

Figure 13. Annual Safety Impact of Proposed Alternatives and Countermeasures

All potential scenarios represent an improvement over the existing condition. However, the implementation of a single-lane roundabout offers noticeably improved safety performance over the other alternatives. Additional operational analysis is required to determine the operational performance of these alternatives when compared to one another.

Operational Impact of Potential Alternatives and Countermeasures

Table 11 provides a summary of the operational impacts among the potential alternatives. Of these alternatives, the multilane roundabout was evaluated to produce the highest amount of operational improvement at the study intersection.

Table 11. Year 2041 Operational analysis Results

Analysis Year	Conflict Points	Peak Period	Delay (LOS)					Max V/C Ratio
			EB	WB	NB	SB	Overall	
Exclusive Turn Lanes	32	AM	2.9 (A)	0.0 (A)	>300 (F)	>300 (F)	>300 (F)	>5
		PM	1.1 (A)	0.0 (A)	>300 (F)	>300 (F)	>300 (F)	>5
Single Lane Roundabout	8	AM	31 (D)	277 (F)	10 (B)	216 (F)	190.4 (F)	1.58
		PM	338 (F)	32 (D)	25 (C)	35 (D)	185.9 (F)	1.71
Multi Lane Roundabout	16	AM	8.9 (A)	21.6 (C)	9.1 (A)	185.4 (F)	41.4 (E)	1.31
		PM	32.4 (D)	8.8 (A)	19.9 (C)	32.7 (D)	24.7 (C)	0.91
Traffic Signal	32	AM	116.7 (F)	39.5 (D)	34.1 (C)	50.8 (D)	63.3 (E)	2.22
		PM	237.3 (F)	15.1 (B)	46.9 (D)	112.4 (F)	148.6 (F)	3.75

CONCLUSION

The previous sections of this report demonstrate that the proposed alternatives and countermeasures will improve operations compared to the no-build condition, and have been proven in prior research to improve traffic safety. Therefore, GDOT should consider the recommended safety countermeasures and treatments presented in **Table 12** for implementation.

Table 12. Suggested Safety Countermeasures for SR 124 at SR 60 Study Intersection

No.	Countermeasure	Approximate Implementation Timeline	Safety Issue Addressed
1	Convert the existing intersection to a modern multilane roundabout.	Long	1, 2, 3

APPENDICES

Appendix A: Safety Risk Matrix Background

Appendix B: Planning Level Capacity Analysis

Appendix C: Collision Diagram

Appendix D: Turning Movement Count Summary

Appendix E: Directional Tube Count Summary

Appendix F: Existing Conditions Analysis – Synchro Reports

Appendix G: Roundabout Analysis (Build & Design Years) – GDOT Tool (v4.1)

Appendix H: Roundabout Analysis (Build & Design Years) – SIDRA 7

Appendix I: Turn Lanes Alternative – Synchro Reports

Appendix J: Signal Alternative – Synchro Reports

Appendix K: Traffic Signal Warrant Analyses

Appendix L: Projected Turning Movement Diagrams

Appendix M: Intersection Control Evaluation (ICE)

Appendix A: Safety Risk Matrix Background

Crash Frequency

Estimated		Expected Crash Frequency (from HSM analysis)	Frequency Rating
Exposure	Probability		
High	High	10 or more crashes per year	Frequent
Medium	High		
High	Medium	1 to 9 crashes per year	Occasional
Medium	Medium		
High	Low	Less than 1 crash per year, but more than 1 crash every five years	Infrequent
Low	Medium		
Medium	Low	Less than 1 crash every five years	Rare
Low	Low		

Crash Severity

Types of crashes	Expected crash severity	Severity rating
Crashes involving high speeds or heavy vehicles, pedestrians, bicycles, or motorcycles	Probable fatality or incapacitating injury	Extreme
Crashes involving medium to high speeds; lane departure, angle, or left-turn crashes	Moderate to severe injury	High
Crashes involving low to medium speeds angle or left-turn crashes or high speeds and rear-end or side-swipe crashes	Minor to moderate injury	Moderate
Crashes involving low to medium speeds; rear-end or side-swipe crashes	Property damage only or minor injury	Low

Safety Risk Matrix

Frequency Rating	Severity Rating			
	Low	Moderate	High	Extreme
Frequent	C	D	E	F
Occasional	B	C	D	E
Infrequent	A	B	C	D
Rare	A	A	B	C

Appendix B: Planning Level Capacity Analysis

GDOT's design policy manual states that the ideal capacity of a two-lane roadway is 1,700 vehicles per hour (vph) in each direction and 2,000 vph per lane for a multilane highway. The manual also states that two-lane roadways are generally acceptable only if the design hour volume (DHV) is less than 800 vph in either direction. For the purposes of a "planning level capacity analysis," for two-lane roadways, the acceptable DHV of 800 needs to be converted to an acceptable daily volume and compared with GDOT's AADT counts to determine potential capacity issues. As the 800 vph is in either direction, it represents the directional design hour volume (DDHV). The calculation for DDHV using AADT is as follows:

DDHV = AADT * K * D where:

K = proportion of the AADT that occurs during the design hour

D = proportion of the DHV that occurs in the heavier direction of travel

Since the DDHV is known (800 vph), assuming a K and D value allows for the calculation of a target daily volume or AADT in the above formula. Reasonable assumptions for K and D were made where K was assumed to be 0.10 (or 10 percent) and D was assumed to be 0.60 (or 60 percent). Using those in conjunction with GDOT's acceptable DDHV, the acceptable daily volume for a two-lane road is computed as follows:

Two lane acceptable daily volume = $800 / (0.10 * 0.60) = 13,333$ (13,300 rounded).

For multilane roadways, a ratio was computed of the acceptable DHV (800) for a two-lane roadway divided by the ideal capacity (1,700) of a two-lane roadway to allow for the computation of an acceptable DHV for a multilane roadway (ratio = $800 / 1700 = 0.47$). Using this ratio along with the ideal hourly capacity for a multilane roadway (2,000 vehicles per lane), the acceptable directional DHV for a multilane roadway is as follows:

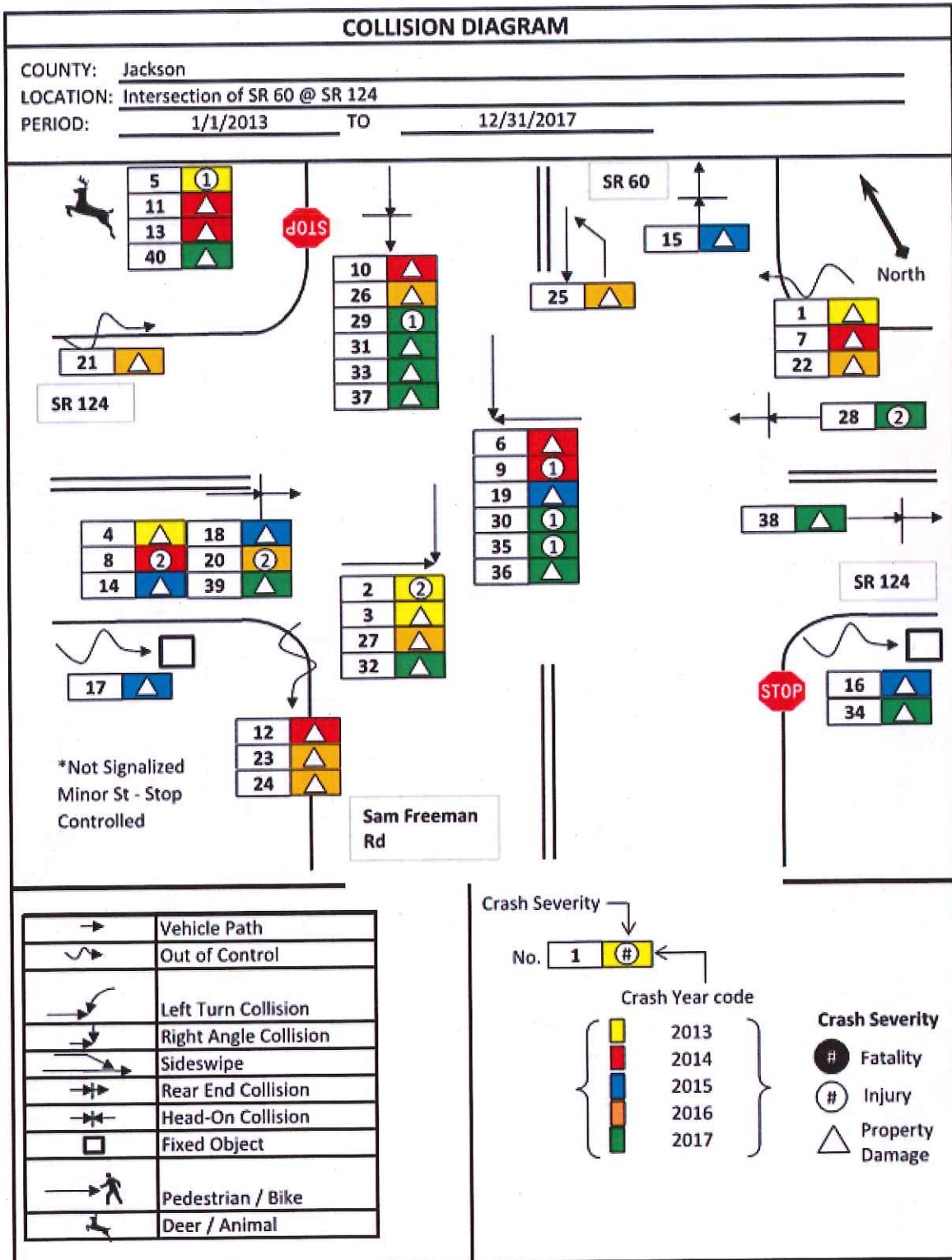
Acceptable multilane DDHV = $2,000 * 0.47 * \# \text{ lanes} / 2$

Four lane roadway DDHV = $2,000 * 0.47 * 4 / 2 = 1,880$ vph

To compute the multilane acceptable daily volume, the same formula is applied to the DDHV from the two-lane:

Four lane acceptable daily volume = $1,880 / (0.10 * 0.60) = 31,333$ (31,300 rounded)

Appendix C: Collision Diagrams



CRASH SUMMARY										
COUNTY: Jackson										
LOCATION: Intersection of SR 60 @ SR 124										
PERIOD: 01/01/13 to 12/31/17										
No.	Year	Date	Day	Time	Type	Fatal	Inj.	Light Cond.	Surface	Accident No.
1		1/11/2013	Fri	9:46:00 PM	Single Veh	0	0	Night	Wet	4358943
2		6/29/2013	Sat	4:51:00 PM	Angle	0	2	Day	Dry	4492872
3		9/23/2013	Mon	4:50:00 PM	Angle	0	0	Day	Dry	4581558
4		9/26/2013	Thu	6:00:00 PM	Rear End	0	0	Day	Dry	4587078
5		11/28/2013	Thu	5:55:00 AM	Deer	0	1	Day	Dry	4660253
6		2/21/2014	Fri	5:26:00 PM	Angle	0	0	Day	Dry	4740482
7		5/25/2014	Sun	2:57:00 PM	Single Veh	0	0	Day	Dry	4857978
8		6/9/2014	Mon	6:29:00 PM	Rear End	0	2	Day	Dry	4872645
9		10/24/2014	Fri	11:05:00 PM	Angle	0	1	Night	Dry	5029412
10		11/23/2014	Sun	10:17:00 AM	Rear End	0	0	Day	Wet	5062086
11		12/4/2014	Thu	7:44:00 PM	Deer	0	0	Night	Wet	5075726
12		12/9/2014	Tue	1:38:00 PM	Single Veh	0	0	Day	Dry	5087830
13		12/20/2014	Sat	7:15:00 PM	Deer	0	0	Night	Dry	5103780
14		4/1/2015	Wed	9:13:00 PM	Sideswipe	0	0	Night	Dry	5240383
15		6/25/2015	Thu	3:54:00 PM	Rear End	0	0	Day	Dry	5337179
16		7/21/2015	Tue	3:30:00 PM	Single Veh	0	0	Day	Dry	5364891
17		9/4/2015	Fri	3:43:00 PM	Single Veh	0	0	Day	Dry	5419003
18		11/6/2015	Fri	2:48:00 PM	Rear End	0	0	Day	Wet	5505042
19		12/20/2015	Sun	11:10:00 AM	Angle	0	0	Day	Dry	5560405
20		2/18/2016	Thu	3:49:00 PM	Rear End	0	2	Day	Dry	5642077
21		3/19/2016	Sat	1:48:00 AM	Single Veh	0	0	Night	Dry	5685716
22		3/30/2016	Wed	5:11:00 PM	Single Veh	0	0	Day	Dry	5696060
23		4/24/2016	Sun	6:00:00 AM	Single Veh	0	0	Night	Dry	5729280
24		6/18/2016	Sat	6:16:00 AM	Single Veh	0	0	Dawn	Dry	5801525
25		9/3/2016	Sat	4:00:00 PM	Sideswipe	0	0	Day	Dry	5906560
26		10/13/2016	Thu	7:47:00 AM	Rear End	0	0	Day	Dry	5959818
27		12/7/2016	Wed	4:30:00 PM	Angle	0	0	Day	Dry	6031737
28		1/27/2017	Fri	10:31:00 AM	Rear End	0	2	Day	Dry	6095711
29		2/14/2017	Tue	4:45:00 PM	Rear End	0	1	Day	Dry	6118548
30		2/20/2017	Mon	6:08:00 PM	Angle	0	1	Day	Dry	6126252
31		4/20/2017	Thu	7:51:00 AM	Rear End	0	0	Day	Dry	6201099
32		5/8/2017	Mon	1:17:00 PM	Angle	0	0	Day	Dry	6226311
33		5/18/2017	Thu	5:47:00 PM	Rear End	0	0	Day	Dry	6243353
34		5/21/2017	Sun	10:56:00 PM	Single Veh	0	0	Night	Dry	6243368
35		6/5/2017	Mon	5:05:00 AM	Angle	0	1	Night	Wet	6265784

CRASH SUMMARY										
COUNTY: Jackson										
LOCATION: Intersection of SR 60 @ SR 124										
PERIOD: 01/01/13 to 12/31/17										
No.	Year	Date	Day	Time	Type	Fatal	Inj.	Light Cond.	Surface	Accident No.
36		6/10/2017	Sat	3:12:00 PM	Angle	0	0	Night	Dry	6272156
37		6/13/2017	Tue	5:45:00 PM	Rear End	0	0	Day	Dry	6273177
38		6/23/2017	Fri	10:03:00 PM	Rear End	0	0	Night	Wet	6288291
39		6/30/2017	Fri	5:35:00 PM	Rear End	0	0	Day	Dry	6296252
40		11/23/2017	Thu	3:56:00 PM	Deer	0	0	Day	Dry	6487817
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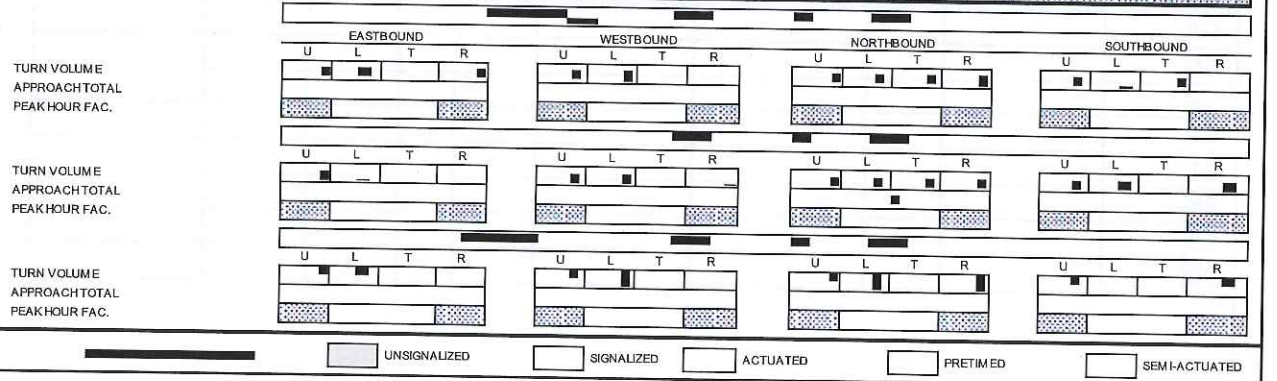
Appendix D: Turning Movement Count Summary

Turning Movement Count Summary

INTERSECTION : _____
 DATE COUNT : _____
 CONDITION : _____

PROJECT : _____
 JOB NO. : _____
 COMP.BY : _____

Time	SR 124 EASTBOUND					SR 124 WESTBOUND					Sam Freeman Rd NORTHBOUND					SR 60 SOUTHBOUND					TOTALS
	U	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	U	L	T	R	TOTAL	
7:00 AM - 7:15 AM																					343
7:15 AM - 7:30 AM																					391
7:30 AM - 7:45 AM																					381
7:45 AM - 8:00 AM																					348
8:00 AM - 8:15 AM																					265
8:15 AM - 8:30 AM																					230
8:30 AM - 8:45 AM																					207
8:45 AM - 9:00 AM																					199
9:00 AM - 9:15 AM																					168
9:15 AM - 9:30 AM																					164
9:30 AM - 9:45 AM																					199
9:45 AM - 10:00 AM																					177
10:00 AM - 10:15 AM																					151
10:15 AM - 10:30 AM																					162
10:30 AM - 10:45 AM																					174
10:45 AM - 11:00 AM																					143
11:00 AM - 11:15 AM																					205
11:15 AM - 11:30 AM																					188
11:30 AM - 11:45 AM																					172
11:45 AM - 12:00 PM																					174
12:00 PM - 12:15 PM																					184
12:15 PM - 12:30 PM																					229
12:30 PM - 12:45 PM																					203
12:45 PM - 1:00 PM																					216
1:00 PM - 1:15 PM																					161
1:15 PM - 1:30 PM																					169
1:30 PM - 1:45 PM																					206
1:45 PM - 2:00 PM																					220
2:00 PM - 2:15 PM																					226
2:15 PM - 2:30 PM																					260
2:30 PM - 2:45 PM																					220
2:45 PM - 3:00 PM																					234
3:00 PM - 3:15 PM																					259
3:15 PM - 3:30 PM																					272
3:30 PM - 3:45 PM																					317
3:45 PM - 4:00 PM																					301
4:00 PM - 4:15 PM																					274
4:15 PM - 4:30 PM																					325
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4:45 PM - 5:00 PM																					328
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5:45 PM - 6:00 PM																					345
6:00 PM - 6:15 PM																					337
6:15 PM - 6:30 PM																					341
6:30 PM - 6:45 PM																					243
6:45 PM - 7:00 PM																					240
GRAND TOTAL	2	650	4,267	34	4,953	2	24	3,972	1,199	5,197	0	25	65	19	109	0	1,045	93	699	1,837	12,096



Appendix E: Directional Tube Count Summary

Atkins

Twenty-Four Hour Traffic Count

Location: SR 124 at SR 60

Hour Ending	SR 124 E of SR 60		SR 60 N of SR 124		Sam Freeman Road S of SR 124		SR 124 W of SR 60		Intersection Approach Volumes				
	EB	WB	NB	SB	NB	SB	EB	WB	EB	SB	NB	WB	TOTAL
1:00 AM	33	19	8	7	0	0	33	17	33	7	0	19	59
2:00 AM	34	12	6	10	0	0	27	9	27	10	0	12	49
3:00 AM	15	8	4	5	0	0	15	9	15	5	0	8	28
4:00 AM	9	35	9	4	0	1	9	28	9	4	0	35	48
5:00 AM	47	122	21	34	1	1	41	128	41	34	1	122	198
6:00 AM	59	318	29	60	0	2	46	326	46	60	0	318	424
7:00 AM	129	560	125	117	13	6	113	524	113	117	13	560	803
8:00 AM	413	848	293	195	14	11	397	716	397	195	14	848	1,454
9:00 AM	225	557	135	140	6	11	199	533	199	140	6	557	902
10:00 AM	233	391	89	121	6	8	204	386	204	121	6	391	722
11:00 AM	236	333	115	103	8	10	223	292	223	103	8	333	667
12:00 PM	278	357	106	116	6	18	249	315	249	116	6	357	728
1:00 PM	342	376	145	128	12	9	325	345	325	128	12	376	841
2:00 PM	383	310	128	128	8	14	355	267	355	128	8	310	801
3:00 PM	457	335	144	139	11	19	454	315	454	139	11	335	939
4:00 PM	578	431	196	150	8	15	559	356	559	150	8	431	1,148
5:00 PM	718	421	195	179	16	19	684	367	684	179	16	421	1,300
6:00 PM	812	460	227	279	12	19	741	403	741	279	12	460	1,492
7:00 PM	622	384	166	167	13	11	590	354	590	167	13	384	1,154
8:00 PM	430	221	127	96	17	9	428	196	428	96	17	221	762
9:00 PM	362	158	93	96	9	9	339	137	339	96	9	158	602
10:00 PM	223	120	69	47	5	2	222	101	222	47	5	120	394
11:00 PM	118	54	32	34	2	5	110	47	110	34	2	54	200
12:00 AM	58	25	9	14	2	2	57	28	57	14	2	25	98
Total	6,814	6,855	2,471	2,369	169	201	6,420	6,199	6,420	2,369	169	6,855	15,813

Intersection Volume: **15,813 Vehicles Per Day**

A.M. Peak Hour Is From **7:00 AM** TO **8:00 AM**
 Volume of **1,454** Is **9.2%** Of 24-Hour Volume

P.M. Peak Hour Is From **5:00 PM** TO **6:00 PM**
 Volume of **1,492** Is **9.4%** Of 24-Hour Volume

Machine County Made By: *All Traffic Data Services, Inc*
 Day-of-Week Count: *Wednesday*
 Date of Count: *18-Apr-17*
 Report Prepared By: *MB*
 Date Report Prepared: *1-May-18*

Appendix F: Existing Conditions Analysis – Synchro Reports

2017 No Build AM Peak

HCM 2010 TWSC

3: Sam Freeman Rd/SR 60 & SR 124

4/23/2018

Intersection												
Int Delay, s/veh	12											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	70	331	3	1	636	208	0	9	1	97	3	104
Future Vol, veh/h	70	331	3	1	636	208	0	9	1	97	3	104
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	360	3	1	691	226	0	10	1	105	3	113
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	917	0	0	363	0	0	1322	1434	361	1326	1322	804
Stage 1	-	-	-	-	-	-	514	514	-	807	807	-
Stage 2	-	-	-	-	-	-	808	920	-	519	515	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	744	-	-	1196	-	-	133	134	684	133	156	383
Stage 1	-	-	-	-	-	-	543	535	-	375	394	-
Stage 2	-	-	-	-	-	-	375	350	-	540	535	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	744	-	-	1196	-	-	83	117	684	112	136	383
Mov Cap-2 Maneuver	-	-	-	-	-	-	83	117	-	112	136	-
Stage 1	-	-	-	-	-	-	473	467	-	327	393	-
Stage 2	-	-	-	-	-	-	262	349	-	460	467	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	1.8			0			35.7			80.9		
HCM LOS	E			F			E			F		
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2				
Capacity (veh/h)	128	1196	-	-	744	-	-	113	383			
HCM Lane V/C Ratio	0.085	0.001	-	-	0.102	-	-	0.962	0.295			
HCM Control Delay (s)	35.7	8	0	-	10.4	0	-	146	18.3			
HCM Lane LOS	E	A	A	-	B	A	-	F	C			
HCM 95th %tile Q(veh)	0.3	0	-	-	0.3	-	-	6.1	1.2			

2017 No Build PM Peak

HCM 2010 TWSC

3: Sam Freeman Rd/SR 60 & SR 124

4/23/2018

Intersection												
Int Delay, s/veh	43.2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	79	691	4	1	322	128	1	12	1	145	13	72
Future Vol, veh/h	79	691	4	1	322	128	1	12	1	145	13	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	751	4	1	350	139	1	13	1	158	14	78

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	489	0	0	755
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1074	-	-	855
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1074	-	-	855
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.9	0	38.7	270.7
HCM LOS			E	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2
Capacity (veh/h)	122	855	-	-	1074	-	-	106
HCM Lane V/C Ratio	0.125	0.001	-	-	0.08	-	-	1.62
HCM Control Delay (s)	38.7	9.2	0	-	8.6	0	-	388.8
HCM Lane LOS	E	A	A	-	A	A	-	F
HCM 95th %ile Q(veh)	0.4	0	-	-	0.3	-	-	13.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2021 No Build AM Peak

HCM 2010 TWSC

3: Sam Freeman Rd/SR 60 & SR 124

4/23/2018

Intersection												
Int Delay, s/veh	29.3											

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	79	375	3	1	720	235	0	10	1	110	3	118
Future Vol, veh/h	79	375	3	1	720	235	0	10	1	110	3	118
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	408	3	1	783	255	0	11	1	120	3	128

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1038	0	0	411
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	670	-	-	1148
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	670	-	-	1148
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	1.9	0	49.3	203.8
HCM LOS			E	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2
Capacity (veh/h)	93	1148	-	-	670	-	-	79
HCM Lane V/C Ratio	0.129	0.001	-	-	0.128	-	-	1.555
HCM Control Delay (s)	49.3	8.1	0	-	11.2	0	-	393.3
HCM Lane LOS	E	A	A	-	B	A	-	F
HCM 95th %ile Q(veh)	0.4	0	-	-	0.4	-	-	10.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2021 No Build PM Peak

HCM 2010 TWSC

3: Sam Freeman Rd/SR 60 & SR 124

4/23/2018

Intersection													
Int Delay, s/veh	97.1												

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	89	782	5	1	376	145	1	14	1	164	15	82
Future Vol, veh/h	89	782	5	1	376	145	1	14	1	164	15	82
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	850	5	1	409	158	1	15	1	178	16	89

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	566	0	0	855	0	0	1544	1614	853	1544	1539	487
Stage 1	-	-	-	-	-	-	1046	1046	-	490	490	-
Stage 2	-	-	-	-	-	-	498	568	-	1054	1049	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2,218	-	-	2,218	-	-	3,518	4,018	3,318	3,518	4,018	3,318
Pot Cap-1 Maneuver	1006	-	-	785	-	-	94	104	359	-	94	581
Stage 1	-	-	-	-	-	-	276	305	-	560	549	-
Stage 2	-	-	-	-	-	-	554	506	-	273	304	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1006	-	-	785	-	-	59	85	359	-	70	94
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	85	-	-	70	94
Stage 1	-	-	-	-	-	-	225	249	-	457	548	-
Stage 2	-	-	-	-	-	-	454	505	-	209	248	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.9	0	56.4	616.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2
Capacity (veh/h)	87	785	-	-	1006	-	-	72
HCM Lane V/C Ratio	0.2	0.001	-	-	0.096	-	-	2.702
HCM Control Delay (s)	56.4	9.6	0	-	9	0	-	893.5
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %ile Q(veh)	0.7	0	-	-	0.3	-	-	19.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



2041 No Build AM Peak

HCM 2010 TWSC

3: Sam Freeman Rd/SR 60 & SR 124

4/23/2018

Intersection												
Int Delay, s/veh	1.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	147	697	6	2	1338	438	0	19	2	204	6	219
Future Vol, veh/h	147	697	6	2	1338	438	0	19	2	204	6	219
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	160	758	7	2	1454	476	0	21	2	222	7	238
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1930	0	0	764	0	0	2780	3015	761	2789	2781	1692
Stage 1	-	-	-	-	-	-	1080	1080	-	1697	1697	-
Stage 2	-	-	-	-	-	-	1700	1935	-	1092	1084	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	305	-	-	849	-	-	12	-13	405	-12	19	-115
Stage 1	-	-	-	-	-	-	264	294	-	-117	148	-
Stage 2	-	-	-	-	-	-	117	113	-	260	293	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	305	-	-	849	-	-	-	-1	405	-	-2	-115
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-1	-	-	-2	-
Stage 1	-	-	-	-	-	-	23	26	-	-10	148	-
Stage 2	-	-	-	-	-	-	-	113	-	-5	25	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	5			0								
HCM LOS												
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2				
Capacity (veh/h)	-	849	-	-	305	-	-	-	115			
HCM Lane W/C Ratio	-	0.003	-	-	0.524	-	-	-	2.07			
HCM Control Delay (s)	-	9.3	0	-	29.1	0	-	-	572.2			
HCM Lane LOS	-	A	A	-	D	A	-	-	F			
HCM 95th %ile Q(veh)	-	0	-	-	2.9	-	-	-	19.9			
Notes												
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

2041 No Build PM Peak


HCM 2010 TWSC

3: Sam Freeman Rd/SR 60 & SR 124

4/27/2018

Intersection													
Int Delay, s/veh	0.7												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Traffic Vol, veh/h	166	1454	8	2	699	269	2	25	2	305	27	152	
Future Vol, veh/h	166	1454	8	2	699	269	2	25	2	305	27	152	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	125	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	180	1580	9	2	760	292	2	27	2	332	29	165	
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1052	0	0	1589	0	0	2871	3003	1585	2870	2860	906	
Stage 1	-	-	-	-	-	-	1946	1946	-	910	910	-	
Stage 2	-	-	-	-	-	-	925	1057	-	1960	1950	-	
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Follow-up Hdwy	2,218	-	-	2,218	-	-	3,518	4,018	3,318	3,518	4,018	3,318	
Pot Cap-1 Maneuver	662	-	-	413	-	-	10	-14	133	-10	-17	334	
Stage 1	-	-	-	-	-	-	84	111	-	-329	353	-	
Stage 2	-	-	-	-	-	-	323	302	-	-82	111	-	
Platoon blocked, %	-	-	-	-	-	-	-	0	133	-	0	334	
Mov Cap-1 Maneuver	662	-	-	413	-	-	-	0	-	-	0	-	
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-	
Stage 1	-	-	-	-	-	-	84	0	-	-329	348	-	
Stage 2	-	-	-	-	-	-	148	298	-	-	0	-	
Approach	SE			NW			NE			SW			
HCM Control Delay, s	1.3			0									
HCM LOS													
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2					
Capacity (veh/h)	-	413	-	-	662	-	-	-	334				
HCM Lane W/C Ratio	-	0.005	-	-	0.273	-	-	-	0.495				
HCM Control Delay (s)	-	13.8	0	-	12.5	0	-	-	25.9				
HCM Lane LOS	-	B	A	-	B	A	-	-	D				
HCM 95th %ile Q(veh)	-	0	-	-	1.1	-	-	-	2.6				
Notes													
--: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon													


Appendix G: Roundabout Analysis (Build & Design Years) – GDOT Tool (v4.1)



Roundabout Analysis Tool
Single Lane

5/3/2018
Version 4.1

General & Site Information v4.1								
Analyst:	Matt Boyd							
Agency/Co:	Atkins							
Date:	4/16/2018							
Project or Pilt:	SR 124 at SR 60							
Year, Peak Hour:	2021 AM Peak							
County/District:	Jackson County, GDOT District I							
Intersection Name:	SR-124 at SR 60 and Sam Freeman Rd							



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph	0		243		11		82	
	NE (2), vph								
	E (3), vph	113		0		1		386	
	SE (4), vph								
	S (5), vph	4		1		0		4	
	SW (6), vph								
	W (7), vph	121		743		0		0	
	NW (8), vph								
Output	Total Vehicles	238	0	987	0	12	0	472	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	93.8%	100.0%	96.3%	100.0%	100.0%	100.0%	96.3%	100.0%
% Heavy Vehicles	6.2%	0.0%	3.7%	0.0%	0.0%	0.0%	3.7%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.85	0.95	0.95	0.95	0.50	0.95	0.81	0.95
F _{car}	0.942	1.000	0.964	1.000	1.000	1.000	0.964	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	265	0	22	0	105	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	141	0	0	0	2	0	494	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	5	0	1	0	0	0	5	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	151	0	811	0	0	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	297	0	1077	0	24	0	604	0
Conflicting flow, pcu/h	812	0	127	0	740	0	147	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	568	NA	1169	NA	649	NA	1145	NA
Entry Flow Rates, vph	280	NA	1039	NA	24	NA	583	NA
V/C ratio	0.49		0.89		0.04		0.51	
Control Delay, sec/pcu	15		26		6		9	
LDS	8		0		A		A	
95th % Queue (ft)	72		343		3		77	

Notes: v4.0



Roundabout Analysis Tool
Single Lane

5/2/2018
Version 4.1

General & Site Information v 4.1								
Analyst:	Matt Boyd							
Agency/Co:	Atkins							
Date:	4/17/2018							
Project or PIW:	SR 124 at SR 60							
Year, Peak Hour:	2021 PM Peak							
County/District:	Jackson County, GDOT District 1							
Intersection Name:	SR-124 at SR 60 and Sam Freeman Rd							

Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph	0		149		14		92	
	NE (2), vph					1		807	
	E (3), vph	169		0					
	SE (4), vph								
	S (5), vph	15		1		0		5	
	SW (6), vph								
	W (7), vph	84		376		1		7	
	NW (8), vph								
Output	Total Vehicles	268	0	526	0	16	0	911	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	93.8%	100.0%	96.3%	100.0%	100.0%	100.0%	96.3%	100.0%
% Heavy Vehicles	6.2%	0.0%	3.7%	0.0%	0.0%	0.0%	3.7%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.87	0.95	0.70	0.95	0.96	0.95
F _{sat}	0.942	1.000	0.964	1.000	1.000	1.000	0.964	1.000
F _{int}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg #								
N (1), pcu/h	0	0	178	0	20	0	99	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	209	0	0	0	1	0	872	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	19	0	1	0	0	0	5	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	104	0	448	0	1	0	8	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	331	0	627	0	23	0	984	0
Conflicting flow, pcu/h	458	0	128	0	1187	0	228	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	814	NA	1167	NA	411	NA	1054	NA
Entry Flow Rates, vph	312	NA	605	NA	23	NA	949	NA
V/C ratio	0.38		0.52		0.06		0.90	
Control Delay, sec/pcu	9		9		10		29	
LOS	A		A		A		D	
95th % Queue (ft)	48		80		4		347	

Notes: v 4.0





Roundabout Analysis Tool
Single Lane

5/2/2018
Version 4.1

General & Site Information v 4.1								
Analyst:	Matt Boyd							
Agency/Co:	Atkins							
Date:	4/17/2018							
Project or PI#:	SR 124 at SR 60							
Year, Peak Hour:	2011 AM Peak							
County/District:	Jackson County, GDOT District I							
Intersection Name:	SR-124 at SR 60 and Sam Freeman Rd							

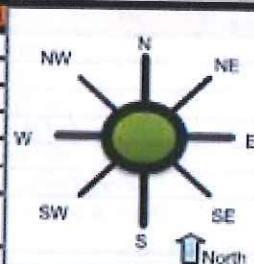
Volumes									
		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph	0		438		19		147	
	NE (2), vph								
	E (3), vph	204		0		2		697	
	SE (4), vph								
	S (5), vph	6		2		0		6	
	SW (6), vph								
	W (7), vph	219		1338		0		0	
	NW (8), vph								
Output	Total Vehicles	429	0	1778	0	21	0	850	0

Volume Characteristics								
	N	NE	E	SE	S	SW	W	NW
% Cars	93.8%	100.0%	96.3%	100.0%	100.0%	100.0%	96.3%	100.0%
% Heavy Vehicles	6.2%	0.0%	3.7%	0.0%	0.0%	0.0%	3.7%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.85	0.95	0.95	0.95	0.50	0.95	0.81	0.95
F _{rev}	0.947	1.000	0.964	1.000	1.000	1.000	0.964	1.000
F _{sat}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows									
	N	NE	E	SE	S	SW	W	NW	
Flow to Leg #	N (1), pcu/h	0	0	478	0	38	0	188	0
	NE (2), pcu/h	0	0	0	0	0	0	0	
	E (3), pcu/h	255	0	0	0	4	0	892	
	SE (4), pcu/h	0	0	0	0	0	0	0	
	S (5), pcu/h	7	0	2	0	0	8	0	
	SW (6), pcu/h	0	0	0	0	0	0	0	
	W (7), pcu/h	274	0	1461	0	0	0	0	
	NW (8), pcu/h	0	0	0	0	0	0	0	
	Entry flow, pcu/h	536	0	1941	0	42	0	1088	
	Conflicting flow, pcu/h	1463	0	226	0	1335	0	265	

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	292	NA	1057	NA	353	NA	1016	NA
Entry Flow Rates, vph	505	NA	1872	NA	42	NA	1049	NA
V/C ratio	1.73		1.77		0.12		1.03	
Control Delay, sec/pcu	371		363		12		57	
LOS	F		F		B		F	
95th % Queue (ft)	860		2809		10		571	

Notes: v 4.0





Roundabout Analysis Tool
Single Lane

5/2/2018
Version 4.1

General & Site Information		v 4.1							
Analyst:	Matt Boyd								
Agency/Co:	Atkins								
Date:	4/17/2018								
Project or PI#: SR 124 at SR 60									
Year, Peak Hour: 2041 PM Peak									
County/District: Jackson County, GDOT District 1									
Intersection: SR-124 at SR 60 and Sam Freeman Rd									
Name:									

Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph	0		269		25		166	
	NE (2), vph								
	E (3), vph	305		0		2		1454	
	SE (4), vph								
	S (5), vph	27		2		0		8	
	SW (6), vph								
	W (7), vph	152		678		2		13	
	NW (8), vph								
Output	Total Vehicles	484	0	949	0	29	0	1641	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	93.8%	100.0%	96.3%	100.0%	100.0%	100.0%	96.3%	100.0%
% Heavy Vehicles	6.2%	0.0%	3.7%	0.0%	0.0%	0.0%	3.7%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.87	0.95	0.70	0.95	0.96	0.95
F _{car}	0.942	1.000	0.964	1.000	1.000	1.000	0.964	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg #								
N (1), pcu/h	0	0	321	0	36	0	179	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	377	0	0	0	3	0	1571	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	33	0	2	0	0	0	9	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	188	0	808	0	3	0	14	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	598	0	1131	0	41	0	1773	0
Conflicting flow, pcu/h	827	0	232	0	2141	0	412	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	559	NA	1050	NA	155	NA	874	NA
Entry Flow Rates, vph	563	NA	1091	NA	41	NA	1709	NA
V/C ratio	1.01		1.04		0.27		1.96	
Control Delay, sec/pcu	67		58		33		448	
LOS	F		F		D		F	
95th % Queue (ft)	392		594		25		2858	

Notes: v 4.0





Roundabout Analysis Tool
Multi-Lane

5/2/2018
Version 4.1

General & Site Information		v 4.1							
Analyst:	Matt Boyd								
Agency/Co:	Atkins								
Date:	4/16/2018								
Project or PI#:	SR 124 at SR 60								
Year, Peak Hour:	2021 AM Peak								
County/District:	Jackson County, GDOT District 1								
Intersection:	SR-124 at SR 60 and Sam Freeman Rd								

Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Lf-Th-Rt	No Lane	No Lane	No Lane	Left-Thru	Right-Thru	No Lane	No Lane
Exit Legs (TO)	N (1), vph	0				0	243		
	NE (2), vph								
	E (3), vph	113				0	0		
	SE (4), vph								
	S (5), vph	4				1	0		
	SW (6), vph								
	W (7), vph	0				492	251		
	NW (8), vph								
Entry Volume, vph		117	0	0	0	493	494	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Lf-Th-Rt	No Lane	No Lane	No Lane	Left-Thru	Right-Thru	No Lane	No Lane
	N (1), vph	11				82	0		
	NE (2), vph								
	E (3), vph	1				154	232		
	SE (4), vph								
	S (5), vph	0				0	4		
	SW (6), vph								
	W (7), vph	0				0	0		
	NW (8), vph								
	Entry Volume, vph	12	0	0	0	236	236	0	0

Georgia Department of Transportation
Office of Traffic Operations

