

RECOMMENDATIONS

Based on the information presented in this report, the Atkins teams recommends that GDOT move forward with the short-term and long-term safety improvements at the intersection of SR-53 at New Cut Road. The short-term improvements include installation of a flasher assembly to the intersection ahead signs to better alert drivers approaching the intersection. Long-term improvements include the conversion of the intersection to a modern roundabout and the addition of ADA-compliant non-motorized facilities to accommodate bicyclists and pedestrians. Since the roundabout decreases the number of conflict points and helps provide a decrease in vehicular speeds, a reduction in both severity and frequency of crashes at the intersection is expected. Therefore, the Atkins team recommends the Department move forward with a project to convert the intersection to a modern roundabout.

RECOMMENDED BY:



Travis Brewer, PE
Atkins North America, Inc

4/9/2018

DATE:

RECOMMENDED BY:



Sue Anne Decker, PE
District Traffic Engineer

4.11.18

DATE:

APPENDICES

Appendix A: Collision Diagrams

Appendix B: Crash Summary

Appendix C: Safety Risk Matrix

Appendix D: Planning Level Capacity Analysis

Appendix E: Peak Hour Turning Movement Counts/24-Hour Class Counts

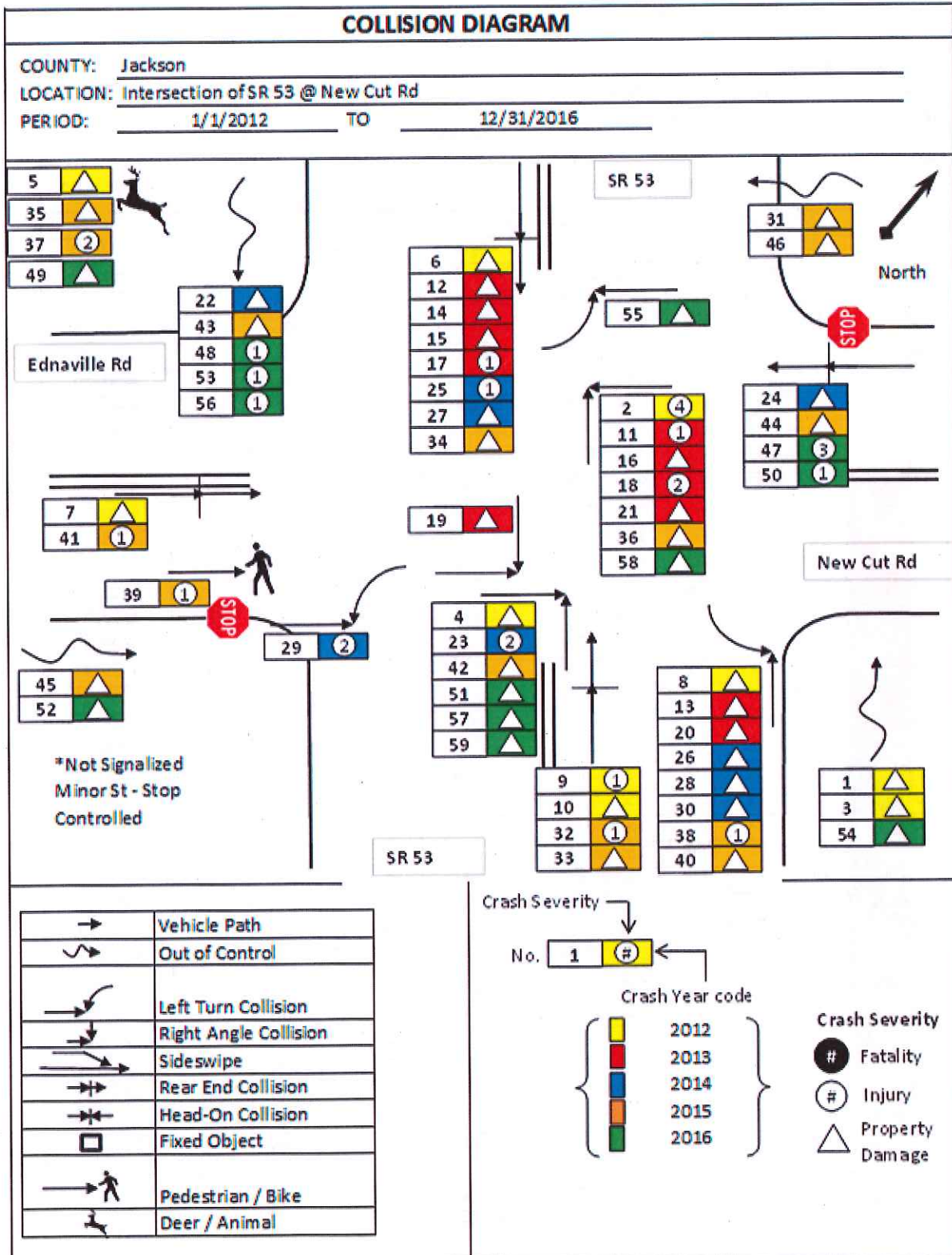
Appendix F: NCHRP 457 Right-Turn Reduction Example (Worst Case)

Appendix G: Traffic Signal Warrants

Appendix H: Roundabout Analysis

Appendix I: Intersection Control Evaluation

Appendix A: Collision Diagram



Appendix B: Crash Summary

CRASH SUMMARY										
COUNTY: Jackson										
LOCATION: Intersection of SR 53 @ New Cut Rd										
PERIOD: 01/01/12 to 12/31/16										
No.	Year	Date	Day	Time	Type	Fatal	Inj.	Light Cond.	Surface	Accident No.
1		2/1/2012	Wed	1:20:00 PM	Single Veh	0	0	Day	Dry	4026814
2		3/7/2012	Wed	4:53:00 PM	Angle	0	4	Day	Dry	4057899
3		4/26/2012	Thu	5:16:00 PM	Single Veh	0	0	Day	Dry	4092212
4		5/12/2012	Sat	12:43:00 PM	Sideswipe	0	0	Day	Dry	4121142
5		8/21/2012	Tue	7:36:00 AM	Single Veh	0	0	Day	Dry	4208099
6		10/5/2012	Fri	8:30:00 PM	Rear End	0	0	Night	Dry	4224263
7		10/17/2012	Wed	6:52:00 PM	Rear End	0	0	Night	Dry	4231811
8		11/7/2012	Wed	7:20:00 PM	Angle	0	0	Night	Dry	4252743
9		11/7/2012	Wed	7:21:00 PM	Rear End	0	1	Night	Dry	4252741
10		11/10/2012	Sat	9:43:00 AM	Rear End	0	0	Day	Dry	4255022
11		4/12/2013	Fri	9:12:00 PM	Angle	0	1	Night	Dry	4414822
12		6/14/2013	Fri	2:10:00 PM	Rear End	0	0	Day	Dry	4480929
13		7/19/2013	Fri	3:05:00 PM	Angle	0	0	Day	Dry	4509517
14		7/20/2013	Sat	4:00:00 PM	Rear End	0	0	Day	Wet	4524445
15		10/10/2013	Thu	8:50:00 AM	Rear End	0	0	Day	Dry	4603564
16		10/18/2013	Fri	5:47:00 PM	Angle	0	0	Day	Dry	4622276
17		11/3/2013	Sun	5:40:00 PM	Rear End	0	1	Dusk	Dry	4629900
18		11/28/2013	Thu	6:48:00 PM	Angle	0	2	Night	Dry	4659144
19		12/6/2013	Fri	3:29:00 PM	Angle	0	0	Day	Dry	4668150
20		12/17/2013	Tue	6:28:00 PM	Angle	0	0	Night	Dry	4678588
21		12/21/2013	Sat	11:57:00 AM	Angle	0	0	Day	Dry	4684823
22		1/10/2014	Fri	3:15:00 PM	Single Veh	0	0	Day	Wet	4700718
23		3/31/2014	Mon	2:55:00 PM	Angle	0	2	Day	Dry	4778591
24		4/19/2014	Sat	11:09:00 AM	Rear End	0	0	Day	Wet	4797706
25		6/2/2014	Mon	3:52:00 PM	Rear End	0	1	Day	Dry	4866122
26		6/30/2014	Mon	1:40:00 PM	Sideswipe	0	0	Day	Dry	4894420
27		8/22/2014	Fri	6:27:00 PM	Rear End	0	0	Day	Dry	4951825
28		10/6/2014	Mon	1:44:00 PM	Rear End	0	0	Day	Dry	5062695
29		10/26/2014	Sun	4:10:00 PM	Angle	0	2	Day	Dry	5030399
30		11/29/2014	Sat	7:36:00 PM	Angle	0	0	Night	Dry	5068280
31		1/24/2015	Sat	1:30:00 PM	Single Veh	0	0	Day	Dry	5139926
32		3/18/2015	Wed	4:18:00 PM	Angle	0	1	Day	Dry	5229066
33		3/31/2015	Tue	9:00:00 AM	Rear End	0	0	Day	Dry	5238359
34		4/4/2015	Sat	9:29:00 AM	Rear End	0	0	Day	Dry	5242628
35		4/7/2015	Tue	10:18:00 PM	Head On	0	0	Night	Dry	5247406
36		4/23/2015	Thu	6:11:00 PM	Angle	0	0	Day	Dry	5265209
37		6/22/2015	Mon	12:50:00 PM	Rear End	0	2	Day	Dry	5333625
38		7/27/2015	Mon	5:37:00 PM	Angle	0	1	Day	Dry	5371503
39		8/26/2015	Wed	11:13:00 AM	Sideswipe	0	1	Day	Dry	5406253

CRASH SUMMARY										
COUNTY: Jackson										
LOCATION: Intersection of SR 53 @ New Cut Rd										
PERIOD: 01/01/12 to 12/31/16										
No.	Year	Date	Day	Time	Type	Fatal	Inj.	Light Cond.	Surface	Accident No.
40		10/22/2015	Thu	3:58:00 PM	Angle	0	0	Day	Dry	5486716
41		11/30/2015	Mon	7:52:00 AM	Rear End	0	1	Day	Dry	5532517
42		12/9/2015	Wed	11:10:00 AM	Angle	0	0	Day	Dry	5544862
43		12/14/2015	Mon	#NUM!	Single Veh	0	0	Night	Dry	5551374
44		12/15/2015	Tue	3:22:00 PM	Rear End	0	0	Day	Dry	5554562
45		12/26/2015	Sat	6:23:00 PM	Single Veh	0	0	Night	Dry	5570871
46		12/28/2015	Mon	3:47:00 PM	Single Veh	0	0	Day	Dry	5573954
47		1/30/2016	Sat	4:24:00 PM	Rear End	0	3	Day	Dry	5621542
48		2/12/2016	Fri	4:10:00 PM	Single Veh	0	1	Day	Dry	5638769
49		2/24/2016	Wed	5:55:00 AM	Single Veh	0	0	Night	Wet	5649883
50		3/21/2016	Mon	6:20:00 PM	Angle	0	1	Day	Dry	5683826
51		5/25/2016	Wed	12:43:00 PM	Angle	0	0	Day	Dry	5773080
52		5/28/2016	Sat	9:15:00 PM	Single Veh	0	0	Night	Dry	5779356
53		7/17/2016	Sun	3:00:00 PM	Single Veh	0	1	Day	Dry	5839139
54		8/18/2016	Thu	5:22:00 PM	Single Veh	0	0	Day	Dry	5883462
55		8/31/2016	Wed	5:25:00 PM	Angle	0	0	Day	Dry	5900689
56		9/6/2016	Tue	3:03:00 PM	Single Veh	0	1	Day	Dry	5906876
57		9/30/2016	Fri	6:15:00 PM	Angle	0	0	Day	Dry	5942179
58		12/14/2016	Wed	7:07:00 AM	Angle	0	0	Day	Wet	6041508
59		12/23/2016	Fri	11:43:00 PM	Angle	0	0	Night	Dry	6055389
60										
61										
62										
63										
64										
65										
66										
67										
68										
69										
70										
71										
72										
73										
74										
75										
76										
77										
78										

Appendix C: Safety Risk Matrix

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 sideswipe 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 D: Planning Level Capacity Analysis

GDOT's design policy manual states that the ideal capacity of a two-lane roadway is 1,700 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, an 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:

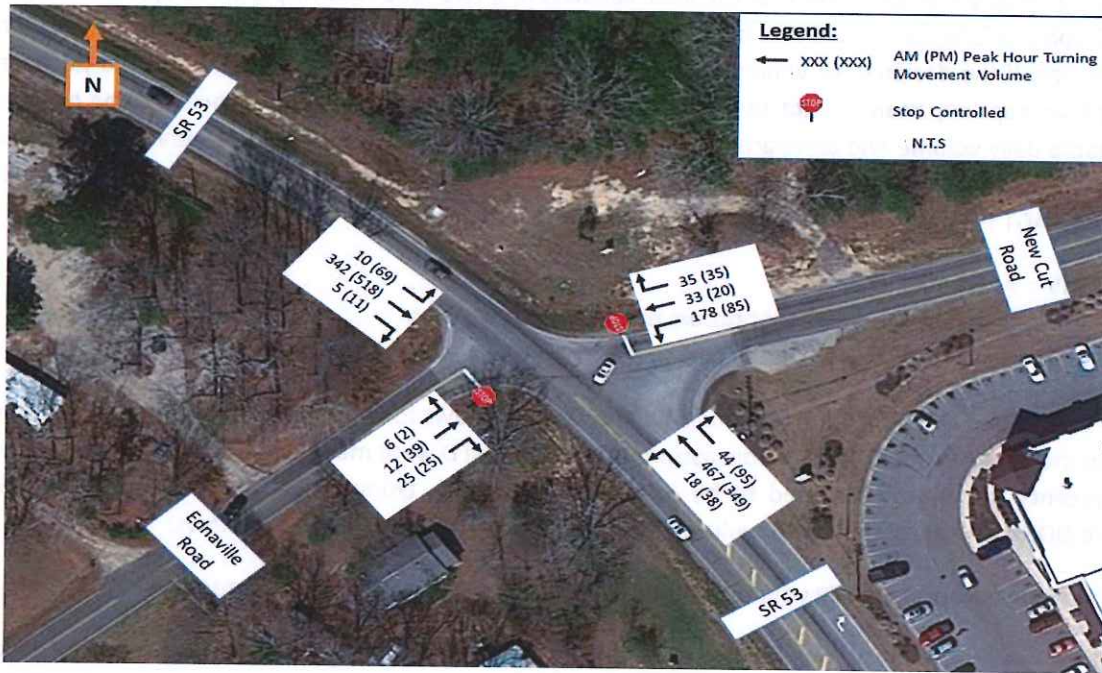
Acceptable multilane DDHV = $2,000 * 0.47 * \# \text{ lanes} / 2$

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

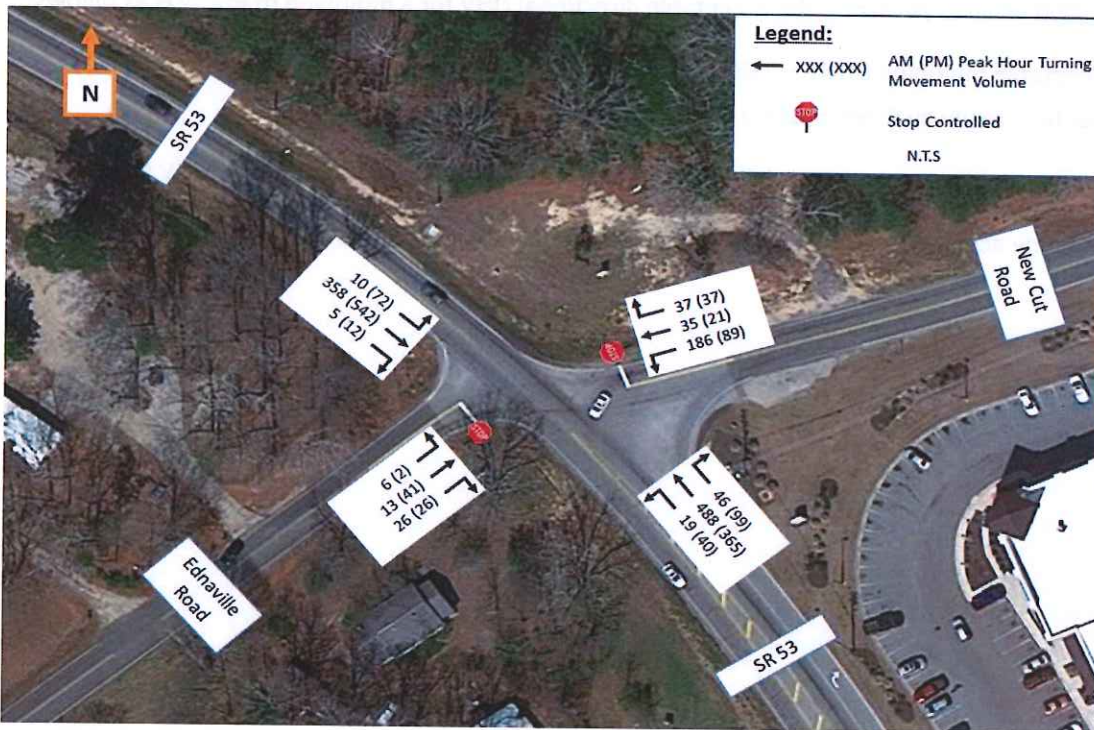
To compute the multilane acceptable daily volume, the same formula is applied to the DDHV from the two-lane:

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

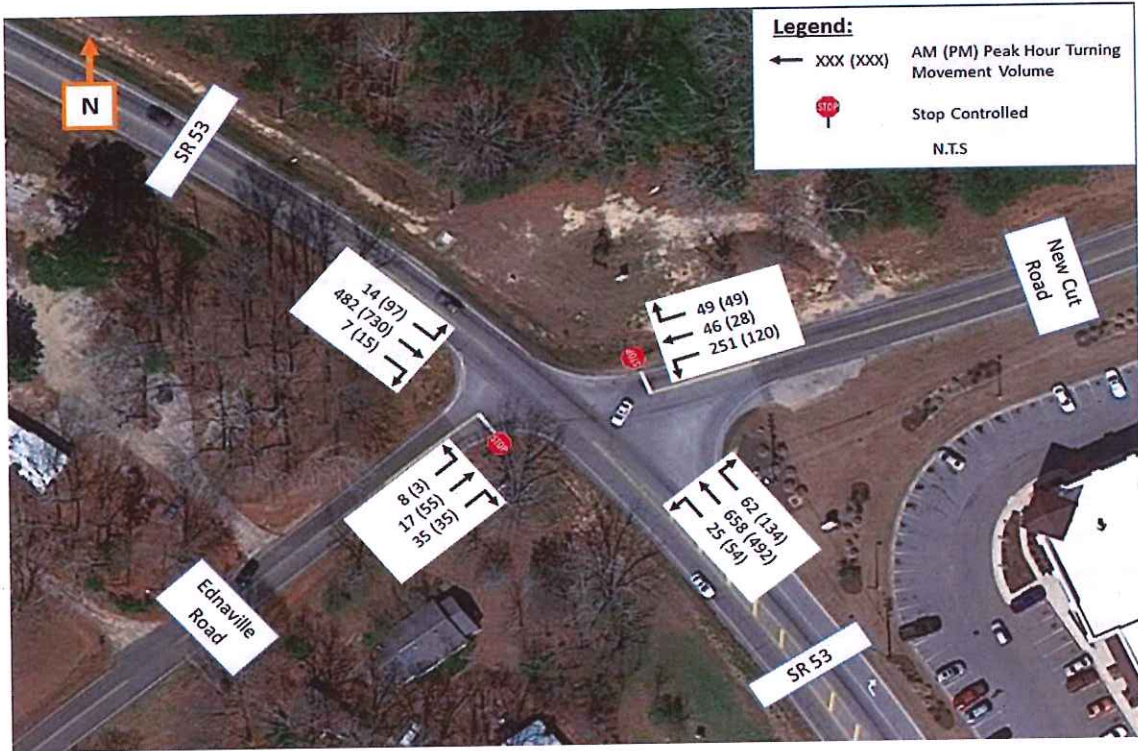
**Appendix E: Peak Hour Turning Movement Counts/24-Hour Class Counts
2017 Existing**



2020 No Build



2040 No Build



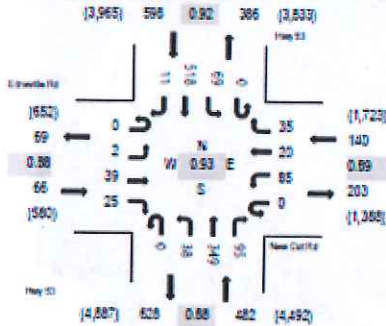
Turning Movement Counts



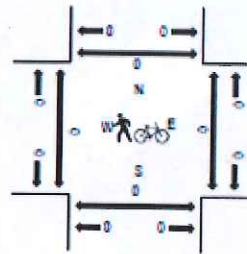
(303) 216-2439
www.alltrafficdata.net

Location: 12 Hwy 53 & New Cut Rd AM
Date and Start Time: Tuesday, May 23, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Ednville Rd Eastbound				New Cut Rd Westbound				Hwy 53 Northbound			Hwy 53 Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	2	2	2	0	40	4	9	0	5	107	10	0	3	74	2	250	1,175	0	0	0	0
7:15 AM	0	2	4	6	0	49	9	10	0	5	131	14	0	3	94	0	327	1,139	0	0	0	0
7:30 AM	0	1	3	10	0	51	9	9	0	2	123	9	0	3	97	2	319	1,015	0	0	0	0
7:45 AM	0	1	3	7	0	38	11	7	0	6	106	11	0	1	77	1	269	888	0	0	0	0
8:00 AM	0	1	1	5	0	28	5	8	0	3	90	10	0	2	70	1	224	789	0	0	0	0
8:15 AM	0	0	2	7	0	24	7	8	0	3	76	6	0	3	66	1	203	696	0	0	0	0
8:30 AM	0	1	1	4	0	30	2	7	0	5	62	6	0	4	70	0	192	634	0	0	0	0
8:45 AM	0	0	4	6	0	23	3	6	0	3	61	8	0	3	52	1	170	628	0	0	0	0
9:00 AM	0	3	3	1	0	14	2	4	0	3	47	4	0	5	44	1	131	620	0	0	0	0
9:15 AM	0	0	5	1	0	20	4	2	0	10	56	4	0	1	37	1	141	655	0	0	0	0
9:30 AM	0	3	3	6	0	19	3	5	0	7	90	13	0	3	32	2	186	667	0	0	0	0
9:45 AM	0	0	9	2	0	22	8	2	0	1	52	7	0	0	59	0	162	637	0	0	0	0
10:00 AM	0	0	2	7	0	20	4	10	0	2	65	6	0	5	43	2	166	624	0	0	0	0
10:15 AM	0	0	2	3	0	15	2	5	0	2	57	7	0	9	51	0	153	644	0	0	0	0
10:30 AM	0	0	3	2	0	25	7	3	0	2	56	10	0	4	44	0	156	664	0	0	0	0
10:45 AM	0	0	3	1	1	19	4	6	0	6	48	10	0	4	45	2	149	722	0	0	0	0
11:00 AM	0	3	3	5	0	18	1	7	0	4	56	15	0	10	63	3	186	785	0	0	0	0
11:15 AM	0	3	9	3	0	20	8	3	0	7	49	16	0	10	44	1	173	790	0	0	0	0
11:30 AM	0	0	3	4	0	23	6	6	0	5	74	20	0	7	64	2	214	834	0	0	0	0
11:45 AM	0	4	4	6	0	25	7	4	0	6	70	16	0	5	64	1	212	849	0	0	0	0
12:00 PM	0	0	6	4	0	17	7	5	0	6	52	15	0	7	68	4	191	840	0	0	0	0
12:15 PM	0	1	6	3	0	21	7	9	0	10	66	15	0	9	68	2	217	829	0	0	0	0
12:30 PM	0	1	7	6	0	31	8	10	0	5	50	15	0	4	89	3	229	828	0	0	0	0
12:45 PM	0	4	4	5	0	20	6	6	0	1	69	16	0	5	65	2	203	797	0	0	0	0
1:00 PM	0	2	3	4	0	17	3	8	0	6	48	29	0	3	57	0	180	816	0	0	0	0
1:15 PM	0	0	6	6	0	20	8	5	0	8	74	18	0	4	62	5	216	847	0	0	0	0
1:30 PM	0	5	5	8	0	13	11	3	1	6	66	10	0	6	61	3	198	865	0	0	0	0
1:45 PM	0	1	5	3	0	24	8	4	0	2	70	15	0	8	76	6	222	903	0	0	0	0
2:00 PM	0	0	9	4	0	25	4	9	0	4	55	19	0	9	71	2	211	895	0	0	0	0
2:15 PM	0	3	8	4	0	24	7	7	0	7	83	15	0	5	66	5	234	916	0	0	0	0
2:30 PM	0	1	4	9	0	27	3	3	0	3	83	23	0	5	75	0	236	934	0	0	0	0
2:45 PM	0	3	9	10	0	19	8	9	0	7	56	10	0	13	68	2	214	952	0	0	0	0
3:00 PM	0	2	6	3	0	22	6	4	0	5	62	16	0	9	93	4	232	967	0	0	0	0
3:15 PM	0	0	3	3	0	15	6	8	0	10	66	23	0	10	103	5	252	963	0	0	0	0
3:30 PM	0	1	8	1	0	21	6	6	0	8	93	25	0	9	73	3	254	948	0	0	0	0

3:45 PM	0	2	12	2	0	27	5	7	0	6	52	17	0	11	85	3	229	1,013	0	0	0	0
4:00 PM	0	0	10	8	0	16	9	9	0	4	82	16	0	7	66	1	228	1,090	0	0	0	0
4:15 PM	0	0	10	6	0	20	8	8	0	12	72	14	0	9	78	0	237	1,162	0	0	0	0
4:30 PM	0	1	9	4	0	29	5	2	0	5	101	33	0	16	113	1	319	1,271	0	0	0	0
4:45 PM	0	2	11	8	0	24	8	4	0	11	86	34	0	6	109	3	306	1,281	0	0	0	0
5:00 PM	0	0	8	4	0	18	9	12	0	11	86	26	0	10	113	3	300	1,286	0	0	0	0
5:15 PM	0	0	11	9	0	23	2	11	0	9	98	29	0	18	136	0	346	1,241	0	0	0	0
5:30 PM	0	1	8	4	0	18	4	9	0	8	96	19	0	20	137	5	329	1,122	0	0	0	0
5:45 PM	0	1	12	8	0	26	5	3	0	10	69	21	0	21	132	3	311	990	0	0	0	0
6:00 PM	0	1	14	5	0	21	8	4	0	11	72	22	0	16	80	1	255	873	0	0	0	0
6:15 PM	0	1	9	5	0	20	6	8	0	11	69	19	0	8	67	4	227		0	0	0	0
6:30 PM	0	1	6	4	0	24	3	9	0	4	58	22	0	7	58	1	197		0	0	0	0
6:45 PM	0	1	18	5	0	27	3	8	1	2	59	12	0	11	61	0	194		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	6	2	0	0	16	0	24					
Lights	0	2	39	25	0	83	20	35	0	38	331	91	0	69	498	11	1,242					
Mediums	0	0	0	0	0	2	0	0	0	0	12	2	0	0	4	0	20					
Total	0	2	39	25	0	85	20	35	0	38	349	95	0	69	518	11	1,286					

24 Hour Counts

Location: SR 53, north of New Cut Rd

Atkins Twenty-Four Hour Traffic Count

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	13	9	3	11	9	9	8	5	30	36	66
2:00 AM	7	7	6	12	5	4	4	1	19	25	44
3:00 AM	8	3	7	12	4	5	5	7	28	24	50
4:00 AM	4	2	4	6	10	4	4	4	22	18	40
5:00 AM	24	6	23	13	18	17	17	26	91	54	145
6:00 AM	24	17	30	22	46	44	44	39	141	111	252
7:00 AM	55	37	51	45	69	59	59	94	269	323	492
8:00 AM	120	79	143	101	136	103	103	116	514	360	874
9:00 AM	99	74	85	71	89	75	75	70	323	277	599
10:00 AM	64	49	63	39	102	42	42	60	289	188	477
11:00 AM	77	48	70	61	59	47	47	55	281	208	489
12:00 PM	68	73	58	57	77	73	73	78	281	272	553
1:00 PM	59	79	75	81	81	100	75	94	291	335	626
2:00 PM	61	60	79	71	76	75	75	76	292	295	587
3:00 PM	70	78	93	74	86	79	79	78	327	314	641
4:00 PM	73	105	76	117	105	85	85	68	322	407	729
5:00 PM	98	74	80	89	107	126	126	92	377	409	786
6:00 PM	100	127	108	155	107	158	158	69	384	593	977
7:00 PM	78	97	81	88	69	63	63	65	293	321	614
8:00 PM	63	66	56	61	59	47	47	43	221	226	447
9:00 PM	47	51	38	50	34	58	58	32	151	204	355
10:00 PM	45	33	24	35	28	29	29	27	132	129	261
11:00 PM	23	18	19	20	26	14	14	11	81	74	155
12:00 AM	16	6	11	18	16	12	12	11	54	46	100
Total	1,296	1,188	1,283	1,309	1,391	1,327	1,221	1,314	5,191	5,148	10,339

Twenty-Four Hour Volume: 10,339 Vehicles Per Day

A.M. Peak Hour Is From 7:00 AM TO 8:59 AM OF 24-Hour Volume 8:59% OF 24-Hour Volume 8:59% OF 24-Hour Volume

P.M. Peak Hour Is From 5:00 PM TO 6:00 PM OF 24-Hour Volume 6:00 PM OF 24-Hour Volume 6:00 PM OF 24-Hour Volume

Machine Count Made By: All Traffic Data Services, Inc.

Day-of-Week of Count: Tuesday

Date of Count: 23-May-17

Report Prepared By: TLB

Date Report Prepared: 1-Sep-17

AM Directional Distribution	% Northbound	% Southbound
AM Directional Distribution	59%	41%
PM Directional Distribution	39%	61%

Location: SR 53, south of New Cut Rd

Atkins

Twenty-Four Hour Traffic Count

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	13	8	6	13	13	8	5	4	12	37	41
2:00 AM	11	8	6	10	7	6	4	4	4	26	28
3:00 AM	6	5	6	10	4	5	7	7	4	23	24
4:00 AM	5	7	8	7	9	9	8	8	8	30	31
5:00 AM	36	11	30	24	22	24	21	21	30	109	88
6:00 AM	24	32	35	40	51	71	45	21	56	155	199
7:00 AM	57	57	58	71	62	91	81	81	124	258	343
8:00 AM	121	118	150	153	132	154	123	76	121	525	546
9:00 AM	98	102	86	95	89	102	76	65	74	329	373
10:00 AM	52	59	74	63	102	60	65	63	60	293	253
11:00 AM	70	72	69	71	65	69	87	87	71	267	277
12:00 PM	69	87	70	69	100	90	90	95	94	326	340
1:00 PM	76	88	87	92	69	122	95	87	94	327	395
2:00 PM	81	79	99	83	84	88	87	87	98	351	349
3:00 PM	82	94	98	97	107	107	75	76	95	363	393
4:00 PM	89	122	104	120	126	97	107	76	114	395	453
5:00 PM	102	90	97	141	141	140	127	127	135	467	470
6:00 PM	119	138	139	171	115	153	100	100	164	473	625
7:00 PM	104	103	101	104	82	84	72	72	92	359	383
8:00 PM	77	78	74	69	70	58	51	51	59	272	230
9:00 PM	61	58	60	58	46	66	40	40	48	163	156
10:00 PM	48	32	34	43	42	38	39	39	43	104	79
11:00 PM	27	21	19	18	36	19	22	22	21	64	63
12:00 AM	20	9	16	23	18	14	10	10	12	58	58
Total	1,448	1,478	1,527	1,609	1,572	1,676	1,379	1,638	5,926	6,401	12,327

Twenty-Four Hour Volume: 12,327 Vehicles Per Day

A.M. Peak Hour Is From 7:00 AM TO 8:00 AM
 Volume of 1,072 Is 8.7% OF 24-Hour Volume

P.M. Peak Hour Is From 4:30 PM TO 5:30 PM
 Volume of 1,110 Is 9.0% OF 24-Hour Volume

	Northbound	Southbound
All Directional Distribution	49%	51%
P.M. Directional Distribution	47%	53%

All Traffic Data Services, Inc.

Machine Count Made By:
 Day-of-Week of Count:
 Report Prepared By:
 Date Report Prepared

Tuesday/
 23-May-17
 TLB
 1-Sep-17

Atkins

Twenty-Four Hour Traffic Count

Location: New Cut Rd, west of SR 53

Hour	1st		2nd		3rd		4th		Total		TOTAL
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	
1:00 AM	4	2	7	3	7	3	3	6	21	14	35
2:00 AM	4	2	3	1	2	2	2	3	11	8	19
3:00 AM	1	3	1	1	1	1	0	1	3	3	9
4:00 AM	0	3	3	2	0	3	2	2	5	10	15
5:00 AM	11	8	13	17	8	10	3	15	35	50	85
6:00 AM	5	16	7	17	10	29	11	36	33	99	132
7:00 AM	8	32	14	28	1	58	8	57	31	175	206
8:00 AM	16	62	24	67	17	56	14	57	71	242	313
9:00 AM	16	41	9	38	11	39	16	31	52	149	201
10:00 AM	13	26	14	23	16	35	18	33	61	117	178
11:00 AM	12	33	16	20	17	38	19	25	64	116	180
12:00 PM	28	27	31	35	29	34	25	35	111	131	242
1:00 PM	28	33	32	38	25	44	29	34	112	149	261
2:00 PM	33	28	28	32	23	28	29	37	113	126	239
3:00 PM	33	40	28	46	33	25	31	37	125	148	273
4:00 PM	33	35	36	30	43	34	39	38	151	137	288
5:00 PM	33	34	36	38	60	38	50	34	179	144	323
6:00 PM	44	39	60	33	49	34	56	35	209	141	350
7:00 PM	49	30	32	41	34	32	32	37	147	140	287
8:00 PM	35	30	38	25	23	26	19	18	123	99	222
9:00 PM	27	14	27	22	25	25	23	15	98	76	174
10:00 PM	21	10	17	15	16	18	12	16	77	59	136
11:00 PM	15	10	11	6	14	11	12	5	52	32	84
12:00 AM	8	5	10	5	5	2	4	8	27	20	47
Total	475	563	497	584	469	628	470	615	1,911	2,388	4,299

Twenty-Four Hour Volume: 4,299 Vehicles Per Day

A.M. Peak Hour Is From 7:00 AM TO 8:00 AM
Volume of 513 Is 7.3% OF 24-Hour Volume

P.M. Peak Hour Is From 4:30 PM TO 5:30 PM
Volume of 358 Is 8.3% OF 24-Hour Volume

AM Directional Distribution	% Eastbound	% Westbound
AM Directional Distribution	23%	77%
PM Directional Distribution	60%	40%

Machine Count Made By: All Traffic Data Services, Inc.
Date-of-Week of Count: Tuesday/
Report Prepared By: 23-May-17
Date Report Prepared: TLB
1-Sep-17