flow rate,(note-1) vp	699	pc/h
Highest directional split proportion (note-2)	419	
Base percent time-spent-following, BPTSF	45.9	%
Adj.for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	45.9	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.23	
Peak 15-min vehicle-miles of travel, VMT15	930	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3348	veh-mi
Peak 15-min total travel time, TT15	19.3	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: _____ Fax: _____
 E-Mail: _____

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst William Ruhsam
 Agency/Co. Moreland Altobelli
 Date Performed 7/11/11
 Analysis Time Period
 Highway SR 2
 From/To Western Leg
 Jurisdiction Whitfield County
 Analysis Year 2009
 Description North Whitfield County Corridor Study

-----Input Data-----

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	12	%
Segment length	6.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			
Two-way hourly volume, V	173	veh/h			
Directional split	60 / 40	%			

-----Average Travel Speed-----

Grade adjustment factor, fG	0.71	
PCE for trucks, ET	2.5	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.847	
Two-way flow rate, (note-1) vp	319	pc/h
Highest directional split proportion (note-2)	191	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	51.3	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.77	
PCE for trucks, ET	1.8	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.912	
Two-way flow rate,(note-1) vp	274	pc/h
Highest directional split proportion (note-2)	164	
Base percent time-spent-following, BPTSF	21.4	%
Adj.for directional distribution and no-passing zones, fd/np	1.2	
Percent time-spent-following, PTSF	22.6	%

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	288	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1038	veh-mi
Peak 15-min total travel time, TT15	5.6	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: Fax:
E-Mail:

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst William Ruhsam
 Agency/Co. Moreland Altobelli
 Date Performed 7/11/11
 Analysis Time Period
 Highway SR 2
 From/To Western Leg
 Jurisdiction Whitfield County
 Analysis Year 2035
 Description North Whitfield County Corridor Study

-----Input Data-----

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	12	%
Segment length	6.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			
Two-way hourly volume, V	257	veh/h			
Directional split	60 / 40	%			

-----Average Travel Speed-----

Grade adjustment factor, fG	0.71	
PCE for trucks, ET	2.5	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.847	
Two-way flow rate, (note-1) vp	475	pc/h
Highest directional split proportion (note-2)	285	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	50.1	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.77	
PCE for trucks, ET	1.8	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.912	
Two-way flow rate,(note-1) vp	406	pc/h
Highest directional split proportion (note-2)	244	
Base percent time-spent-following, BPTSF	30.0	%
Adj.for directional distribution and no-passing zones, fd/np	0.5	
Percent time-spent-following, PTSF	30.5	%

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.15	
Peak 15-min vehicle-miles of travel, VMT15	428	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1542	veh-mi
Peak 15-min total travel time, TT15	8.5	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: _____ Fax: _____
 E-Mail: _____

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst William Ruhsam
 Agency/Co. Moreland Altobelli
 Date Performed 7/11/11
 Analysis Time Period
 Highway SR 201
 From/To Eastern Leg
 Jurisdiction Whitfield County
 Analysis Year 2009
 Description North Whitfield County Corridor Study

-----Input Data-----

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	12	%
Segment length	6.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			
Two-way hourly volume, V	487	veh/h			
Directional split	60 / 40	%			

-----Average Travel Speed-----

Grade adjustment factor, fG	0.93	
PCE for trucks, ET	1.9	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.903	
Two-way flow rate, (note-1) vp	645	pc/h
Highest directional split proportion (note-2)	387	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	48.8	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.94	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.943	
Two-way flow rate,(note-1) vp	610	pc/h
Highest directional split proportion (note-2)	366	
Base percent time-spent-following, BPTSF	41.5	%
Adj.for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	41.5	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.20	
Peak 15-min vehicle-miles of travel, VMT15	812	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2922	veh-mi
Peak 15-min total travel time, TT15	16.6	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: _____ Fax: _____
 E-Mail: _____

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst William Ruhsam
 Agency/Co. Moreland Altobelli
 Date Performed 7/11/11
 Analysis Time Period
 Highway SR 201
 From/To Eastern Leg
 Jurisdiction Whitfield County
 Analysis Year 2035
 Description North Whitfield County Corridor Study

-----Input Data-----

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	12	%
Segment length	6.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V 717 veh/h
 Directional split 60 / 40 %

-----Average Travel Speed-----

Grade adjustment factor, fG	0.93	
PCE for trucks, ET	1.9	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.903	
Two-way flow rate, (note-1) vp	949	pc/h
Highest directional split proportion (note-2)	569	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	46.4	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.94	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.943	
Two-way flow rate,(note-1) vp	898	pc/h
Highest directional split proportion (note-2)	539	
Base percent time-spent-following, BPTSF	54.6	%
Adj.for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	54.6	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.30	
Peak 15-min vehicle-miles of travel, VMT15	1195	veh-mi
Peak-hour vehicle-miles of travel, VMT60	4302	veh-mi
Peak 15-min total travel time, TT15	25.7	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: Fax:
E-Mail:

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst William Ruhsam
Agency/Co. Moreland Altobelli
Date Performed 7/11/11
Analysis Time Period
Highway SR 201
From/To Middle Leg
Jurisdiction Whitfield County
Analysis Year 2009
Description North Whitfield County Corridor Study

-----Input Data-----

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	12	%
Segment length	6.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			
Two-way hourly volume, V	806	veh/h			
Directional split	60 / 40	%			

-----Average Travel Speed-----

Grade adjustment factor, fG	0.93	
PCE for trucks, ET	1.9	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.903	
Two-way flow rate, (note-1) vp	1067	pc/h
Highest directional split proportion (note-2)	640	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	45.5	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.94	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.943	
Two-way flow rate,(note-1) vp	1010	pc/h
Highest directional split proportion (note-2)	606	
Base percent time-spent-following, BPTSF	58.8	%
Adj.for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	58.8	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.33	
Peak 15-min vehicle-miles of travel, VMT15	1343	veh-mi
Peak-hour vehicle-miles of travel, VMT60	4836	veh-mi
Peak 15-min total travel time, TT15	29.5	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: Fax:
E-Mail:

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst William Ruhsam
Agency/Co. Moreland Altobelli
Date Performed 7/11/11
Analysis Time Period
Highway SR 201
From/To Middle Leg
Jurisdiction Whitfield County
Analysis Year 2035
Description North Whitfield County Corridor Study

-----Input Data-----

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	12	%
Segment length	6.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			
Two-way hourly volume, V	1188	veh/h			
Directional split	60 / 40	%			

-----Average Travel Speed-----

Grade adjustment factor, fG	0.99	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.943	
Two-way flow rate, (note-1) vp	1413	pc/h
Highest directional split proportion (note-2)	848	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	42.8	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	1320	pc/h
Highest directional split proportion (note-2)	792	
Base percent time-spent-following, BPTSF	68.7	%
Adj.for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	68.7	%

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.44	
Peak 15-min vehicle-miles of travel, VMT15	1980	veh-mi
Peak-hour vehicle-miles of travel, VMT60	7128	veh-mi
Peak 15-min total travel time, TT15	46.2	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: _____ Fax: _____
 E-Mail: _____

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst William Ruhsam
 Agency/Co. Moreland Altobelli
 Date Performed 7/11/11
 Analysis Time Period
 Highway SR 201
 From/To Western Leg
 Jurisdiction Whitfield County
 Analysis Year 2009
 Description North Whitfield County Corridor Study

-----Input Data-----

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	12	%
Segment length	6.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			
Two-way hourly volume, V	274	veh/h			
Directional split	60 / 40	%			

-----Average Travel Speed-----

Grade adjustment factor, fG	0.71	
PCE for trucks, ET	2.5	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.847	
Two-way flow rate, (note-1) vp	506	pc/h
Highest directional split proportion (note-2)	304	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	49.9	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.77	
PCE for trucks, ET	1.8	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.912	
Two-way flow rate,(note-1) vp	433	pc/h
Highest directional split proportion (note-2)	260	
Base percent time-spent-following, BPTSF	31.7	%
Adj.for directional distribution and no-passing zones, fd/np	0.4	
Percent time-spent-following, PTSF	32.1	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.16	
Peak 15-min vehicle-miles of travel, VMT15	457	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1644	veh-mi
Peak 15-min total travel time, TT15	9.2	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: Fax:
 E-Mail:

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst William Ruhsam
 Agency/Co. Moreland Altobelli
 Date Performed 7/11/11
 Analysis Time Period
 Highway SR 201
 From/To Western Leg
 Jurisdiction Whitfield County
 Analysis Year 2035
 Description North Whitfield County Corridor Study

-----Input Data-----

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	12	%
Segment length	6.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			
Two-way hourly volume, V	404	veh/h			
Directional split	60 / 40	%			

-----Average Travel Speed-----

Grade adjustment factor, fG	0.93	
PCE for trucks, ET	1.9	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.903	
Two-way flow rate, (note-1) vp	535	pc/h
Highest directional split proportion (note-2)	321	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	49.6	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.94	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.943	
Two-way flow rate,(note-1) vp	506	pc/h
Highest directional split proportion (note-2)	304	
Base percent time-spent-following, BPTSF	35.9	%
Adj.for directional distribution and no-passing zones, fd/np	0.2	
Percent time-spent-following, PTSF	36.1	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.17	
Peak 15-min vehicle-miles of travel, VMT15	673	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2424	veh-mi
Peak 15-min total travel time, TT15	13.6	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: Fax:
E-mail:

-----PLANNING ANALYSIS-----

Analyst: William Ruhsam
Agency/Co: Moreland Altobelli
Date: 7/11/11
Analysis Period: 2009
Highway: SR 71
From/To: Northern Leg
Jurisdiction: Whitfield County
Analysis Year: 2009
Project ID: North Whitfield County Corridor Study

-----INPUT DATA-----

Total AADT volume, AADT	4040	vpd
Proportion AADT during peak hour, K	0.09	
Percent peak-hour traffic in heaviest direction, D	60	%
Trucks	12	%
Terrain type	Rolling	
Base free-flow speed, BFFS	60.0	mph

-----ANALYSIS-----

DDHV = AADT x D x K
DDHV = 4040 x 0.60 x 0.09 = 218

Volume for :			LOS
4-lane highway = 218	vph/2 lanes = 109	vphpl	A
6-lane highway = 218	vph/3 lanes = 72	vphpl	A

-----LEVEL OF SERVICE-----

		Free-Flow Speed = 60 mph					Free-Flow Speed = 50 mph				
		Percent Trucks					Percent Trucks				
	LOS	0	5	10	15	20	0	5	10	15	20
Terrain Level	A	560	550	530	520	510	440	430	420	410	400
	B	920	900	870	850	840	710	700	680	660	650
	C	1310	1280	1250	1220	1190	1030	1000	980	960	940
	D	1680	1640	1600	1570	1530	1350	1320	1290	1260	1230
	E	1870	1820	1780	1740	1700	1610	1570	1530	1500	1460
Rolling	A	560	520	490	460	430	440	410	380	360	340
	B	920	850	800	750	710	710	660	620	580	550
	C	1310	1220	1140	1070	1010	1030	960	900	840	790
	D	1680	1570	1470	1380	1300	1350	1260	1180	1100	1040
	E	1870	1740	1620	1520	1440	1610	1500	1400	1310	1240
Mountain	A	560	480	420	370	330	440	370	320	290	260

B	920	780	680	600	540	710	610	530	470	420
C	1310	1120	970	860	770	1030	880	760	680	610
D	1680	1430	1250	1100	990	1350	1150	1000	890	800
E	1870	1590	1380	1220	1100	1610	1370	1190	1050	950

Assumptions: highway with 60 mi/h FFS has 8 access points/mi; highway with 50 mi/h FFS has 25 access points/mi; lane width = 12 ft; shoulder width > 6 ft; divided highway; PHF = 0.88; all heavy vehicles are trucks and regular commuters

Phone: Fax:
E-mail:

-----PLANNING ANALYSIS-----

Analyst: William Ruhsam
 Agency/Co: Moreland Altobelli
 Date: 7/11/11
 Analysis Period: 2035
 Highway: SR 71
 From/To: Northern Leg
 Jurisdiction: Whitfield County
 Analysis Year: 2035
 Project ID: North Whitfield County Corridor Study

-----INPUT DATA-----

Total AADT volume, AADT 6600 vpd
 Proportion AADT during peak hour, K 0.09
 Percent peak-hour traffic in heaviest direction, D 60 %
 Trucks 12 %
 Terrain type Rolling
 Base free-flow speed, BFFS 60.0 mph

-----ANALYSIS-----

DDHV = AADT x D x K
 DDHV = 6600 x 0.60 x 0.09 = 356

Volume for : LOS
 4-lane highway = 356 vph/2 lanes = 178 vphpl A
 6-lane highway = 356 vph/3 lanes = 118 vphpl A

-----LEVEL OF SERVICE-----

		Free-Flow Speed = 60 mph					Free-Flow Speed = 50 mph				
		Percent Trucks									
	LOS	0	5	10	15	20	0	5	10	15	20
Terrain Level	A	560	550	530	520	510	440	430	420	410	400
	B	920	900	870	850	840	710	700	680	660	650
	C	1310	1280	1250	1220	1190	1030	1000	980	960	940
	D	1680	1640	1600	1570	1530	1350	1320	1290	1260	1230
	E	1870	1820	1780	1740	1700	1610	1570	1530	1500	1460
Rolling	A	560	520	490	460	430	440	410	380	360	340
	B	920	850	800	750	710	710	660	620	580	550
	C	1310	1220	1140	1070	1010	1030	960	900	840	790
	D	1680	1570	1470	1380	1300	1350	1260	1180	1100	1040
	E	1870	1740	1620	1520	1440	1610	1500	1400	1310	1240
Mountain	A	560	480	420	370	330	440	370	320	290	260

B	920	780	680	600	540	710	610	530	470	420
C	1310	1120	970	860	770	1030	880	760	680	610
D	1680	1430	1250	1100	990	1350	1150	1000	890	800
E	1870	1590	1380	1220	1100	1610	1370	1190	1050	950

Assumptions: highway with 60 mi/h FFS has 8 access points/mi; highway with 50 mi/h FFS has 25 access points/mi; lane width = 12 ft; shoulder width > 6 ft; divided highway; PHF = 0.88; all heavy vehicles are trucks and regular commuters

Phone: Fax:
E-mail:

-----PLANNING ANALYSIS-----

Analyst: William Ruhsam
 Agency/Co: Moreland Altobelli
 Date: 7/11/11
 Analysis Period: 2009
 Highway: SR 71
 From/To: Southern Leg
 Jurisdiction: Whitfield County
 Analysis Year: 2009
 Project ID: North Whitfield County Corridor Study

-----INPUT DATA-----

Total AADT volume, AADT	9440	vpd
Proportion AADT during peak hour, K	0.09	
Percent peak-hour traffic in heaviest direction, D	60	%
Trucks	12	%
Terrain type	Rolling	
Base free-flow speed, BFFS	60.0	mph

-----ANALYSIS-----

DDHV = AADT x D x K
 DDHV = 9440 x 0.60 x 0.09 = 510

Volume for :			LOS
4-lane highway = 510	vph/2 lanes = 255	vphpl	A
6-lane highway = 510	vph/3 lanes = 170	vphpl	A

-----LEVEL OF SERVICE-----

		Free-Flow Speed = 60 mph					Free-Flow Speed = 50 mph				
		Percent Trucks					Percent Trucks				
	LOS	0	5	10	15	20	0	5	10	15	20
Terrain Level	A	560	550	530	520	510	440	430	420	410	400
	B	920	900	870	850	840	710	700	680	660	650
	C	1310	1280	1250	1220	1190	1030	1000	980	960	940
	D	1680	1640	1600	1570	1530	1350	1320	1290	1260	1230
	E	1870	1820	1780	1740	1700	1610	1570	1530	1500	1460
Rolling	A	560	520	490	460	430	440	410	380	360	340
	B	920	850	800	750	710	710	660	620	580	550
	C	1310	1220	1140	1070	1010	1030	960	900	840	790
	D	1680	1570	1470	1380	1300	1350	1260	1180	1100	1040
	E	1870	1740	1620	1520	1440	1610	1500	1400	1310	1240
Mountain	A	560	480	420	370	330	440	370	320	290	260

B	920	780	680	600	540	710	610	530	470	420
C	1310	1120	970	860	770	1030	880	760	680	610
D	1680	1430	1250	1100	990	1350	1150	1000	890	800
E	1870	1590	1380	1220	1100	1610	1370	1190	1050	950

Assumptions: highway with 60 mi/h FFS has 8 access points/mi; highway with 50 mi/h FFS has 25 access points/mi; lane width = 12 ft; shoulder width > 6 ft; divided highway; PHF = 0.88; all heavy vehicles are trucks and regular commuters

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst William Ruhsam
 Agency/Co. Moreland Altobelli
 Date Performed 7/11/11
 Analysis Time Period
 Highway US 41
 From/To Northern Leg
 Jurisdiction Whitfield County
 Analysis Year 2009
 Description North Whitfield County Corridor Study

Input Data

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	9	%
Segment length	1.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			
Two-way hourly volume, V	404	veh/h			
Directional split	60 / 40	%			

Average Travel Speed

Grade adjustment factor, fG	0.93	
PCE for trucks, ET	1.9	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.925	
Two-way flow rate, (note-1) vp	522	pc/h
Highest directional split proportion (note-2)	313	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	49.7	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.94	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.957	
Two-way flow rate,(note-1) vp	499	pc/h
Highest directional split proportion (note-2)	299	
Base percent time-spent-following, BPTSF	35.5	%
Adj.for directional distribution and no-passing zones, fd/np	0.3	
Percent time-spent-following, PTSF	35.8	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.16	
Peak 15-min vehicle-miles of travel, VMT15	112	veh-mi
Peak-hour vehicle-miles of travel, VMT60	404	veh-mi
Peak 15-min total travel time, TT15	2.3	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: Fax:
E-Mail:

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst William Ruhsam
Agency/Co. Moreland Altobelli
Date Performed 7/11/11
Analysis Time Period
Highway US 41
From/To Northern Leg
Jurisdiction Whitfield County
Analysis Year 2035
Description North Whitfield County Corridor Study

-----Input Data-----

Highway class	Class 1				
Shoulder width	1.0	ft	Peak-hour factor, PHF	0.90	
Lane width	12.0	ft	% Trucks and buses	9	%
Segment length	1.0	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			
Two-way hourly volume, V	594	veh/h			
Directional split	60 / 40	%			

-----Average Travel Speed-----

Grade adjustment factor, fG	0.93	
PCE for trucks, ET	1.9	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.925	
Two-way flow rate, (note-1) vp	767	pc/h
Highest directional split proportion (note-2)	460	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	4.2	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	53.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	47.8	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.94	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.957	
Two-way flow rate,(note-1) vp	734	pc/h
Highest directional split proportion (note-2)	440	
Base percent time-spent-following, BPTSF	47.5	%
Adj.for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	47.5	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.24	
Peak 15-min vehicle-miles of travel, VMT15	165	veh-mi
Peak-hour vehicle-miles of travel, VMT60	594	veh-mi
Peak 15-min total travel time, TT15	3.4	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: Fax:
E-mail:

-----PLANNING ANALYSIS-----

Analyst: William Ruhsam
Agency/Co: Moreland Altobelli
Date: 7/11/11
Analysis Period: 2009
Highway: US 41
From/To: I-75 to Tunnell Hill
Jurisdiction: Whitfield County
Analysis Year: 2009
Project ID: North Whitfield County Corridor Study

-----INPUT DATA-----

Total AADT volume, AADT	21720	vpd
Proportion AADT during peak hour, K	0.09	
Percent peak-hour traffic in heaviest direction, D	60	%
Trucks	9	%
Terrain type	Rolling	
Base free-flow speed, BFFS	60.0	mph

-----ANALYSIS-----

DDHV = AADT x D x K
DDHV = 21720 x 0.60 x 0.09 = 1173

Volume for :			LOS
4-lane highway = 1173	vph/2 lanes = 586	vphpl	B
6-lane highway = 1173	vph/3 lanes = 391	vphpl	A

-----LEVEL OF SERVICE-----

		Free-Flow Speed = 60 mph					Free-Flow Speed = 50 mph				
		Percent Trucks					Percent Trucks				
	LOS	0	5	10	15	20	0	5	10	15	20
Terrain Level	A	560	550	530	520	510	440	430	420	410	400
	B	920	900	870	850	840	710	700	680	660	650
	C	1310	1280	1250	1220	1190	1030	1000	980	960	940
	D	1680	1640	1600	1570	1530	1350	1320	1290	1260	1230
	E	1870	1820	1780	1740	1700	1610	1570	1530	1500	1460
Rolling	A	560	520	490	460	430	440	410	380	360	340
	B	920	850	800	750	710	710	660	620	580	550
	C	1310	1220	1140	1070	1010	1030	960	900	840	790
	D	1680	1570	1470	1380	1300	1350	1260	1180	1100	1040
	E	1870	1740	1620	1520	1440	1610	1500	1400	1310	1240
Mountain	A	560	480	420	370	330	440	370	320	290	260

B	920	780	680	600	540	710	610	530	470	420
C	1310	1120	970	860	770	1030	880	760	680	610
D	1680	1430	1250	1100	990	1350	1150	1000	890	800
E	1870	1590	1380	1220	1100	1610	1370	1190	1050	950

Assumptions: highway with 60 mi/h FFS has 8 access points/mi; highway with 50 mi/h FFS has 25 access points/mi; lane width = 12 ft; shoulder width > 6 ft; divided highway; PHF = 0.88; all heavy vehicles are trucks and regular commuters

Phone: Fax:
E-mail:

-----PLANNING ANALYSIS-----

Analyst: William Ruhsam
Agency/Co: Moreland Altobelli
Date: 7/11/11
Analysis Period: 2009
Highway: US 41
From/To: I-75 to Tunnell Hill
Jurisdiction: Whitfield County
Analysis Year: 2009
Project ID: North Whitfield County Corridor Study

-----INPUT DATA-----

Total AADT volume, AADT	31990	vpd
Proportion AADT during peak hour, K	0.09	
Percent peak-hour traffic in heaviest direction, D	60	%
Trucks	9	%
Terrain type	Rolling	
Base free-flow speed, BFFS	60.0	mph

-----ANALYSIS-----

DDHV = AADT x D x K
DDHV = 31990 x 0.60 x 0.09 = 1727

Volume for :			LOS
4-lane highway = 1727	vph/2 lanes = 863	vphpl	C
6-lane highway = 1727	vph/3 lanes = 575	vphpl	B

-----LEVEL OF SERVICE-----

		Free-Flow Speed = 60 mph					Free-Flow Speed = 50 mph				
		Percent Trucks					Percent Trucks				
	LOS	0	5	10	15	20	0	5	10	15	20
Terrain Level	A	560	550	530	520	510	440	430	420	410	400
	B	920	900	870	850	840	710	700	680	660	650
	C	1310	1280	1250	1220	1190	1030	1000	980	960	940
	D	1680	1640	1600	1570	1530	1350	1320	1290	1260	1230
	E	1870	1820	1780	1740	1700	1610	1570	1530	1500	1460
Rolling	A	560	520	490	460	430	440	410	380	360	340
	B	920	850	800	750	710	710	660	620	580	550
	C	1310	1220	1140	1070	1010	1030	960	900	840	790
	D	1680	1570	1470	1380	1300	1350	1260	1180	1100	1040
	E	1870	1740	1620	1520	1440	1610	1500	1400	1310	1240
Mountain	A	560	480	420	370	330	440	370	320	290	260

B	920	780	680	600	540	710	610	530	470	420
C	1310	1120	970	860	770	1030	880	760	680	610
D	1680	1430	1250	1100	990	1350	1150	1000	890	800
E	1870	1590	1380	1220	1100	1610	1370	1190	1050	950

Assumptions: highway with 60 mi/h FFS has 8 access points/mi; highway with 50 mi/h FFS has 25 access points/mi; lane width = 12 ft; shoulder width > 6 ft; divided highway; PHF = 0.88; all heavy vehicles are trucks and regular commuters