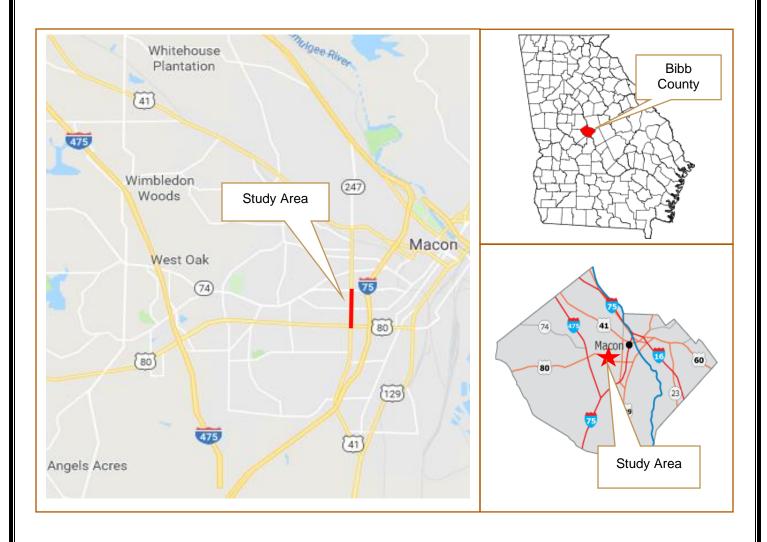
#### **DEPARTMENT OF TRANSPORTATION**

## STATE OF GEORGIA

## TRAFFIC ENGINEERING STUDY

January 2020



PRIMARY ROUTE: SR 247/Pio Nono Avenue

SECONDARY ROUTE: From SR 22/Eisenhower Parkway to SR 74/Mercer

University Drive

MILEPOINT:

**GDOT DISTRICT: 3** 

**CONGRESSIONAL DISTRICT 2** 

COUNTY: Bibb CITY: Macon

PREPARED BY: ARCADIS





#### **TABLE OF CONTENTS**

Study Request	
Project Location	1
Reason For Investigation	1
Field Visit	3
Crash Analysis	<u>5</u>
Total Crashes	5
Time of Day Analysis	6
Day of the Week Analysis	7
Intersection Crash History	
Roadway Segment Crash History	11
Operational Analysis	12
Traffic Volume Counts	12
Existing Operations	12
Signal Warrant Analysis	12
Intersection Control Evaluation (ICE)	13
Intersection Crash Reduction Factors	15
Roadway Segment Safety Countermeasures	16
Roadway Segment Crash Reduction Factors	16
Expected Operational Results	17
Intersection Delay and Level of Service	17
Roadway Segment Level of Service	
Safety Benefit-Cost Analysis	19
Project Risk Analysis	20
Environmental Screening	20
Utility Risk Assessment	
Other Risks	
Conclusion	21
Recommendations	21

Appendix A: Crash Data

Appendix B: Intersection and Roadway Segment Crash Diagrams

Appendix C: Traffic Data

Appendix D: Existing Intersection Analyses

Appendix E: Signal Warrant Analyses

Appendix F: Intersection Control Evaluations (ICE)

Appendix G: Alternatives Operation Analyses

Appendix H: Summary of Right-of-way and Construction Costs Estimates

Appendix I: Safety Benefit-Cost Analyses

Appendix J: Environmental Screening Report



Appendix K: Existing and Preferred Alternative Sketches

Appendix L: Agency Coordination

## LIST OF FIGURES

Figure 1: Aerial View of the Study Area	2
Figure 2: SR 247/Pio Nono Avenue at SR 74/ Mercer University Drive Westbound Approach	4
Figure 3: SR 247/Pio Nono Avenue at SR 74/ Mercer University Drive Eastbound Approach	4
Figure 4: Distribution of Intersection Crashes by Time of Day	6
Figure 5: Distribution of Roadway Segment Crashes by Time of Day	7
Figure 6: Distribution of Intersection Crashes by Day of the Week	7
Figure 7: Distribution of Roadway Segment Crashes by Day of the Week	8
LIST OF TABLES	
Table 1: Study Area Crash Summary by Crash Severity (2014-2018)	5
Table 2: Intersection Crash History – SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway	9
Table 3: Intersection Crash History – SR 247/Pio Nono Avenue at Anthony Road	9
Table 4: Intersection Crash History – SR 247/Pio Nono Avenue at SR 74/Mercer University Drive	10
Table 5: Roadway Segment Crash History by Crash Severity (2014-2018) – SR 247/Pio Nono Avenue from SR 22/Eisenhower Parkway to Anthony Road	11
Table 6: Roadway Segment Crash History by Crash Severity (2014-2018) – SR 247/Pio Nono Avenue from Anthony Road to SR 74/Mercer University Drive	11
Table 7: Existing AM / PM Peak Hour Intersection Operations	12
Table 8: Summary of Current Conditions Signal Warrant Analysis	13
Table 9: Intersection Crash Reduction Factors (CRFs)	16
Table 10: Roadway Segment Crash Reduction Factors (CRFs)	17
Table 11: SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway (Design Year 2044)	17
Table 12: SR 247/Pio Nono Avenue at Anthony Road (Design Year 2044)	18
Table 13: SR 247/Pio Nono Avenue at SR 74/Mercer University Drive (Design Year 2044)	18
Table 14: Benefit / Cost (B/C) Ratio Analysis Results	19
Table 15: Intersection and Roadway Segment Safety Improvements Delivery Mechanisms	22



#### STUDY REQUEST

The study location was identified during a Road Safety Audit (RSA) which was conducted on Wednesday, September 27<sup>th</sup>, 2017 along the SR 247/Pio Nono Avenue from SR 22/Eisenhower Parkway to Dora Street in Macon, Bibb County. In response to this RSA, this Traffic Engineering (TE) Study was performed along SR 247/Pio Nono Avenue from SR 22/Eisenhower Parkway to SR 74/Mercer University Drive.

#### PROJECT LOCATION

The corridor along SR 247/Pio Nono Avenue is about 1.13 miles long and runs in a north/south direction. The study area is located in the city of Macon, Bibb County, Georgia. The major portion of SR 247/Pio Nono Ave in the study area is a four-lane road, two lanes each direction with a Two-Way Left-Turn Lane (TWLTL) in the center from SR 22/Eisenhower Parkway to Anthony Road. SR 247/Pio Nono Avenue has a posted speed of 35 miles per hour (MPH) and is classified as an urban minor arterial. The land use along SR 247/Pio Nono Avenue in the study limits is primarily auto-centric commercial and residential properties and driveways. **Figure 1** provides an aerial view of the existing intersections and roadway segments conditions along the corridor.

#### **REASON FOR INVESTIGATION**

Observed crash data for the most recent five years (2014 to 2018) of the study area was obtained from GDOT. This roadway section experienced high crash rates along the corridor and at each of the signalized intersections of SR 247/Pio Nono Avenue with SR 22/Eisenhower Parkway, Anthony Road, and SR 74/ Mercer University Drive. The corridor experienced a total of 630 crashes resulting in 207 reported injury crashes and 423 property damage only crashes. There were no fatal crashes reported. During the same time period reported, there were six pedestrian crashes resulting in five injury crashes and one bicycle crash reporting an injury. Of the pedestrian crashes, four pedestrian crashes occurred while pedestrians were crossing SR 247/Pio Nono Avenue, not within the crosswalk.

Crashes for each of the signalized intersections for the same period include 243 crashes at the intersection of SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway, 86 crashes at SR 247/Pio Nono Avenue at Anthony Road, and 163 crashes at the intersection of SR 247/Pio Nono Avenue at SR 74/Mercer University Drive. The highest crash rate noted was at the intersection of SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway which experienced 48.6 crashes per year. This is over ten times higher than intersections with similar characteristics which typically experience 4.0 crashes per year.

In addition to the high crash rate at each of the signalized intersections. The roadway segments between the signalized intersections also show an elevated crash rate. The corridor has been separated into two roadway segments for reporting purposes. The roadway segment along SR 247/Pio Nono Avenue from SR 22/Eisenhower Parkway to Anthony Road is approximately 2000 feet long and it experienced a total 71 crashes of which 34 percent were injury crashes. Most of the crashes in the segment were angle crashes (49 percent of the total). The roadway segment along SR 247/Pio Nono Avenue from Anthony Road to SR 74/Mercer University Drive is approximately 1900 feet long and it has reported a total 67 crashes of which 39 percent were injury crashes. The majority of the crashes recorded were rear end crashes (63%) followed by angle crashes (15%). The crash data provided is included in tabular form in **Appendix A**.





Figure 1: Aerial View of the Study Area



#### **FIELD VISIT**

A field visit was conducted on Wednesday, September 27<sup>th</sup>, 2017. The site visit included observing the current site conditions as well as identifying and documenting conditions that could affect safety and operations of the corridor and intersections. Field visit observations included:

#### A. Intersection Control and Geometry:

- 1. SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway is a signalized four-legged intersection. The northbound and southbound approaches on SR 247/Pio Nono Avenue have two dedicated left turn lanes, two dedicated through lanes, and a dedicated right turn lane. The eastbound and westbound approaches on SR 22/Eisenhower Pkwy each have two dedicated left turn lanes, three dedicated through lanes, and a dedicated right turn bay.
- 2. SR 247/Pio Nono Avenue at Anthony Road is a signalized four-legged intersection. The southbound approach on SR 247/Pio Nono Avenue has one dedicated left turn lane, two dedicated through lanes, and a right turn bay. The northbound approach on SR 247/Pio Nono Ave has one dedicated left turn lane and two through lanes. The eastbound approach on Anthony Rd has one dedicated left turn lane, one dedicated through lane, and one dedicated right turn lane. The westbound approach on Anthony Rd has one dedicated left turn lane and one through lane.
- 3. SR 247/Pio Nono Avenue at SR 74/ Mercer University Drive is a signalized four-legged intersection. The eastbound, westbound, and southbound approaches each have a dedicated left turn lane and two through lanes. The northbound approach has a dedicated left turn lane, two through lanes, and a dedicated right turn lane. The eastbound and westbound left-turns are protected only movements. There is a slight vertical crest as the intersection is approached from the east and west directions. Figure 2 and Figure 3 show the street view of these approaches where the opposite side of the intersection cannot be seeing.
- B. <u>Horizontal/Vertical Grades:</u> The study area along SR 247/Pio Nono Avenue is basically straight without any significant horizontal curvature. There are several uphill and downhill segments in the study area. The grades are generally less than five percent.
- C. <u>Intersection Delay / Queuing:</u> There is no visible queueing during the AM and PM peak hours along the corridor. Traffic in the study area generally operates under capacity and moves smoothly.
- D. <u>Sight Distance / Obstruction Concerns:</u> Despite a few crests along SR 247/Pio Nono Avenue in the study area, there is an adequate sight-triangle of vision for all approaches at each study intersection. There is no vegetation that could obstruct views either.
- E. <u>Pavement/Signs/Striping Conditions:</u> The pavement showed some signs of wearing and cracking along the SR 247/Pio Nono Avenue study section. In some segments, the white skip striping separating adjacent lanes is not visible. Signal heads appeared adequate with normal wear. Based on information collected from the District and Maintenance Office, the corridor is currently planned for resurfacing between the 2022 and 2025 fiscal years. The current pavement condition rating is 72.00 (dTIMS data provided by GDOT District 3).





Figure 2: SR 247/Pio Nono Avenue at SR 74/ Mercer University Drive Westbound Approach



Figure 3: SR 247/Pio Nono Avenue at SR 74/ Mercer University Drive Eastbound Approach



- F. <u>Pedestrian Accommodations:</u> Pedestrian crosswalks, pushbuttons, and signals are accessible at all the signalized intersections. There are well-maintained sidewalks on both sides of SR 247/ Pio Nono Avenue at each unsignalized intersection, with the notable exception of SR 247/ Pio Nono Avenue at Ell Street, where there is a gap in sidewalk connectivity on the south side of the intersection.
- G. <u>Lighting:</u> Street lights are present on the corners of SR 247/ Pio Nono Avenue at SR 74/ Mercer University Drive and SR 247/ Pio Nono Avenue at Anthony Road, as well as along SR 247/Pio Nono Avenue on sidewalks near places of business. The traffic signal heads along the corridor do not have retroreflective backplates.
- H. <u>Parking</u>: There are no on-street parking accommodations near the study intersections or along the study SR 247/Pio Nono Avenue roadway segments.
- Potential Environmental Impacts: Based on field observations, no environmental concerns were noted.
- J. Other Modes of Transportation: There are Macon-Bibb County Transit Authority (MTA) bus stops located along the study corridor, primarily located at the entrances to residential roads. There are no bike lanes throughout the corridor.

#### **CRASH ANALYSIS**

Crash data for the most recent five years (2014 to 2018) of the area of influence were obtained from Georgia Electronic Accident Reporting System (GEARS). A crash data analysis was performed to quantify the frequency and severity of crashes along SR 74/Mercer University Drive within the project study area. This analysis helps to understand the crash trends and identify improvement(s) that will best correct safety concerns. Results from this analysis are highlighted below.

## **Total Crashes**

Over the five-year span, this corridor experienced a total of 630 crashes, of which 207 were injury crashes and 67 percent (423 crashes) involved property damage only (PDO) with no reported injuries. There were no fatal crashes reported. **Table 1** summarizes the crash data for the study area.

Table 1: Study Area Crash Summary by Crash Severity (2014-2018)

				, ·			
Mannay of Collinian	C	rash Sever	ity	Total	Percent	Yearly	
Manner of Collision	PDO	Injury	Fatal	Total	Total	Average	
Angle	97	73	0	170	27%	34.0	
Head On	4	2	0	6	1%	1.2	
Rear End	219	103	0	322	51%	64.4	
Sideswipe-Opposite Direction	7	4	0	11	2%	2.2	
Sideswipe-Same Direction	91	18	0	109	17%	21.8	
Not A Collision with Motor Vehicle	4	1	0	5	1%	1.0	
- Pedestrian Crashes	1	5	0	6	1%	1.2	
- Pedalcycle Crashes	0	1	0	1	0%	0.2	
Total	423	207	0	630			
Percent Total	67%	33%	0%		100%		
Yearly Average	84.6	41.4	0			126	



As shown in table 1, the most common manner of collision along the corridor is rear end crashes accounting for 51 percent of the total crashes followed by angle crashes with 27 percent (170 crashes) of all crashes reported. Based on the crash reports, there were 12 crashes classified as Not a Collision with a Motor Vehicle which include six pedestrian crashes resulting in five injuries and one bicycle crash resulting in one injury.

#### Time of Day Analysis

The time of the day each incident occurred was analyzed and summarized. **Figure 4** below shows the distribution of intersection crashes by time of day for each of the signalized intersections in the corridor. The total number of crashes reported at the three intersections was 492 crashes. The figure shows that approximately 22 percent of the crashes (45+33+29) occurred during the PM peak hours from 4:00 to 6:00 pm. However, a high frequency of crashes was recorded during the midafternoon hours between 2:00 and 3:00 pm resulting in a total of 82 crashes. The distribution shows 77 percent of the crashes occurred during daytime hours.

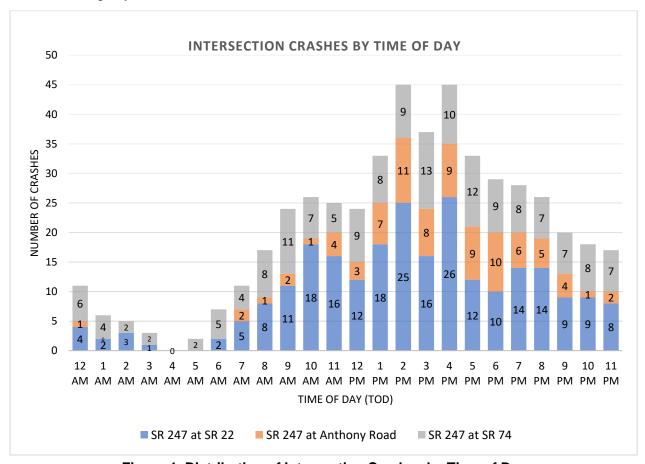


Figure 4: Distribution of Intersection Crashes by Time of Day

The distribution of the time of day crashes for the SR 247/Pio Nono Avenue from SR 22/Eisenhower Parkway to Anthony Road and SR 247/Pio Nono Avenue from Anthony Road to SR 74/Mercer University Drive road segments are summarized in **Figure 5** below. The data shows a total of 138 crashes reported between the two roadway segments. Approximately 28 percent of the crashes (17+8+14) occurred during the PM peak hours from 4:00 to 6:00 pm. The data shows that the highest occurrence of crashes was recorded during the midafternoon hours at 2:00 pm resulting in a total of 18 crashes or 13 percent of the total for both roadway segments.



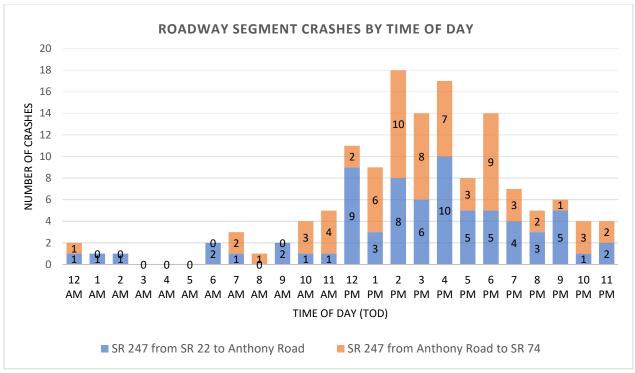


Figure 5: Distribution of Roadway Segment Crashes by Time of Day

## Day of the Week Analysis

The number of crashes occurring each day of the week were analyzed to identify high crash frequency days. The signalized intersections' data is summarized on **Figure 6** and crashes for the two roadway segments are summarized on **Figure 7**.

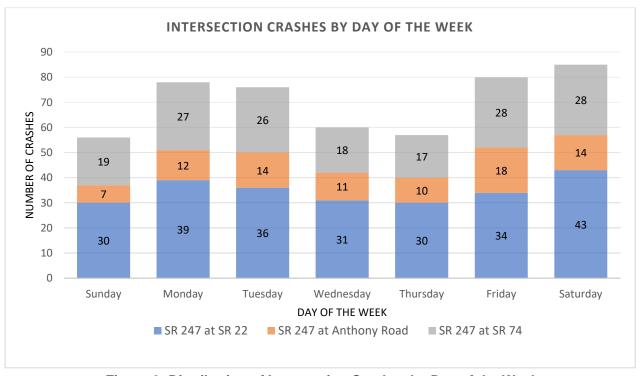


Figure 6: Distribution of Intersection Crashes by Day of the Week



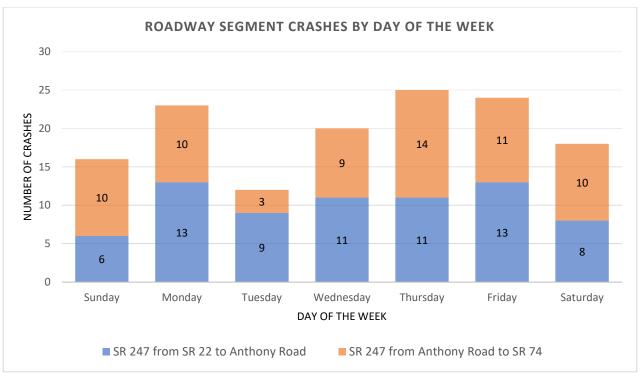


Figure 7: Distribution of Roadway Segment Crashes by Day of the Week

The distribution of crashes by day of the week shown in Figure 6 shows that approximately 39 percent of the crashes (76+60+57) occurred during typical weekdays (Tuesday to Thursday) and the highest crash occurrence on Fridays and Saturdays with 80 and 85 crashes, respectively. The crash distribution presented in Figure 7 shows that 41 percent of the crashes along the SR 247/Pio Nono Avenue roadway segments occurred during typical weekdays.

#### Intersection Crash History

Crash data for each of the three signalized intersections was collected for the most recent five-year period (2014-2018). **Table 2** to **Table 4** below present a comparison of crash rates, injury rates, and fatality rates in each of the signalized intersections within the study area. The number and types of crashes are provided in tabular form in **Appendix A.** Intersection crash diagrams are included in **Appendix B**.

Table 2 below shows the majority of crashes were rear end crashes with 130 crashes (53%) followed by angle and sideswipe same direction crashes with 21% of all crashes each collision type. Using the Highway Safety Manual (HSM) methodology, intersections with similar characteristics typically experience 4.0 crashes per year compares to the 48.6 crashes per years at this location. There were 60 injury crashes reported and no fatal crashes during the analysis time period. As shown in the crash diagram in Appendix B, 53 (41%) of 130 rear end crashes occurred along SR 247/Pio Nono Avenue northbound approach. Based on the reports, most of the rear end crashes were caused by drivers following too close and distracted driving. The reports for angle crashes (52 total crashes) indicate that drivers failed to yield and disregarded the traffic signal. Additionally, the left turns are protected movements and each approach has dual left-turn lanes; However, there were 15 left-turn angle crashes involving vehicles turning left and vehicles crossing the intersection. The 51 crashes classified as sideswipes same direction crashes were caused by drivers failing to yield, misjudging clearances, and improper lane changing. Also, there were 5 sideswipes opposite direction crashes that occurred when



vehicles turning left from SR 22/Eisenhower Parkway onto SR 247/Pio Nono Avenue or vehicles crossing the intersection struck vehicles waiting at the SR 247/Pio Nono Avenue left turn bays. This was caused by drivers disregarding the traffic signal, failing to yield, and driving on the wrong side of the road.

Table 2: Intersection Crash History - SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway

Collision Type			Year			Total	Percent
Collision Type	2014	2015	2016	2017	2018	Total	Total
Angle	4	11	10	13	14	52	21%
Head On	0	0	0	2	1	3	1%
Rear End	19	21	33	33	24	130	53%
Sideswipe Same Direction	6	10	16	7	12	51	21%
Sideswipe Opposite Direction	1	2	0	0	2	5	2%
Not a Collision with Motor Vehicle	2	0	0	0	0	2	1%
Total Crashes	32	44	59	55	53	2	43
Total Injury Crashes	7	12	15	15	11	60	25%
Total Fatal Crashes	0	0	0	0	0	0	0%
Average Crashes (per year)						4	8.6
HSM Predicted Crashes (per year)						4	.0
Average Daily Traffic (ADT)	41,000	39,800	38,900	40,000	39,700		
Crash Rate (per 100 MEV)	214	303	416	377	366		
Injury Rate (per 100 MEV)	47	83	106	103	76		
Fatality Rate (per 100 MEV)	0	0	0	0	0		

ADT = average daily traffic; MEV = million entering vehicles

Table 3: Intersection Crash History - SR 247/Pio Nono Avenue at Anthony Road

Collision Type			Year			Total	Percent
Comson Type	2014	2015	2016	2017	2018	Total	Total
Angle	6	9	4	7	4	30	35%
Head On	0	0	0	0	0	0	0%
Rear End	5	9	12	10	4	40	47%
Sideswipe Same Direction	1	1	2	6	2	12	14%
Sideswipe Opposite Direction	0	0	1	0	2	3	3%
Not a Collision with Motor Vehicle	0	0	0	1	0	1	1%
Total Crashes	12	19	19	24	12	8	36
Total Injury Crashes	4	10	10	8	4	36	42%
Total Fatal Crashes	0	0	0	0	0	0	0%
Average Crashes (per year)						1	7.2
HSM Predicted Crashes (per year)						3	3.0
Average Daily Traffic (ADT)	25,100	23,430	24,220	24,990	24,660		
Crash Rate (per 100 MEV)	131	222	215	263	133		
Injury Rate (per 100 MEV)	44	117	113	88	44		
Fatality Rate (per 100 MEV)	0	0	0	0	0		

ADT = average daily traffic; MEV = million entering vehicles



Table 3 shows the signalized intersection of SR 247/ Pio Nono Avenue and Anthony Road experienced 17.2 crashes per year from 2014 to 2018 for a total of 86 crashes. Using Highway Safety Manual methodology, intersections with similar characteristics typically experience 3.0 crashes per year. Among those 86 crashes, the predominant crashes involved 30 angle crashes and 40 were rear end crashes. There were 36 (42%) injury crashes and no fatal crashes from 2014 to 2018. There was a crash classified as not a collision with a motor vehicle which involved a pedestrian and resulted in a pedestrian injury. According to the data, the pedestrian crash occurred during the daytime and under dry conditions when the vehicle was turning onto SR 247/Pio Nono Avenue from Anthony Road northbound and struck the pedestrian within the north leg crosswalk of the intersection. Angle crashes accounted for 35 percent of all crashes at the intersection. These crashes were caused on the most part by drivers failing to yield and disregarding the traffic signal. The observed rear end crashes (40) show that drivers following too close as the most common contributing for this type of crash.

Table 4: Intersection Crash History - SR 247/Pio Nono Avenue at SR 74/Mercer University Drive

	_			order emirerally britte			
Collision Type			Year			Total	Percent
Comson Type	2014	2015	2016	2017	2018	Total	Total
Angle	6	14	7	9	7	43	26%
Head On	0	0	0	0	0	0	0%
Rear End	17	18	22	13	21	91	56%
Sideswipe Same Direction	6	7	3	3	6	25	15%
Sideswipe Opposite Direction	0	0	0	1	0	1	1%
Not a Collision with Motor Vehicle	0	1	0	1	1	3	2%
Total Crashes	29	40	32	27	35	1	63
Total Injury Crashes	15	13	11	6	16	61	37%
Total Fatal Crashes	0	0	0	0	0	0	0%
Average Crashes (per year)						3.	2.6
HSM Predicted Crashes (per year)						4	l.7
Average Daily Traffic (ADT)	35,200	36,300	39,500	39,800	38,100		
Crash Rate (per 100 MEV)	226	302	222	186	252		
Injury Rate (per 100 MEV)	117	98	76	41	115		
Fatality Rate (per 100 MEV)	0	0	0	0	0		

ADT = average daily traffic; MEV = million entering vehicles

As shown in Table 4, the signalized intersection of SR 247/ Pio Nono Avenue at SR 74/ Mercer University Drive experienced 32.6 crashes per year from 2014 to 2018 for a total of 163 crashes. Using Highway Safety Manual methodology, intersections with similar characteristics typically experience 4.7 crashes per year. The majority of the crashes reported involved rear end cashes (56%) caused mostly by drivers following too close. There were 43 angle crashes reported (26%) with 24 of these crashes resulting in injuries. Records show that angle crashes were caused by drivers failing to yield and disregarding the traffic signal. Four angle crashes resulted from drivers driving under the influence. There were two crashes classified as not a collision with a motor vehicle which involved pedestrians and resulted in two pedestrian injuries. According to the data, one pedestrian crash occurred while the pedestrian was crossing SR 74/Mercer University Drive and the second occurred when the pedestrian was crossing SR 247/Pio Nono Avenue. Both crashes occurred in the nighttime and while pedestrians not using the crosswalk.



#### Roadway Segment Crash History

Crash data for the 1.13-mile-long corridor (not including the three signalized intersections) was analyzed in two segments and summarized in **Table 5** and **Table 7** below. The number and types of crashes are provided in tabular form in **Appendix A**.

Table 5: Roadway Segment Crash History by Crash Severity (2014-2018) – SR 247/Pio Nono Avenue from SR 22/Eisenhower Parkway to Anthony Road

Mannan of Callinian	Cr	ash Sever	ity	Total	Percent	Yearly	
Manner of Collision	PDO	Injury	Fatal	Total	Total	Average	
Angle	24	11	0	35	49%	7.0	
Head On	0	1	0	1	1%	0.2	
Not A Collision with Motor Vehicle	1	1	0	2	3%	0.4	
Rear End	12	7	0	19	27%	3.8	
Sideswipe-Opposite Direction	1	1	0	2	3%	0.4	
Sideswipe-Same Direction	9	3	0	12	17%	2.4	
Total	47	24	0	71			
Percent Total	66%	34%	0%		100%		
Yearly Average	9.4	4.8	0			14.2	

Review of the historic crash records showed that 71 crashes (shown in Table 5) have been reported in this road segment from 2014 to year 2018. The AADT for the roadway segment is 16,400 vehicles per day. A crash rate analysis was performed to substantiate the existing safety problem on this corridor. The segment crash rate is 7.4 crashes per million vehicle miles traveled (MVMT). The roadway segment has an average of 14.2 crashes per year which is almost 3 times higher than the 5.1 crashes per year (predictive average crash frequency) from the Highway Safety Manual (HSM) predictive methodology for roadway segments with similar characteristics. This roadway segment shows a high rate of angle crashes reported (49 percent) which resulted from vehicles turning left entering and leaving driveways and failing to yield as the major contributing factor along this roadway segment.

Table 6: Roadway Segment Crash History by Crash Severity (2014-2018) – SR 247/Pio Nono Avenue from Anthony Road to SR 74/Mercer University Drive

	Cı	ash Sever	ity		Percent	Yearly Average	
Manner of Collision	PDO	Injury	Fatal	Total	Total		
Angle	3	7	0	10	15%	2.0	
Head On	1	1	0	2	3%	0.4	
Not A Collision with Motor Vehicle	2	2	0	4	6%	0.8	
Rear End	28	14	0	42	63%	8.4	
Sideswipe-Opposite Direction	0	0	0	0	0%	0.0	
Sideswipe-Same Direction	7	2	0	9	13%	1.8	
Total	41	26	0	67			
Percent Total	61%	39%	0%		100%		
Yearly Average	8.2	5.2	0			13.4	



Table 6 shows a summary of the 67 crashes reported in the SR 247/Pio Nono Avenue from Anthony Road to SR 74/Mercer University Drive road segment. The AADT for this roadway segment is 14,400 vehicles per day. The calculated segment crash rate is 7.7 crashes per million vehicle miles traveled (MVMT). The roadway segment has an average of 13.4 crashes per year which is almost 4 times higher than the 3.3 crashes per year (predictive average crash frequency) from the Highway Safety Manual (HSM) predictive methodology for roadway segments with similar characteristics. This roadway segment shows a high rate of rear end crashes reported (63 percent) which resulted from drivers following too close and reckless driving.

#### **OPERATIONAL ANALYSIS**

#### **Traffic Volume Counts**

A 12-hour intersection turning movement counts were collected on Wednesday, May 16, 2018. All cars, trucks or other motorized vehicles passing through the intersections were counted between the hours of 6:30AM and 6:30PM. The traffic counts were broken into 15-minute intervals to determine peak morning, mid-day and afternoon peak hours. The percentage of trucks on each intersection leg was also reported. Queue length observations were made for critical movements during the AM and PM peak periods. The traffic volume counts collected for the study are included in **Appendix C**.

## **Existing Operations**

A Synchro 9 model with intersection geometry, traffic volumes, and control specifics was calibrated based on observed queuing conditions and used for analysis of the existing conditions. The Synchro model reports for existing intersection conditions are include in **Appendix D** and the results are summarized in **Table 7** below.

**Approach** Overall V/C Westbound Peak Delay **Eastbound Northbound** Southbound Intersection Ratio **Period** (seconds) Delay Delay Delav Delay /LOS LOS LOS LOS LOS (seconds seconds (seconds) seconds) AM 26.8 / C 0.65 21.6 С 20.0 С 31.5 С 34.9 С SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway С PM35.0 / C 0.76 28.7 29.4 С 38.5 D 44.2 D С С AM 17.6 / B 0.53 24.5 32.7 12.3 В 11.8 В SR 247/Pio Nono Avenue at Anthony Road PM 19.7 / B 0.53 22.5 С 36.3 С 15.0 В 15.9 В С 30.4 / C 0.81 43.0 D 31.2 С В AM 19.5 21.2 SR 247/Pio Nono Avenue at SR 74/Mercer University Drive PM 33.6 / C 0.77 43.5 D 41.0 D С С 23.2 24.8

Table 7: Existing AM / PM Peak Hour Intersection Operations

## Signal Warrant Analysis

The Manual of Uniform Traffic Control Devices 2009 Edition (MUTCD) is the established source for evaluating warrants for installing a traffic signal. The MUTCD established nine traffic signal warrants that define minimum conditions under which signal installations may be justified.

A signal warrant analysis for each intersection was evaluated based on the existing 12-hour turning movement counts that were used as inputs into the analysis model. The full warrants report is included in **Appendix E** and the results summarized in **Table 8** below.



**Table 8: Summary of Current Conditions Signal Warrant Analysis** 

Intersection	Signalized?	Warrant 1a	Warrant 1b	Warrant 2	Warrant 3	Warrant 4	Warrant 5	Warrant 6	Warrant 7	Warrant 8	Warrant 9
SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	n/a	n/a
SR 247/Pio Nono Avenue at Anthony Road	Yes	Yes	Yes	No	Yes	No	No	No	Yes	n/a	n/a
SR 247/Pio Nono Avenue at SR 74/Mercer University Drive	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	n/a	n/a

As shown in Table 8, the signal warrant analyses show that all the signalized intersections within the study area meet warrants for vehicular volumes and intersection crash history.

#### **INTERSECTION CONTROL EVALUATION (ICE)**

GDOT's Intersection Control Evaluation (ICE) policies were developed to further leverage safety advancements as part of intersection improvements. The ICE process consists of two distinct stages. Stage 1 identifies potential Intersection Control Types that may provide safety benefits based on the existing conditions. Stage 2 further evaluates those alternatives inclusive of safety, operations, cost, environmental impacts and project support. The following alternatives were evaluated in Stage 2 for each signalized intersection in the study area and are included in **Appendix F**. The operational analyses for each alternative are included in **Appendix G**.

- 1. SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway
  - Multi-lane Roundabout: A multi-lane roundabout was considered for this intersection because it would provide fewer conflict points than the existing signal control. The multi-lane roundabout would help decrease crash frequency and severity while increasing operation efficiency and would help reduce speeds for vehicles entering the intersection. The multi-lane roundabout would help mitigate all the rear end crashes associated with signal timing and signal visibility. Additionally, this alternative eliminates the possibility for left turn angle crashes and head on crashes potentially reducing the history of 52 angle crashes and 3 head on crashes. This alternative was ranked second in the ICE Stage 2 and had an estimated construction cost of \$4,416,000.
  - Systemic Signing and Visibility Improvements and Install FYA: This alternative proposes the implementation of systemic and visibility improvements to the existing signal which includes upgrading all signal heads, replacing pedestrian signal heads, installing backplates and retroreflective borders, re-striping stop lines and crosswalks, installing pedestrian signs, installing advance warning signs, and overhead signs, and installing curb ramps. The flashing yellow arrow (FYA) signal would replace the existing protected only left-turns to protected/permissive left-turns with time of day operations for all approaches. The FYA can be operated as protected only by time of the day and can potentially help mitigate 15 left angle



crashes. Additionally, the existing dual left-turn bays will be converted to single left-turn bays. This would allow the installation of a median separation along the SR 247/Pio Nono Avenue approaches. This median would help mitigate the history of five sideswipe opposite direction crashes and would help deter drivers from turning left to enter and exit driveways thus potentially reducing angle crashes. The estimated construction cost for this alternative is \$275,000. The stage 2 screening showed this alternative was ranked the highest, which made it become the best option when looking at safety, operations, cost, environmental, and political factors.

#### 2. SR 247/Pio Nono Avenue at Anthony Road

- Single-lane Roundabout: A single-lane roundabout was considered for this intersection because it would provide fewer conflict points than the existing signal control. Additionally, this alternative would help decrease crash frequency and severity, increase operation efficiency compared to signalized intersections, and would help reduce speeds for vehicles entering the proposed road-diet north of the intersection. The installation of a single-lane roundabout at this location would help reduce the predominant angle and rear end crash history at the intersection. This alternative will also help pedestrians by simplifying the task of crossing the street by providing space to pause on the splitter islands. As a result, fewer pedestrian crashes can be expected. The estimated construction cost for this alternative is \$2,855,000. The stage 2 screening showed that the proposed roundabout alternative was ranked the highest, which made it become the best option when looking at safety, operations, cost, environmental, and political factors.
- Signal Improvements and Install FYA: This alternative proposes the implementation of systemic and visibility improvements to the existing signal which includes upgrading all signal heads, replacing pedestrian signal heads, installing backplates and retroreflective borders, restriping stop lines and crosswalks, installing pedestrian signs, installing advance warning signs, and overhead signs, and installing curb ramps. The flashing yellow arrow (FYA) signal would replace the existing 5-section "doghouse" signal for all approaches. This alternative was ranked second in the ICE stage 2 screening and had an estimated construction cost of \$250,000.
- Add Right-Turn Lanes: This alternative proposes installing right-turn lanes at the northbound (SR 247/Pio Nono Avenue) and westbound (Anthony Road) approaches. These approaches meet the minimum requirements for right-turn deceleration lanes. Providing the right-turn lanes on these approaches would potentially help reduce 18 rear end crashes and 5 sideswipe crashes and improve operations by providing a physical separation between through vehicles and turning vehicles that are slowing or stopped. These would provide deceleration space and storage for right-turning traffic. The estimated construction cost for this alternative is \$996,000 and ranked last in the ICE stage 2 screening.

#### 3. SR 247/Pio Nono Avenue at SR 74/Mercer University Drive

Multi-lane Roundabout: A multi-lane roundabout was considered for this intersection because
it would provide fewer conflict points than the existing signal control. The multi-lane roundabout
would help decrease crash frequency and severity while increasing operation efficiency and
would help reduce speeds for vehicles entering the intersection. The installation of a multilane
roundabout at this location would help mitigate the history of 43 angle crashes and 91 rear end



crashes. There are ROW and grade constraints that make this a high cost alternative bringing the total estimated construction cost for this alternative to \$5,430,000 and ranking second in the ICE stage 2 screening.

- Add Right-Turn Lanes: This alternative proposes installing a right-turn lane in the westbound approach along SR 74/Mercer University Drive. This approach meets the minimum requirements for right-turn deceleration lane, the right-turn movement shows a demand of 1,275 vehicles in 12-hour period and a high rate of rear end and sideswipe crashes compared to other approaches at the intersection. Providing the right-turn lane on this approach would potentially help reduce 34 rear end crashes and 8 sideswipe crashes and improve operations by providing a physical separation between through and westbound right turning vehicles. The estimated construction cost for this alternative is \$996,000 and ranked last in the ICE stage 2 screening.
- Signal Improvements and Install FYA: This alternative proposes the implementation of systemic and visibility improvements to the existing signal which includes upgrading all signal heads, replacing pedestrian signal heads, installing backplates and retroreflective borders, restriping stop lines and crosswalks, installing pedestrian signs, installing advance warning signs, and overhead signs, and installing curb ramps. The flashing yellow arrow (FYA) signal would replace the existing 5-section "doghouse" signal on the northbound and southbound approaches along SR 247/Pio Nono Avenue. The FYA can be operated as protected only by time of the day and can potentially help mitigate 14 left angle crashes. The estimated construction cost for this alternative is \$250,000. The stage 2 screening showed that the proposed signal and visibility improvements alternative was ranked the highest, which made it become the best option when looking at safety, operations, cost, environmental, and political factors.

#### Intersection Crash Reduction Factors

Corridor-wide improvements as well as individual intersection improvements were both considered to generate the final potential alternatives for the study corridor. The Crash Reduction Factors (CRF) used in the ICE Stage 2 analysis and roadway segment analysis were determined from the FHWA's CMF Clearinghouse website (<a href="http://www.cmfclearinghouse.org/">http://www.cmfclearinghouse.org/</a>) and are provided in **Table 9**.



**Table 9: Intersection Crash Reduction Factors (CRFs)** 

Intersection	Intersection Alternative and Safety Countermeasures	PDO (CRF)	Injury/Fatal (CRF)
	Alternative 1: - Install Multi-lane Roundabout	26% (CMF ld: 4195)	71% (CMF ld:4196)
SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway	Alternative 2:     Implement systemic signing and visibility improvements     Change from protected only to FYA protected/permissive left-turn with time of day operation	5.1% (CMF ld: 8927) 9.9% (CMF ld: 7690)	14.6% (CMF ld: 8928) 7.4% (CMF ld: 7691)
	Alternative 1: - Install Single-lane Roundabout	24% (CMF ld: 4192)	71% (CMF ld:4255)
SR 247/Pio Nono Avenue at Anthony Road	venue at Anthony Visibility improvements  Change from 5-section "doghouse"		14.6% (CMF ld: 8928) 25.3% (CMF ld: 7697)
	Alternative 3: - Provide a right-turn lane on one major road approach	4% (CMF ld: 286)	9% (CMF ld: 288)
	Alternative 1: - Install Multi-lane Roundabout	26% (CMF ld: 4195)	71% (CMF ld:4196)
SR 247/Pio Nono Avenue at	Alternative 2: - Provide a right-turn lane on one major road approach	4% (CMF ld: 286)	9% (CMF ld: 288)
SR 74/Mercer University Drive	Alternative 3:     Implement systemic signing and visibility improvements     Change from protected only to FYA protected/permissive left-turn with time of day operation	5.1% (CMF ld: 8927) 9.9% (CMF ld: 7690)	14.6% (CMF ld: 8928) 7.4% (CMF ld: 7691)

#### **ROADWAY SEGMENT SAFETY COUNTERMEASURES**

In addition to the intersection analyses, roadway segment improvements were considered to generate the final potential alternatives for the corridor that would help improve safety for all users.

## Roadway Segment Crash Reduction Factors

The Crash Reduction Factors used in the roadway segment analysis were determined from the FHWA's Crash Modification Factors Clearinghouse website and are provided in **Table 10**.



**Table 10: Roadway Segment Crash Reduction Factors (CRFs)** 

Roadway Segment	Roadway Segment Safety Countermeasures	PDO (CRF)	Injury/Fatal (CRF)
SR 247/Pio Nono Avenue	Resurface pavement     * 2. Install Pedestrian Midblock Crossing     with Pedestrian Safety Island	7.1%	14.2%
from SR 22/Eisenhower		(CMF	(CMF
Parkway to Anthony Road		Id:9289)	Id:9288)
SR 247/Pio Nono Avenue	Convert four-lane roadway to three-lane roadway with center turn lane (Road Diet)     * 2. Install Pedestrian Midblock Crossing with Pedestrian Safety Island	18.8%	18.8%
from Anthony Road to SR		(CMF ld:	(CMF ld:
74/Mercer University Drive		5554)	5554)

Note The installation of the Pedestrian Midblock Crossing with Pedestrian Safety Island is not included in the B/C calculation.

As shown in Table 10, based on existing geometry, accessibility, and traffic demand, the roadway segment between SR 22/Eisenhower Parkway and Anthony Road would benefit from a pavement resurfacing providing an expected 7.1% and 14.2% crash reductions for PDO and injury/fatal crashes, respectively. The roadway segment between Anthony Road and SR 74/Mercer University Drive is expected to see a higher crash mitigation by installing the Road Diet which would help mitigate all crash types by reducing vehicular conflicts while enhancing mobility and access for all road users.

#### **EXPECTED OPERATIONAL RESULTS**

#### Intersection Delay and Level of Service

The expected intersection delay and LOS results for the design year (2044) for all alternatives considered in the ICE Stage 2 analyses are summarized in **Tables 11** through **13**. The summary of the expected operations analyses reports is provided in **Appendix G**. Although the growth rate analysis for the corridor shows the AADT has been trending down in recent years, a conservative approach was used in developing the design year traffic demand thus a 0.5% growth rate was applied.

Table 11: SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway (Design Year 2044)

		A	itive 1:	Alternative 2:							
	Approach		Multi-lane Roundabout					Signing and Visibility Improvements/Install FYA			
	Approach	AM		PM		AM		PM			
		Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS		
NB	SR 247/Pio Nono Avenue	8.7	Α	15.6	C	38.3	D	44.5	D		
SB	SR 247/Pio Nono Avenue	9.8	Α	49.3	Е	48.6	D	48.3	D		
EB	SR 22/Eisenhower Parkway	8	Α	22.2	C	31.9	C	41.3	D		
WB	SR 22/Eisenhower Parkway	10.3	В	25.7	D	30.8	C	43.3	D		
	Intersection	9.3	Α	28.3	D	36.4	D	44.1	D		

Note Alternative 2 includes the conversion of dual left-turn lanes into single left-turn lanes on all approaches.



As shown in Table 11, installing the signing and visibility improvements along with installing the flashing yellow arrows (FYA) at the SR 22/Eisenhower Parkway intersection would provide more efficient operations and improved safety benefits than the No-Build alternative shown in the ICE report. The No-Build alternative is expected to operate in 2044 with 34.9 seconds (LOS C) in the AM peak and 41.2 seconds (LOS D) in the PM peak hour (previously shown in Table 7). The expected intersection delays for the preferred alternative, which includes protected left-turn movements on all approaches, are 36.4 seconds (LOS D) and 44.1 seconds (LOS D) in the AM and PM peak hours, respectively.

Table 12: SR 247/Pio Nono Avenue at Anthony Road (Design Year 2044)

		Α	lterna	ative 1:		A		tive 2:		A	lterna	ative 3:	
		Single	lane	Roundab	out	_		d Visibili s/Install F				nd WB Rig Lanes	jht-
	Approach	AM		PM		AM		PM		AM		PM	
		Average		Average		Average		Average		Average		Average	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
NB	SR 247/Pio Nono Avenue	11.0	В	12.2	В	16.8	В	16.9	В	17.1	В	17.3	В
SB	SR 247/Pio Nono Avenue	5.5	Α	8.4	Α	29.1	С	17.0	В	27.7	С	15.2	В
EB	Anthony Road	4.7	Α	6.5	Α	26.5	С	25.1	С	27.3	С	28.1	С
WB	Burton Avenue	8.7	Α	11.9	В	44.2	D	46.0	D	32.9	С	38.8	D
	Intersection	7.8	Α	9.8	Α	26.2	С	22.6	С	24.5	С	21.6	С

The preferred alternative for the intersection of SR 247/Pio Nono Avenue at Anthony Road, single-lane roundabout, would significantly help improve the operational efficiency of the intersection in comparison to the other two alternatives shown in Table 12. The expected intersection delay in the design year is 7.8 seconds (LOS A) and 9.8 seconds (LOS A) in the AM and PM peak hours, respectively.

Table 13: SR 247/Pio Nono Avenue at SR 74/Mercer University Drive (Design Year 2044)

_	Table 15. 51\ 2-1/1 10 1\	0110 711	<u> </u>	out Oit	,	0.00. 0		noity D		(Booigii		11 20 1 1/	
		Α	lterna	ative 1:		Α	lterna	tive 2:		A	Iterna	ative 3:	
		Multi-l	ane F	Roundabo	ut	Install W	/B Riç	ght-Turn L	.ane	_		d Visibilit s/Install F	-
	Approach	AM		PM		AM		PM		AM		PM	
		Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)		Average Delay (sec)		Average Delay (sec)	LOS	Average Delay (sec)	LOS
NB	SR 247/Pio Nono Avenue	10.2	В	9.5	Α	24.1	С	23.1	С	16.3	В	27.1	С
SB	SR 247/Pio Nono Avenue	7.8	Α	15.5	C	29.0	С	27.9	С	28.5	C	38.4	D
EB	SR 74/ Mercer University Drive	9.8	Α	10.0	В	38.8	D	35.6	D	42.6	D	43.4	D
WB	SR 74/ Mercer University Drive	8.0	Α	13.2	В	25.0	D	32.9	C	33.1	C	46.7	D
	Intersection	9.0	Α	12.3	В	29.9	C	30.1	O	31.6	O	39.8	D

As shown in Table 13, installing the signing and visibility improvements along with installing the flashing yellow arrows (FYA) at the intersection would improve the safety and operations resulting in an expected intersection delay is 31.6 seconds (LOS C) and 39.8 seconds (LOS D) in the AM and PM peak hours, respectively. Additionally, this alternative includes the delay from converting the southbound shared through/right-turn lane, outermost lane, into a dedicated right-turn only.

#### Roadway Segment Level of Service

A roadway segment operation analysis was conducted for the roadway segment along SR 247/Pio Nono Avenue where the road diet is being recommended. The analysis shows this segment is expected to



operate with a LOS C in the AM peak and LOS D in the PM peak hours. A summary of the segment analysis report is included in **Appendix G**.

#### SAFETY BENEFIT-COST ANALYSIS

To conduct the Safety Benefit/Cost (B/C) analysis, a detailed cost estimate including pay items and right-of-way impacts was conducted for the single lane roundabout improvement recommended at the intersection of SR 247/Pio Nono Avenue at Anthony Road. A summary of the Right-of-way cost estimate and the construction costs is included in **Appendix H**. The estimated costs shown for Implementing the systemic signing and visibility improvements and installing the FYAs at the intersections of SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway and SR 74/ Mercer University Drive are consistent with similar projects in the state. A summary of the Safety B/C for the preferred alternatives is presented in **Table 14** and the B/C ratio calculations are shown in **Appendix I**.

Table 14: Benefit / Cost (B/C) Ratio Analysis Results

	Location	Preferred Alternative	Total Improvement Cost	B/C Ratio
	SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway	Implement systemic signing and visibility improvements and change from protected only to FYA protected/permissive left turn with time of day operation	\$275,000	40.3
Intersection	SR 247/ Pio Nono Avenue at Anthony Road	Install single lane roundabout	\$2,855,000	18.4
Inte	SR 247/ Pio Nono Avenue at SR 74/Mercer University Drive	Implement systemic signing and visibility improvements and change from 5-section "doghouse" protected/permissive left-turns to FYA protected/permissive left-turns	\$250,000	50.4
gment	SR 247/Pio Nono Avenue from SR 22/Eisenhower Parkway to Anthony Road	Resurface pavement  * Install Pedestrian Midblock Crossing with Pedestrian Safety Island	\$550,000	2.4
Roadway Segment	SR 247/Pio Nono Avenue from Anthony Road to SR 74/Mercer University Drive	Convert four-lane roadway to three-lane roadway with center turn lane (Road Diet)  * Install Pedestrian Midblock Crossing with Pedestrian Safety Island	\$525,000	14.9

Note The installation of the Pedestrian Midblock Crossing with Pedestrian Safety Island is not included in the B/C calculation.



As shown in Table 14, merging the recommended intersection improvements with the proposed median improvements along SR 247/Pio Nono Avenue is estimated to have a total cost of \$4,455,000 and a project B/C of 20.3, if the corridor improvements were delivered as a single project. However, for faster implementation, the corridor improvements can be implemented in different stages as it will be discussed in the recommendations section.

The addition of the two Midblock Crossings with Pedestrian Safety Islands, as shown in the preferred alternative sketch in Appendix K, will facilitate crossing and reduce the exposure time for pedestrians in locations that have shown a history of crashes involving pedestrians.

#### **PROJECT RISK ANALYSIS**

In order to determine the feasibility and constructability of the proposed corridor improvements, an environmental screening, utility risk assessment, and other risks were completed as part of this traffic engineering study.

## **Environmental Screening**

To assist GDOT in understanding the potential environmental constraints within the corridor, Arcadis staff conducted a desktop survey using National Wetland Inventory (NWI) maps, Georgia's Natural, Archaeological, and Historic Geographic Information System (GNAHRGIS), the U.S. Environmental Protection Agency's (USEPA) EnviroMapper, and the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for identifying environmental resources that may be afforded protection under the National Environmental Policy Act (NEPA). The environmental screening report is included in **Appendix J.** The screening findings are summarized below:

- The project would likely qualify for a Categorical Exclusion (CE) Environmental Documentation.
- There were 28 historic resources (50 years of age or older) identified of which 2 were listed with additional right of way being proposed.
- Five locations show Underground Storage Tanks (USTs), however no additional ROW is anticipated from any of these locations.
- A Public Information Open House (PIOH) may be held for Public Involvement.

#### **Utility Risk Assessment**

A utility cost estimate with GDOT was not completed in this study. However, based on field observations, it was determined that no electrical distribution lines nor pipelines are present within the study corridor.

#### Other Risks

- Grades: No survey has been completed with this study, however a high-level observation of the
  grades at the intersections with proposed control changes was completed. It was observed at
  the intersection of SR 247/Pio Nono Avenue at Anthony Road where the single lane roundabout
  is being proposed, there are no major grade changes.
- Adjacent Projects: An examination of GDOT's GeoPI website and information provided by the local authority led to conclusion that no projects are presently under construction or scheduled for construction within the corridor or vicinity that could impact the construction of the proposed preferred alternatives discussed.



#### **CONCLUSION**

Based on the observed crash data for the five years analyzed 2014-2018, the study area has experienced a high crash frequency with a total of 630 crashes and a high crash occurrence in rear-end crashes and angle crashes. In addition to vehicle to vehicle crashes, there were six crashes involving pedestrians. Three of these pedestrian crashes occurred at or near the signalized intersections and three pedestrian crashes occurred while the pedestrians were crossing SR 247/Pio Nono Avenue, not within the crosswalks. Of all the crashes reported, there have been 207 injury crashes and 423 PDO crashes during this time period. The three signalized intersections in the corridor have shown average crash rates exceedingly higher than the HSM predicted crash rates for similar intersections. The highest average crash rate of 48.6 was observed at the intersection of SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway, which is almost 12 times higher than the HSM predicted average crash rate of 4.0 crashes per year for similar intersections. Safety along the study area is expected to continue deteriorating with congestion extending well beyond the a.m. and p.m. peak hours as shown in **Figure 4** and **Figure 5** and as a result of the increase in traffic anticipated by the Design Year 2044.

As discussed throughout the document, the proposed intersection and corridor improvements are expected to provide some of the highest crash mitigation and operational benefits while enhancing the safety of all roadway users. The proposed systemic signing and visibility improvements and FYA installation at the intersections of SR 247/Pio Nono Avenue with SR 22/Eisenhower Parkway and SR 74/Mercer University Drive can potentially provide a safety B/C of 40.3 and 50.3, respectively. The proposed four-legged, single-lane roundabout at the intersection of SR 247/Pio Nono Avenue at Anthony Road is expected to provide a crash reduction of 24 percent for PDO crashes and 71 percent for injury/fatal crashes and a potential safety B/C of 18.4. The existing conditions sketch and the layout showing the recommended improvements along the corridor are included in **Appendix K**.

#### Recommendations

The intersection and roadway segments recommended safety improvements along with their delivery mechanisms are shown in **Table 15.** The roadway segment safety recommendations which include the pavement resurfacing and re-striping are expected to be installed by the State Maintenance Office during their next resurfacing project taking place between FY 2022-2025. Other delivery mechanisms include Quick Response from the District, Indefinite Delivery Indefinite Quantity (IDIQ), and local funds.



Table 15: Intersection and Roadway Segment Safety Improvements Delivery Mechanisms

	Location	Safety Improvement	Delivery Method
	SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway	Implement systemic signing and visibility improvements and change from protected only to FYA protected/permissive left turn with time of day operation	Signal maintenance contract, Quick Response, or IDIQ
Intersection	SR 247/ Pio Nono Avenue at Anthony Road	* Short-term improvement: Implement systemic signing and visibility improvements and change from 5-section "doghouse" protected/permissive left-turns to FYA protected/permissive left-turns	Installed by signal maintenance contract or District/local forces
		Long-term improvement: Install single-lane roundabout	Safety Contract
	SR 247/ Pio Nono Avenue at SR 74/Mercer University Drive	Implement systemic signing and visibility improvements and change from 5-section "doghouse" protected/permissive left-turns to FYA protected/permissive left-turns	Installed by signal maintenance contract or District/local forces
	SR 247/Pio Nono	Resurface pavement	State Maintenance
Roadway Segment	Avenue from SR 22/Eisenhower Parkway to Anthony Road	Install Pedestrian Midblock Crossing with Pedestrian Safety Island	Quick Response or local funds
oadway	SR 247/Pio Nono Avenue from Anthony	Convert four-lane roadway to three-lane roadway with center turn lane (Road Diet)	State Maintenance
Ä	Road to SR 74/Mercer University Drive	Install Pedestrian Midblock Crossing with Pedestrian Safety Island	Quick Response or local funds

Note The implementation of systemic signing and visibility improvements and installing the FYAs at the intersection of SR 247/Pio Nono Avenue at Anthony Road are considered a short-term safety and operational improvement until the preferred single-lane roundabout alternative is programmed and installed.



RECOMMENDED BY:	Jim Tolson, PE Consultant Project Manager	DATE	01/10/2020
RECOMMENDED BY:	Samuel Harris, PE State Safety Engineer	DATE	
RECOMMENDED BY:	Tyler Peek, PE District Traffic Engineer	DATE	28/20

# **Appendix A: Crash Data**

AccidentNo AgencyName	Date T	ime Cour	ntv RouteTvpeDeriv	ed Route	Milelog	IntersectingRoute	CrashSevInjuries	Fatalitie	es MannerOfCollision	LocationOfImpact	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	U1FirstHarmfulEvent
4718480 Bibb Co Sheriff's Office	1/2/2014	2:19:00 PM BIBB		PIO NONO AVE	11.19		0 0	ratalitie	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Wet	South	South	Changing Lanes	Turning Right	Motor Vehicle In Motion
4718444 Bibb Co Sheriff's Office	1/7/2014	9:54:00 PM BIBB		HWY 74	12.95	HWY 247	0 0		0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	East	East	Straight	Stopped	Motor Vehicle In Motion
4718488 Bibb Co Sheriff's Office 4718466 Bibb Co Sheriff's Office	1/8/2014	6:52:00 AM BIBB	STATE ROUTE	PIO NANO AVE 247 PANEVE AVE	12.95		C 3		0 Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	DarkLighted	Dry	North	North	Straight	Stopped	Motor Vehicle In Motion  Motor Vehicle In Motion
4718466 BIBB Co Sheriff's Office 4731745 Bibb Co Sheriff's Office	1/9/2014	1:14:00 PM BIBB 4:28:00 PM BIBB	STATE ROUTE	EISENHOWER PKWY	V 11 19	PIONONO AVE	O 0		O Angle     Not A Collision with Motor Vehicle	On Roadway - Roadway Intersection  On Roadway - Roadway Intersection	Daylight Dusk	Dry	South	West None	Turning Left Straight	Turning Left N/A	Motor Vehicle In Motion  Motor Vehicle In Motion
4731504 Bibb Co Sheriff's Office	1/20/2014	2:09:00 PM BIBB		PIO NONO AVE SR 2			0 0		0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	South	North	Straight	Turning Left	Motor Vehicle In Motion
4731706 Bibb Co Sheriff's Office	1/20/2014	11:25:00 PM BIBB	}	PIO NONO AVE		MOSKEY AVE	C 1		0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	North	North	Turning Left	Straight	Motor Vehicle In Motion
4719048 Gsp Post 00	1/26/2014	7:35:00 PM BIBB		PIO NONO AVENUE		MERCER UNIVERSITY DE			0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	South	North	Turning Left	Straight	Motor Vehicle In Motion
4739129 Bibb Co Sheriff's Office	1/27/2014	3:53:00 PM BIBB	COUNTY ROAD	PIO NONO AVE	0.00		0 0		0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	North	South	Turning Left	Turning Left	Motor Vehicle In Motion
4738993 Bibb Co Sheriff's Office 4751588 Bibb Co Sheriff's Office	2/3/2014	10:05:00 AM BIBB 4:50:00 PM BIBB	1	PIO NONO AVE SR 2		SR 247 SR 22	0 0		O Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight	Wet	East South	East South	Stopped Stopped	Straight Straight	Motor Vehicle In Motion  Motor Vehicle In Motion
4751388 Bibb Co Sheriff's Office	2/11/2014	1:46:00 PM BIBB		ESEHEWCE PLAY	.47	*==	0 0		0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	West	South	Straight	Changing Lanes	Motor Vehicle In Motion
4758159 Bibb Co Sheriff's Office	2/16/2014	11:39:00 AM BIBB	COUNTY ROAD	PIO NONO AVE SR 2	4:0.00	MOSELEY AVE	0 0		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
4755845 Bibb Co Sheriff's Office	2/21/2014	7:40:00 PM BIBB	1	PIONONAVE 247			0 0		0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	East	West	Turning Left	Straight	Motor Vehicle In Motion
4758248 Bibb Co Sheriff's Office 4765303 Bibb Co Sheriff's Office	2/24/2014	8:34:00 AM BIBB	STATE ROUTE	PIO NANO AVE	W 11.19		0 0		0 Rear End 0 Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight	Dry	West	West	Stopped	Straight	Motor Vehicle In Motion
4765333 Bibb Co Sheriff's Office	3/1/2014	7:19:00 PM BIBB 7:24:00 PM BIBB	STATE ROUTE	PIO NONO AVE	11.71	STEPHENS ST	0 0 A 1		0 Not A Collision with Motor Vehicle	On Roadway - Roadway Intersection  On Roadway - Roadway Intersection	DarkLighted  DarkNot Lighted	Dry Dry	North	North South	Straight	Stopped Straight	Motor Vehicle In Motion  Pedestrian
4768278 Bibb Co Sheriff's Office	3/10/2014	3:07:00 PM BIBB	SIAIL NOOIL	ANTHONY RD	22172	PIONONO AVE	0 0		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Stopped	Straight	Motor Vehicle In Motion
4768276 Bibb Co Sheriff's Office	3/10/2014	6:49:00 PM BIBB	STATE ROUTE	PIO NONO AVE	11.78	MOSELEY AVE	0 0		0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Turning Left	Straight	Motor Vehicle In Motion
4768263 Bibb Co Sheriff's Office	3/11/2014	1:55:00 PM BIBB		PIONONO AVE	12.33	EISENHOWER PARKWAY	0 0		0 Sideswipe-Opposite Direction	On Roadway - Roadway Intersection	Daylight	Dry	North	South	Turning Left	Straight	Motor Vehicle In Motion
4777069 Bibb Co Sheriff's Office	3/15/2014	2:24:00 PM BIBB		PION NONO AVE	11.71		0 1		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Straight	Stopped	Motor Vehicle In Motion
4878632 Bibb Co Sheriff's Office 4785467 Bibb Co Sheriff's Office	3/22/2014	10:49:00 AM BIBB 8:44:00 PM BIBB		MERCER UNIV DR PIO NONO AVE SR 2	12.95	PIO NONO AVE SR 22	C 1		0 Angle 0 Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight DarkLighted	Dry Wet	East North	West	Straight Straight	Turning Left Stopped	Motor Vehicle In Motion  Motor Vehicle In Motion
4785480 Bibb Co Sheriff's Office	3/29/2014	6:18:00 PM BIBB		PIO NONO AVE 3R 2	12.33		0 0		Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Wet	South	South	Entering/Leaving		Motor Vehicle In Motion
4794332 Bibb Co Sheriff's Office	4/6/2014	2:06:00 AM BIBB	1	PIO NONO AVE		EISENHOWER PKWY	0 0		0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	South	South	Straight	Stopped	Motor Vehicle In Motion
4886839 Bibb Co Sheriff's Office	4/6/2014	5:34:00 PM BIBB	COUNTY ROAD	PIO NONO AVE	0.00	HOLLY ST	0 0		0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Passing	Straight	Motor Vehicle In Motion
4837532 Bibb Co Sheriff's Office	4/8/2014	2:15:00 PM BIBB		ANTHONY RD	,		0 0		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	None	None	Charlet	N/A	Motor Vehicle In Motion
4823723 Bibb Co Sheriff's Office 4828379 Bibb Co Sheriff's Office	4/9/2014 4/14/2014	2:12:00 PM BIBB 12:09:00 PM BIBB	1	PIO LORE AVE SR 24 EISCHOWER PKWY	/	HOLY ST PIO NANO AVE	C 0		0 Angle 0 Angle	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight	Dry	North South	North West	Straight Turning Right	Changing Lanes Making U-turn	Motor Vehicle In Motion  Motor Vehicle In Motion
4837174 Bibb Co Sheriff's Office	4/14/2014	6:32:00 PM BIBB			11.67	CATHERINE ST	C 0		0 Angle	On Roadway - Roadway Intersection  On Roadway - Roadway Intersection	Daylight	Wet	South	East	Straight	Straight	Motor Vehicle In Motion
4837200 Bibb Co Sheriff's Office	4/21/2014	5:42:00 PM BIBB		PIENONA AVE	07		0 0		0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	South	East	Straight	Straight	Motor Vehicle In Motion
4850022 Bibb Co Sheriff's Office	4/23/2014	9:01:00 AM BIBB	STATE ROUTE	PIO NONO AVE	11.58	ANTHONY RD	C 2		0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	West	East	Turning Left	Turning Left	Motor Vehicle In Motion
4839080 Bibb Co Sheriff's Office	4/24/2014	8:20:00 AM BIBB	1	MERCER UNIV DR			0 0		0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Straight	Changing Lanes	Motor Vehicle In Motion
4839026 Bibb Co Sheriff's Office	4/25/2014	6:30:00 AM BIBB	CTATE DOUTE	PIRIONA AVE	1012 22	MERCER UNIV DR	0 0		Sideswipe-Same Direction     Sideswipe Same Direction	On Roadway - Roadway Intersection	DarkLighted	Dry	West	West	Straight	Turning Right	Motor Vehicle In Motion
4850743 Bibb Co Sheriff's Office 4852342 Bibb Co Sheriff's Office	5/2/2014	3:19:00 PM BIBB 4:07:00 PM BIBB	STATE ROUTE	PIONONO AVE	w 12.33		0 0		Sideswipe-Same Direction     Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight	Dry Dry	West	West	Straight Stopped	Changing Lanes Straight	Motor Vehicle In Motion  Motor Vehicle In Motion
4849757 Bibb Co Sheriff's Office	5/6/2014	8:06:00 AM BIBB	STATE ROUTE	MERCER UNIVERSIT	Y 12.95	PINONO AVE	C 2		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	None	Stopped	Straight	Motor Vehicle In Motion
4849758 Bibb Co Sheriff's Office	5/6/2014	9:08:00 AM BIBB	COUNTY ROAD	PIO NONO AVE SR 2	4:0.00	HOLLY ST	0 0		0 Sideswipe-Opposite Direction	On Roadway - Roadway Intersection	Daylight	Dry	South	North	Turning Right	Turning Right	Motor Vehicle In Motion
4849745 Bibb Co Sheriff's Office	5/6/2014	5:43:00 PM BIBB		PIO NONU AVE	11.34	ELL ST	C 0		0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Straight	Turning Left	Motor Vehicle In Motion
4852731 Bibb Co Sheriff's Office	5/8/2014	3:16:00 PM BIBB		PIO NONO AVE	11.67	CATTRINE ST	C 1		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
4852511 Bibb Co Sheriff's Office 4854957 Bibb Co Sheriff's Office	5/10/2014 5/14/2014	1:03:00 PM BIBB 4:01:00 PM BIBB	STATE ROUTE	PIO NONO AVE PIONONO AVE	12.33	EISENHOWER PWKW MERCER UNIV	B 1		0 Rear End 0 Rear End	Off Roadway On Roadway - Roadway Intersection	Daylight Daylight	Dry	North South	North South	Stopped Stopped	Straight Straight	Motor Vehicle In Motion  Motor Vehicle In Motion
4866529 Bibb Co Sheriff's Office	5/20/2014	2:44:00 PM BIBB	STATE ROUTE	ANT HONY RD	11.58	SR 247	0 0		Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Straight	Changing Lanes	Motor Vehicle In Motion
4865103 Bibb Co Sheriff's Office	5/20/2014	1:42:00 AM BIBB		MERCER UNIVERSIT			0 0		0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	West	West	Stopped	Straight	Fire/Explosion
4878634 Bibb Co Sheriff's Office	5/29/2014	10:41:00 AM BIBB	1	EISENHOUER PKURY	7 80	PI00000 AVE 24	C 0		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Stopped	Stopped	Motor Vehicle In Motion
4865664 Bibb Co Sheriff's Office	-,-,	11:44:00 AM BIBB		PIO NONO	11.19		0 0		0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	East	South	Turning Left	Straight	Motor Vehicle In Motion
4880966 Bibb Co Sheriff's Office	6/2/2014	1:32:00 PM BIBB		PIONONO AVE	11.19		0 0		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
4881125 Bibb Co Sheriff's Office 4886836 Bibb Co Sheriff's Office	6/3/2014	1:53:00 PM BIBB 6:00:00 PM BIBB	STATE ROUTE	PIONONO AVE	11.58	ANTHONY RD ANTHONY RD	C 1		O Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight	Dry	North North	North	Stopped Stopped	Straight Straight	Motor Vehicle In Motion  Motor Vehicle In Motion
4877978 Bibb Co Sheriff's Office	6/15/2014	1:43:00 PM BIBB	1	MERCER UNIVERSIT	Y DR		0 0		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Straight	Stopped	Motor Vehicle In Motion
4890949 Bibb Co Sheriff's Office	6/16/2014	9:45:00 AM BIBB	l	MERVEN UNI RD SR			0 0		0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Straight	Changing Lanes	Motor Vehicle In Motion
4896408 Bibb Co Sheriff's Office	6/20/2014	7:58:00 AM BIBB	}	PIONENO AVE		ANTHINY RD	0 0		0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	South	None	Straight	Turning Right	Motor Vehicle In Motion
4896401 Bibb Co Sheriff's Office		12:40:00 PM BIBB		EISENHOWER PKWY			0 0		0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Changing Lanes	Straight	Motor Vehicle In Motion
4911727 Bibb Co Sheriff's Office	6/30/2014	4:45:00 PM BIBB		PIONONO AVE	11.34		0 0		0 Angle	On Roadway - Roadway Intersection	Daylight	Wet	North	West	Straight	Turning Left	Motor Vehicle In Motion
4912553 Bibb Co Sheriff's Office 4904001 Bibb Co Sheriff's Office		12:41:00 AM BIBB 10:45:00 AM BIBB		PIO NONO AVE PIO NONO AVE	12.95	MERCER UNIVERSITY DE VINING CIR	0 0 C 1		0 Angle 0 Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	DarkLighted Daylight	Dry	South South	West	Straight Straight	Straight Stopped	Motor Vehicle In Motion  Motor Vehicle In Motion
4918466 Bibb Co Sheriff's Office	7/13/2014		L COUNTY KOAD	EISENBRUG PKWY	0.00		0 0		0 Not A Collision with Motor Vehicle	On Roadway - Roadway Intersection	Daylight	Dry	West	N/A	Straight	N/A	Other Non-Collision
4929791 Bibb Co Sheriff's Office		11:52:00 AM BIBB	l	NERCER UNIVESITY	DR	PIO NONO AVE	0 0		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Stopped	Straight	Motor Vehicle In Motion
4919030 Bibb Co Sheriff's Office	7/26/2014	3:35:00 PM BIBB	l .	EISENHOWER PKWY	Y	PIO NONO AVE	0 0		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Straight	Stopped	Motor Vehicle In Motion
4923053 Bibb Co Sheriff's Office	7/30/2014	2:34:00 PM BIBB		PIO NONO AVE	0.00	MOSELEY AVE	0 0		0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	North	None	Changing Lanes	Straight	Motor Vehicle In Motion
4926062 Bibb Co Sheriff's Office 4938043 Bibb Co Sheriff's Office	7/31/2014	6:19:00 PM BIBB 9:29:00 PM BIBB		PIO NONO AVE	11.71	STEPHENS ST PIO NONO AVE AVE	C 3		Rear End     Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Straight	Stopped	Motor Vehicle In Motion
4938043 Bibb Co Sheriff's Office 4938042 Bibb Co Sheriff's Office	8/9/2014 8/9/2014	9:29:00 PM BIBB 10:35:00 PM BIBB		MERCER UNIV DR D PIO NONO AVE AVE			C 1		Sideswipe-Same Direction     Sideswipe-Same Direction	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	DarkLighted DarkLighted	Wet	East North	East North	Stopped Straight	Straight Straight	Motor Vehicle In Motion  Motor Vehicle In Motion
4938044 Bibb Co Sheriff's Office	8/13/2014	9:12:00 PM BIBB		PIO NONO AVE AVE		HARRIS ST ST	B 2		Not A Collision with Motor Vehicle	On Roadway - Roadway Intersection	DarkNot Lighted	Dry	South	N/A	Changing Lanes	N/A	Pedestrian
4954785 Bibb Co Sheriff's Office	8/15/2014	2:36:00 PM BIBB	1	PIONO AVE			C 1		0 Head On	On Roadway - Roadway Intersection	Daylight	Dry	South	North	Stopped	Straight	Motor Vehicle In Motion
4940299 Bibb Co Sheriff's Office		12:00:00 PM BIBB		PIONONO AVE	11.71	STEPHENS DR	C 2		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Stopped	Stopped	Motor Vehicle In Motion
4975228 Bibb Co Sheriff's Office	-, , .	12:30:00 PM BIBB		PIO NONO AVE HWY			0 0		0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Turning Right	Turning Right	Motor Vehicle In Motion
4960782 Bibb Co Sheriff's Office 5148677 Bibb Co Sheriff's Office	9/2/2014	1:02:00 PM BIBB 4:13:00 PM BIBB	STATE ROUTE	PIONONO AVE	7 11.19 0.00	PIO NONO AVE EISENHOWER PKWY	C 1		O Rear End O Rear End	On Roadway - Roadway Intersection	DarkNot Lighted	Dry	North South	North	Stopped	Straight	Motor Vehicle In Motion  Motor Vehicle In Motion
5148677 Bibb Co Sheriff's Office 5147679 Bibb Co Sheriff's Office	9/6/2014	4:13:00 PM BIBB 9:38:00 PM BIBB		ANTHONY RD	0.00	PIA NOA AVE	C 1		0 Rear End 0 Angle	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight DarkLighted	Wet	South	South West	Straight Turning Left	Straight Stopped	Motor Vehicle In Motion  Motor Vehicle In Motion
5147679 Blob Co Sheriff's Office	9/18/2014	9:10:00 PM BIBB		PIO NONO AVE	0.00		0 0		0 Rear End	On Roadway - Roadway Intersection  On Roadway - Roadway Intersection	DarkLighted	Dry	South	South	Straight	Stopped	Motor Vehicle In Motion
4985007 Bibb Co Sheriff's Office	9/18/2014	9:46:00 PM BIBB	STATE ROUTE	MERCER UNIVERSIT		PIONONO AVE	0 0		0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	East	East	Straight	Stopped	Motor Vehicle In Motion
4986771 Bibb Co Sheriff's Office		10:52:00 AM BIBB	STATE ROUTE	EISENHOWER PARK	12.33		0 0		0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Changing Lanes	Straight	Motor Vehicle In Motion
4998078 Bibb Co Sheriff's Office	9/26/2014	7:58:00 AM BIBB		PIO NONO AVE		ANTHONY RD	0 0		0 Rear End	On Roadway - Roadway Intersection	Daylight	Wet	West	West	Stopped	Straight	Motor Vehicle In Motion
5000111 Bibb Co Sheriff's Office	9/27/2014			PIO NONO AVE			0 0		O Rear End	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Straight	Stopped	Motor Vehicle In Motion
4999361 Bibb Co Sheriff's Office 5002896 Bibb Co Sheriff's Office	9/29/2014	11:12:00 AM BIBB 2:55:00 PM BIBB	STATE ROUTE	PIO NONO AVE	11.67	CATHERINE ST MERCER UNIVERSITY DE	t 1		0 Rear End 0 Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight	Wet	East North	East North	Stopped Stopped	Straight Straight	Motor Vehicle In Motion  Motor Vehicle In Motion
5156938 Bibb Co Sheriff's Office	9/30/2014	6:42:00 AM BIBB	1	PIO NONO AVE	0.00	MERBER UNI DR	C 3		0 Rear End	On Roadway - Roadway Intersection  On Roadway - Roadway Intersection	Daylight	Dry	North	North	Straight	Stopped	Motor Vehicle In Motion
5156925 Bibb Co Sheriff's Office	-,,	12:15:00 PM BIBB		MERCER UNIVERSITY	Y 0.00	PIONONO AVE	C 1		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Stopped	Straight	Motor Vehicle In Motion
5157520 Bibb Co Sheriff's Office	10/2/2014	8:00:00 PM BIBB	STATE ROUTE	MERCER UNIVERSIT		PINNONO AVE	0 0		0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	West	West	Straight	Stopped	Motor Vehicle In Motion
5157509 Bibb Co Sheriff's Office		12:30:00 PM BIBB		PIONONO AVE	12.33		C 4		0 Rear End	On Roadway - Roadway Intersection	Daylight	Wet	North	North	Stopped	Straight	Motor Vehicle In Motion
5157515 Bibb Co Sheriff's Office		8:37:00 PM BIBB		PIO NONO AVE	11.42		0 0		0 Not A Collision with Motor Vehicle	On Roadway - Roadway Intersection	Dusk	Dry		North		Straight	Motor Vehicle In Motion
5159204 Bibb Co Sheriff's Office		3:15:00 AM BIBB 5:45:00 PM BIBB	STATE ROUTE	PIONONO AVE	W 12.33		C 0		O Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	West	West	Turning Left	Turning Left	Motor Vehicle In Motion  Motor Vehicle In Motion
5011058 Bibb Co Sheriff's Office 5012712 Bibb Co Sheriff's Office		5:45:00 PM BIBB 9:08:00 PM BIBB		PIONONO AVE PIO NONO AVE AVE			O 0 C 2		Sideswipe-Same Direction     Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight DarkLighted	Dry	South	South North	Turning Left Straight	Turning Left Stopped	Motor Vehicle In Motion  Motor Vehicle In Motion
5017378 Bibb Co Sheriff's Office		3:30:00 PM BIBB		MERCER UNIVERSIT			C 1		0 Rear End	On Roadway - Roadway Intersection	Daylight	Wet	West	West	Straight	Stopped	Motor Vehicle In Motion
5025604 Gsp Post 00		10:35:00 PM BIBB		GA 247 GA 74	12.94	GA 247 GA 74	0 0		0 Angle	On Roadway - Roadway Intersection	DarkNot Lighted	Dry	North	South	Turning Left	Straight	Motor Vehicle In Motion
5041610 Bibb Co Sheriff's Office		12:45:00 PM BIBB		MERCER UNIVERSIT			0 0		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	N/A	Stopped	N/A	Motor Vehicle In Motion
5041878 Bibb Co Sheriff's Office		10:16:00 AM BIBB		EISENHOWER PKWY			0 0		0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	West	East	Turning Left	Straight	Motor Vehicle In Motion
5187302 Bibb Co Sheriff's Office 5187296 Bibb Co Sheriff's Office		11:36:00 PM BIBB 1:52:00 PM BIBB		ROUTE 41 PIONONO AVE SR 24	0.00		C 1		O Rear End O Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	DarkLighted	Dry	North South	None	Turning Left	N/A Stangard	Motor Vehicle In Motion  Motor Vehicle In Motion
5187296 Bibb Co Sheriff's Office 5187290 Bibb Co Sheriff's Office		6:35:00 PM BIBB		PIONONO AVE SR 24	11.34		C 1 0		0 Rear End 0 Angle	On Roadway - Roadway Intersection  On Roadway - Roadway Intersection	Daylight Daylight	Dry	North	South	Straight Straight	Stopped Turning Right	Motor Vehicle In Motion  Motor Vehicle In Motion
SECRETOR SHOW OF SHERRING STRINGS	11, 10, 2014	2.33.00 AIVI DIDD	317112 NOOTE	. 10110110 AVL	44.34		_ 0			buarray moudway intersection	2011/2011	J. y	1401111	*** = 31		. January Might	otor venicle ili Motioli

	5052132 Bibb Co Sheriff's Office	11/15/2014 9:	:15:00 AM BIBB		MERCER UNIVERSITY DR	PIO NONO AVE	C 1	0 Rear End	On Roadway	- Roadway Intersection	Daylight	Dry	West	West	Straight	Stopped	Motor Vehicle In Motion
	5052995 Bibb Co Sheriff's Office	11/15/2014 11	:44:00 PM BIBB	STATE ROUTE	PIO NONO AVE AVE 12.95	MERCER UNIV DR DR	0 0	0 Angle	On Roadway	- Roadway Intersection	DarkLighted	Dry	North	South	Turning Right	Straight	Motor Vehicle In Motion
	5058279 Bibb Co Sheriff's Office	11/20/2014 10	:22:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.19	EISENHOWER PKWY	0 0	0 Sideswipe-Same Direction	On Roadway	- Roadway Intersection	DarkLighted	Dry	North	North	Straight	Changing Lanes	Motor Vehicle In Motion
	5057879 Bibb Co Sheriff's Office		::24:00 PM BIBB	COUNTY ROAD	PIONONO AVE 0.00	MOSLEY AVE	0 0	0 Rear End	On Shoulder		Daylight	Dry	North	North	Turning Left	Straight	Motor Vehicle In Motion
				COUNTY KOAD			0			Daniel and the second and							
	5188921 Bibb Co Sheriff's Office	,,	9:54:00 PM BIBB		PIO NONO AVE 0.00	FLL ST	0 0	0 Angle		- Roadway Intersection	DarkLighted	Wet	South	South	Turning Left	Straight	Motor Vehicle In Motion
	5066906 Bibb Co Sheriff's Office		:32:00 PM BIBB	STATE ROUTE	PIONONO AVE 12.95	MERCER UNIV DR	0 0	Sideswipe-Same Direction		- Roadway Intersection	Daylight	Dry	South	South	Straight	Changing Lanes	Motor Vehicle In Motion
	5071214 Bibb Co Sheriff's Office	12/2/2014 7	:02:00 PM BIBB		MERCER UNIVERSITY DR	PIONONO AVE	C 1	0 Angle	On Roadway	- Roadway Intersection	DarkNot Lighted	Dry	East	West	Straight	Turning Left	Motor Vehicle In Motion
	5182759 Bibb Co Sheriff's Office	12/4/2014 9	:18:00 PM BIBB	STATE ROUTE	MERCER UNIV DE 12.95	PIO NONO AVE	C 0	0 Sideswipe-Same Direction			DarkNot Lighted	Dry	West	West	Changing Lanes	Straight	Motor Vehicle In Motion
	5077758 Bibb Co Sheriff's Office	12/6/2014 4	:20:00 PM BIBB	STATE ROUTE	PIONONO AVE 11.19	EISENHOWER PKWY	0 0	0 Rear End	On Roadway	- Roadway Intersection	Daylight	Wet	North	North	Stopped	Straight	Motor Vehicle In Motion
	5077806 Bibb Co Sheriff's Office			STATE ROUTE	PIO NONO AVE 11.33	ELL ST	B 1	0 Angle		- Roadway Intersection	Daylight	Wet	East	South	Turning Left	Straight	Motor Vehicle In Motion
	5089444 Bibb Co Sheriff's Office			CITY STREET	ANTHONY RD	PIO NONO AVE		0 Angle		- Roadway Intersection	Daylight		West	South	Straight	Straight	Motor Vehicle In Motion
												Dry					
	5097555 Bibb Co Sheriff's Office	, ,, ,		STATE ROUTE	PIO NONO AVE 11.63	ALINE ST	0 0	0 Rear End		- Roadway Intersection	Daylight	Dry	North	North	Straight	Stopped	Motor Vehicle In Motion
	5103869 Bibb Co Sheriff's Office			STATE ROUTE	PIONONO AVE 11.81	VINING CIR	0 0	0 Rear End	On Shoulder		Daylight	Wet	South	South	Turning Right	Straight	Motor Vehicle In Motion
	5105586 Bibb Co Sheriff's Office	12/24/2014 9:	:10:00 AM BIBB		PIONONO AVE	EISENHOWER PKWY	0 0	0 Rear End	On Roadway	- Roadway Intersection	Daylight	Wet	North	North	Stopped	Straight	Motor Vehicle In Motion
	5107393 Bibb Co Sheriff's Office	12/27/2014 4	1:10:00 PM BIBB		PIONONO AVE	MOSLEY AVE	C 1	0 Angle	On Roadway	- Roadway Intersection	Daylight	Dry	South	East	Straight	Straight	Motor Vehicle In Motion
	5108240 Bibb Co Sheriff's Office	12/29/2014 12	:08:00 PM BIBB		PIONONO AVE	EISENHOWER PKWY	C 2	0 Rear End	On Roadway	- Roadway Intersection	Daylight	Dry	South	South	Stopped	Straight	Motor Vehicle In Motion
	5116580 Bibb Co Sheriff's Office			STATE ROUTE	PIONONO AVE 11.34	ELL ST	0 0	0 Angle		- Roadway Intersection	Daylight	Wet	North	West	Straight	Turning Right	Motor Vehicle In Motion
	5117471 Bibb Co Sheriff's Office			STATE ROUTE	MERCER UNIVERSITY DR	PIONONO AVE	0 0	- 0 -		- Roadway Intersection					Turning Left		Motor Vehicle In Motion
								0 Angle			DarkLighted	Dry	West	East		Turning Right	
	5119269 Bibb Co Sheriff's Office	1.1	:46:00 PM BIBB	STATE ROUTE	PIONONO AVE 11.34	ELL ST	0 0	0 Angle		- Roadway Intersection	Daylight	Dry	South	West	Straight	Turning Left	Motor Vehicle In Motion
	5126318 Bibb Co Sheriff's Office	1/12/2015 2	2:58:00 PM BIBB	STATE ROUTE	PIONONO AVE 11.71	STEPHENS ST	C 2	0 Rear End	On Roadway	- Roadway Intersection	Daylight	Wet	North	North	Stopped	Straight	Motor Vehicle In Motion
	5127140 Bibb Co Sheriff's Office	1/12/2015 3	:39:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.78	MOSELEY AVE	0 0	0 Rear End	On Roadway	- Roadway Intersection	Daylight	Wet	South	South	Turning Right	Straight	Motor Vehicle In Motion
	5127277 Bibb Co Sheriff's Office	1/13/2015 1	:42:00 PM BIBB		MERCER UNIVERSITY DR	PIO NONO AVE	0 0	0 Rear End	On Roadway	- Roadway Intersection	Daylight	Dry	West	West	Stopped	Stopped	Motor Vehicle In Motion
	5137072 Bibb Co Sheriff's Office	1/19/2015 10	:10:00 PM BIBB	STATE ROUTE	PIO NONO AVE 12.95	MERCER UNIV DR	0 0	0 Angle	On Roadway	- Roadway Intersection	DarkLighted	Dry	West	South	Turning Left	Straight	Motor Vehicle In Motion
	5135817 Bibb Co Sheriff's Office		:31:00 PM BIBB		EISENHOWER PKWY	PIONONO AVE	0 0	0 Sideswipe-Same Direction		- Roadway Intersection	Daylight	Dry	East	East	Straight	Changing Lanes	Motor Vehicle In Motion
	5139552 Bibb Co Sheriff's Office	, ,	1:13:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.81	VINING CIR	0 0	O Rear End		- Roadway Intersection	Daylight	Wet	North	North		Stopped	Motor Vehicle In Motion
															Straight		
	5140383 Bibb Co Sheriff's Office	-,,		STATE ROUTE	POINONO AVE 11.26	HOLLY ST	C 1	0 Rear End		- Roadway Intersection	Daylight	Dry	North	North	Turning Right	Straight	Motor Vehicle In Motion
	5141086 Bibb Co Sheriff's Office			STATE ROUTE	PIONONO AVE 11.26	HOLLY ST	0 0	0 Angle		- Roadway Intersection	Daylight	Dry	South	East	Straight	Turning Left	Motor Vehicle In Motion
L	5173729 Bibb Co Sheriff's Office	1/30/2015 1	:04:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.26	HOLLY ST	0 0	0 Rear End	On Roadway	- Roadway Intersection	Daylight	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
	5153281 Bibb Co Sheriff's Office	1/30/2015 6	33:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.52	CRAWFORD ST	0 0	0 Rear End	On Roadway	- Roadway Intersection	DarkLighted	Dry	South	South	Straight	Stopped	Motor Vehicle In Motion
	5165308 Bibb Co Sheriff's Office	2/3/2015 2	::27:00 PM BIBB		EISENHOWER PKWY	PIONONO AVE	0 0	0 Sideswipe-Same Direction	On Roadway	- Roadway Intersection	Daylight	Dry	East	East		Straight	Motor Vehicle In Motion
	5170178 Bibb Co Sheriff's Office	2/6/2015 3	1:19:00 PM BIBB		PIO NONO AVE	ANTHONY RD	C 3	0 Angle		- Roadway Intersection	Daylight	Dry	East	North	Straight	Straight	Motor Vehicle In Motion
	5170576 Bibb Co Sheriff's Office		:09:00 PM BIBB		PIO NONO AVE	ANTHONY RD	C 1	O Rear End		- Roadway Intersection	Daylight	Dry	South	South	Straight	Stopped	Motor Vehicle In Motion
		7 - 7					0 0										
	5174679 Bibb Co Sheriff's Office		2:02:00 PM BIBB		PIONONO AVE	ANTHONY RD	0 0	0 Angle		- Roadway Intersection	Daylight	Dry	South	East	Stopped	Turning Left	Motor Vehicle In Motion
	5185358 Bibb Co Sheriff's Office			STATE ROUTE	PIO NONO AVE 11.71	STEPHENS ST	0 0	0 Rear End		- Roadway Intersection	DarkLighted	Wet	North	North	Straight	Stopped	Motor Vehicle In Motion
	5191830 Bibb Co Sheriff's Office	2/20/2015 12			PIO NONO AVE	EISENHOWER PKWY	C 1	0 Sideswipe-Same Direction		- Roadway Intersection	Daylight	Dry	East	East	Turning Left	Straight	Motor Vehicle In Motion
	5193821 Bibb Co Sheriff's Office	2/23/2015 2	:05:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.26	HOLLY ST	0 0	0 Rear End	On Roadway	- Roadway Intersection	Daylight	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
	5194292 Bibb Co Sheriff's Office	2/24/2015 2:	:30:00 AM BIBB		PIO NONO AVE	EISENHOWER PKWY	0 0	0 Angle		- Roadway Intersection	DarkNot Lighted	Wet	North	West	Changing Lanes	Turning Right	Motor Vehicle In Motion
	5224240 Bibb Co Sheriff's Office	3/2/2015 11			POLNONO AVE 0.00	FISENHOWER PKWY	C 0	0 Sideswipe-Opposite Direction		- Roadway Intersection	DarkLighted	Dry	North	South	Stopped	Straight	Motor Vehicle In Motion - In (
	5203325 Bibb Co Sheriff's Office		:55:00 PM BIBB		MERCER UNIVERSITY DR	PIO-NONO AVE	0 0	O Rear End		- Roadway Intersection	Daylight		West	West	Stopped	Straight	Motor Vehicle In Motion
	5224265 Bibb Co Sheriff's Office		3:21:00 PM BIBB		PIO NONO AVENUE SIO.00	US 80	C 0	O Rear End				Dry		North			Motor Vehicle In Motion
		-,-,								- Roadway Intersection	DarkLighted	Dry	North		Straight	Stopped	
	5224266 Bibb Co Sheriff's Office		:43:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.67	CATHERINE ST	0 0	0 Rear End		- Roadway Intersection	DarkLighted	Dry	North	North	Straight	Straight	Motor Vehicle In Motion
	5208364 Bibb Co Sheriff's Office	3/6/2015 5	:43:00 PM BIBB		PIO NONO AVE	MERCER UNIVERSITY D	RO 0	0 Rear End	On Roadway	- Roadway Intersection	Daylight	Dry	South	South	Straight	Stopped	Motor Vehicle In Motion
	5236802 Bibb Co Sheriff's Office	3/13/2015 4	1:14:00 PM BIBB		PO NONO AVE 0.00	MEREER UNIVERSITY D	RO 0	0 Angle	On Roadway	- Roadway Intersection	Daylight	Dry	South	North	Straight	Turning Left	Motor Vehicle In Motion
	5222619 Bibb Co Sheriff's Office	3/14/2015 11	:56:00 PM BIBB	STATE ROUTE	PIO NONO AVE 12.95	MERCER UNIV DR	0 0	0 Angle	On Roadway	- Roadway Intersection	DarkLighted	Dry	North	N/A	Straight	N/A	Motor Vehicle In Motion
	5225459 Bibb Co Sheriff's Office	-, ,	:32:00 AM BIBB		MERCER UNIVERSITY DR	PIO NONO AVE	0 0	0 Rear End		- Roadway Intersection	Daylight	Dry	East	East	Straight	Stopped	Motor Vehicle In Motion
	5223792 Bibb Co Sheriff's Office		3:55:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.71		0 0	0 Not A Collision with Motor Vehicle					South	N/A			
	5223792 BIDD CO Sheriff's Office	3/20/2015 8				STEPHENS ST	0 0			- Roadway Intersection	DarkLighted	Wet			Straight	N/A	Pedestrian
												_					
	5251859 Bibb Co Sheriff's Office		2:29:00 PM BIBB	STATE ROUTE	SR 247 12.33	SR 22	0 0	0 Angle	On Roadway	- Roadway Intersection	Daylight	Dry	North	East	Turning Left	Turning Left	Motor Vehicle In Motion
	5234532 Bibb Co Sheriff's Office	3/28/2015 7	:19:00 PM BIBB	STATE ROUTE	SR 247 12.33 PIO NONO AVE	SR 22 ANTHONY RD	C 1	0 Angle 0 Rear End	On Roadway	- Roadway Intersection	Daylight Daylight	Dry Dry		East South	Stopped	Straight	Motor Vehicle In Motion
		3/28/2015 7		STATE ROUTE	SR 247 12.33	SR 22		0 Angle	On Roadway				North	East			
	5234532 Bibb Co Sheriff's Office	3/28/2015 7 3/29/2015 9	:19:00 PM BIBB		SR 247 12.33 PIO NONO AVE PIO NONO AVE 11.67	SR 22 ANTHONY RD	C 1	0 Angle 0 Rear End	On Roadway On Roadway	- Roadway Intersection	Daylight	Dry	North South	East South	Stopped	Straight	Motor Vehicle In Motion
	5234532 Bibb Co Sheriff's Office 5234435 Bibb Co Sheriff's Office 5248064 Bibb Co Sheriff's Office	3/28/2015 7 3/29/2015 9 4/3/2015 10:	7:19:00 PM BIBB 9:11:00 PM BIBB 9:54:00 AM BIBB	STATE ROUTE	SR 247 12.33 PIO NONO AVE PIO NONO AVE 11.67 MERCER UNIVERSITY DR	SR 22 ANTHONY RD CATHERINE ST PIO NONO AVE	C 1 0 0 C 1	O Angle O Rear End O Rear End O Rear End	On Roadway On Roadway On Roadway	- Roadway Intersection - Roadway Intersection - Roadway Intersection	Daylight DarkNot Lighted Daylight	Dry Dry Dry	North South North West	South North West	Stopped Stopped Straight	Straight Straight Stopped	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
	5234532 Bibb Co Sheriff's Office 5234435 Bibb Co Sheriff's Office 5248064 Bibb Co Sheriff's Office 5241389 Bibb Co Sheriff's Office	3/28/2015 7 3/29/2015 9 4/3/2015 10: 4/3/2015 9	1:19:00 PM BIBB 1:11:00 PM BIBB 1:54:00 AM BIBB 1:47:00 PM BIBB	STATE ROUTE STATE ROUTE	SR 247 12.33  PIO NONO AVE  PIO NONO AVE 11.67  MERCER UNIVERSITY DR  PIO NONO AVE 11.26	SR 22 ANTHONY RD CATHERINE ST PIO NONO AVE HOLLY ST	C 1 O 0 C 1 O 0	0 Angle 0 Rear End 0 Rear End 0 Rear End 0 Sideswipe-Same Direction	On Roadway On Roadway On Roadway On Roadway On Roadway	- Roadway Intersection - Roadway Intersection - Roadway Intersection - Roadway Intersection	Daylight DarkNot Lighted Daylight DarkLighted	Dry Dry Dry Dry	North South North West North	East South North West North	Stopped Stopped Straight Straight	Straight Straight Stopped Changing Lanes	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
	5234532 Bibb Co Sheriff's Office 5234435 Bibb Co Sheriff's Office 5248064 Bibb Co Sheriff's Office 5241389 Bibb Co Sheriff's Office 5241388 Bibb Co Sheriff's Office	3/28/2015 7 3/29/2015 9 4/3/2015 10: 4/3/2015 9 4/3/2015 7	1:19:00 PM BIBB 1:11:00 PM BIBB 1:54:00 AM BIBB 1:47:00 PM BIBB 1:19:00 PM BIBB	STATE ROUTE	SR 247   12.33   PIO NONO AVE   PIO NONO AVE   11.67   MERCER UNIVERSITY DR   PIO NONO AVE   11.26   PIO NONO AVE   11.48	SR 22 ANTHONY RD CATHERINE ST PIO NONO AVE HOLLY ST DENT ST	C 1 0 0 C 1 0 0 C 1 C 1	O Angle O Rear End O Rear End O Rear End O Sideswipe-Same Direction O Sideswipe-Same Direction	On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway	- Roadway Intersection	Daylight DarkNot Lighted Daylight DarkLighted Daylight	Dry Dry Dry Dry	North South North West North North	East South North West North North	Stopped Stopped Straight Straight Turning Left	Straight Stopped Changing Lanes Straight	Motor Vehicle In Motion
	5234532 Bibb Co Sheriff's Office 5234435 Bibb Co Sheriff's Office 5248064 Bibb Co Sheriff's Office 5241389 Bibb Co Sheriff's Office 5241388 Bibb Co Sheriff's Office 5241223 Bibb Co Sheriff's Office	3/28/2015 7 3/29/2015 9 4/3/2015 10: 4/3/2015 9 4/3/2015 7 4/4/2015 1	1:19:00 PM BIBB 1:11:00 PM BIBB 1:54:00 AM BIBB 1:47:00 PM BIBB 1:19:00 PM BIBB 1:50:00 PM BIBB	STATE ROUTE STATE ROUTE	SR 247   12.33	SR 22 ANTHONY RD CATHERINE ST PIO NONO AVE HOLLY ST DENT ST ANTHONY RD	C 1 O 0 C 1 O 0 C 1 O 0	0 Angle 0 Rear End 0 Rear End 0 Rear End 0 Rear End 0 Sideswipe-Same Direction 0 Sideswipe-Same Direction 0 Angle	On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway	- Roadway Intersection	Daylight DarkNot Lighted Daylight DarkLighted Daylight Daylight Daylight	Dry Dry Dry Dry Dry Dry Dry	North South North West North North South	East South North West North North West	Stopped Stopped Straight Straight Turning Left Straight	Straight Straight Stopped Changing Lanes Straight Turning Left	Motor Vehicle In Motion
	5234532 Bibb Co Sheriff's Office 5234435 Bibb Co Sheriff's Office 5248068 Bibb Co Sheriff's Office 5241389 Bibb Co Sheriff's Office 5241388 Bibb Co Sheriff's Office 5241223 Bibb Co Sheriff's Office 5249437 Bibb Co Sheriff's Office	3/28/2015 7 3/29/2015 9 4/3/2015 10: 4/3/2015 9 4/3/2015 7 4/4/2015 1 4/10/2015 6	1:19:00 PM BIBB 1:11:00 PM BIBB 1:54:00 AM BIBB 1:47:00 PM BIBB 1:19:00 PM BIBB 1:50:00 PM BIBB 1:32:00 PM BIBB	STATE ROUTE STATE ROUTE	SR 247 12.33 PIO NONO AVE 11.67 MERCER UNIVERSITY DR PIO NONO AVE 11.26 PIO NONO AVE 11.48 PIONONO AVE PIONONO AVE	SR 22 ANTHONY RD CATHERINE ST PIO NONO AVE HOLLY ST DENT ST ANTHONY RD ANTHONY RD	C 1 O 0 C 1 O 0 C 1 O 0 C 1 O 0	O Angle O Rear End O Rear End O Rear End O Sideswipe-Same Direction O Sideswipe-Same Direction O Angle O Angle	On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway	- Roadway Intersection	Daylight DarkNot Lighted Daylight DarkLighted Daylight Daylight Daylight Daylight	Dry Dry Dry Dry Dry Dry Wet	North South North West North North South South	East South North West North North West North	Stopped Stopped Straight Straight Turning Left Straight Straight	Straight Straight Stopped Changing Lanes Straight Turning Left Turning Left	Motor Vehicle In Motion
	5234532 Bibb Co Sheriff's Office 5234435 Bibb Co Sheriff's Office 5248064 Bibb Co Sheriff's Office 5241389 Bibb Co Sheriff's Office 5241389 Bibb Co Sheriff's Office 5241232 Bibb Co Sheriff's Office 5249437 Bibb Co Sheriff's Office 5259338 Bibb Co Sheriff's Office	3/28/2015 7 3/29/2015 9 4/3/2015 10: 4/3/2015 9 4/3/2015 7 4/4/2015 1 4/10/2015 6 4/11/2015 8	11:00 PM BIBB 11:100 PM BIBB 15:4:00 AM BIBB 14:7:00 PM BIBB 11:00 PM BIBB 15:0:00 PM BIBB 13:2:00 PM BIBB 10:0:00 PM BIBB	STATE ROUTE STATE ROUTE	SR 247 12.33 PIO NONO AVE PIO NONO AVE 11.67 MERCER UNIVERSITY DR PIO NONO AVE 11.26 PIO NONO AVE 11.48 PIONONO AVE PIONONO AVE PIO NONO AVE	SR 22 ANTHONY RD CATHERINE ST PIO NONO AVE HOLLY ST DENT ST ANTHONY RD ANTHONY RD EISENHOWER PKWY	C 1 0 0 C 1 0 0 C 1 0 0 C 1 0 0 C 1 0 0 0 0 B 5 0 0	0 Angle 0 Rear End 0 Rear End 0 Rear End 0 Sideswipe-Same Direction 0 Sideswipe-Same Direction 0 Angle 0 Angle 0 Rear End	On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway	- Roadway Intersection	Daylight DarkNot Lighted Daylight DarkLighted Daylight Daylight Daylight	Dry Dry Dry Dry Dry Dry Dry	North South North West North North South South South	East South North West North North West North South	Stopped Stopped Straight Straight Turning Left Straight Straight Changing Lanes	Straight Straight Stopped Changing Lanes Straight Turning Left	Motor Vehicle In Motion
	5234532 Bibb Co Sheriff's Office 5234435 Bibb Co Sheriff's Office 5248046 Bibb Co Sheriff's Office 5241389 Bibb Co Sheriff's Office 5241388 Bibb Co Sheriff's Office 5244223 Bibb Co Sheriff's Office 5244473 Bibb Co Sheriff's Office 5253338 Bibb Co Sheriff's Office 5253338 Bibb Co Sheriff's Office	3/28/2015 7 3/29/2015 9 4/3/2015 10: 4/3/2015 9 4/3/2015 7 4/4/2015 1 4/10/2015 6 4/11/2015 8 4/15/2015 10:	11:00 PM BIBB 11:00 PM BIBB 154:00 AM BIBB 147:00 PM BIBB 119:00 PM BIBB 119:00 PM BIBB 132:00 PM BIBB 132:00 PM BIBB 138:00 AM BIBB	STATE ROUTE STATE ROUTE	SR 247   12.33	SR 22 ANTHONY RD CATHERINE ST PIO NONO AVE HOLLY ST DENT ST ANTHONY RD ANTHONY RD EISENHOWER PKWY EISENHOWER PKWY	C 1 O 0 C 1 O 0 C 1 O 0 C 1 O 0	0 Angle 0 Rear End 0 Rear End 0 Rear End 0 Stdeswipe-Same Direction 0 Sideswipe-Same Direction 0 Angle 0 Angle 0 Rear End 0 Rear End 0 Sideswipe-Same Direction	On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway	- Roadway Intersection	Daylight DarkNot Lighted Daylight DarkLighted Daylight Daylight Daylight Daylight	Dry Dry Dry Dry Dry Dry Wet	North South North West North North South South South South	East South North West North North West North	Stopped Stopped Straight Straight Turning Left Straight Straight Changing Lanes Straight	Straight Straight Stopped Changing Lanes Straight Turning Left Turning Left Changing Lanes Turning Right	Motor Vehicle In Motion
	5234532 Bibb Co Sheriff's Office 5234435 Bibb Co Sheriff's Office 5248064 Bibb Co Sheriff's Office 5241389 Bibb Co Sheriff's Office 5241389 Bibb Co Sheriff's Office 5241232 Bibb Co Sheriff's Office 5249437 Bibb Co Sheriff's Office 5259338 Bibb Co Sheriff's Office	3/28/2015 7 3/29/2015 9 4/3/2015 10: 4/3/2015 9 4/3/2015 7 4/4/2015 1 4/10/2015 6 4/11/2015 8 4/15/2015 10:	11:00 PM BIBB 11:100 PM BIBB 15:4:00 AM BIBB 14:7:00 PM BIBB 11:00 PM BIBB 15:0:00 PM BIBB 13:2:00 PM BIBB 10:0:00 PM BIBB	STATE ROUTE STATE ROUTE	SR 247 12.33 PIO NONO AVE PIO NONO AVE 11.67 MERCER UNIVERSITY DR PIO NONO AVE 11.26 PIO NONO AVE 11.48 PIONONO AVE PIONONO AVE PIO NONO AVE	SR 22 ANTHONY RD CATHERINE ST PIO NONO AVE HOLLY ST DENT ST ANTHONY RD ANTHONY RD EISENHOWER PKWY	C 1 0 0 C 1 0 0 C 1 0 0 C 1 0 0 C 1 0 0 0 0 B 5 0 0	0 Angle 0 Rear End 0 Rear End 0 Rear End 0 Sideswipe-Same Direction 0 Sideswipe-Same Direction 0 Angle 0 Angle 0 Rear End	On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway	- Roadway Intersection	Daylight DarkNot Lighted Daylight DarkLighted Daylight Daylight Daylight Daylight Daylight Daylight	Dry	North South North West North North South South South	East South North West North North West North South	Stopped Stopped Straight Straight Turning Left Straight Straight Changing Lanes	Straight Straight Stopped Changing Lanes Straight Turning Left Turning Left Changing Lanes	Motor Vehicle In Motion
	5234532 Bibb Co Sheriff's Office 5234435 Bibb Co Sheriff's Office 5248046 Bibb Co Sheriff's Office 5241389 Bibb Co Sheriff's Office 5241388 Bibb Co Sheriff's Office 5244223 Bibb Co Sheriff's Office 5244473 Bibb Co Sheriff's Office 5253338 Bibb Co Sheriff's Office 5253338 Bibb Co Sheriff's Office	3/28/2015 7 3/29/2015 9 4/3/2015 9 4/3/2015 9 4/3/2015 7 4/4/2015 1 4/10/2015 6 4/11/2015 8 4/15/2015 10 4/20/2015 7	11:00 PM BIBB 11:00 PM BIBB 154:00 AM BIBB 147:00 PM BIBB 119:00 PM BIBB 119:00 PM BIBB 132:00 PM BIBB 132:00 PM BIBB 138:00 AM BIBB	STATE ROUTE STATE ROUTE	SR 247   12.33	SR 22 ANTHONY RD CATHERINE ST PIO NONO AVE HOLLY ST DENT ST ANTHONY RD ANTHONY RD EISENHOWER PKWY EISENHOWER PKWY	C 1 0 0 C 1 0 0 C 1 0 0 C 1 0 0 C 0 C 0 0 0 C 0 0 0 0 0	0 Angle 0 Rear End 0 Rear End 0 Rear End 0 Stdeswipe-Same Direction 0 Sideswipe-Same Direction 0 Angle 0 Angle 0 Rear End 0 Rear End 0 Sideswipe-Same Direction	On Roadway	- Roadway Intersection	Daylight DarkNot Lighted Daylight DarkLighted Daylight Daylight Daylight Daylight Daylight Daylight Daylight Daylight Daylight	Dry Dry Dry Dry Dry Dry Dry Wet Dry Wet	North South North West North North South South South South	East South North West North North West North South South	Stopped Stopped Straight Straight Turning Left Straight Straight Changing Lanes Straight	Straight Straight Stopped Changing Lanes Straight Turning Left Turning Left Changing Lanes Turning Right	Motor Vehicle In Motion
	5234532 Bibb Co Sheriff's Office 5234432 Bibb Co Sheriff's Office 5248064 Bibb Co Sheriff's Office 5243389 Bibb Co Sheriff's Office 5241388 Bibb Co Sheriff's Office 524223 Bibb Co Sheriff's Office 5240437 Bibb Co Sheriff's Office 5250338 Bibb Co Sheriff's Office 5253389 Bibb Co Sheriff's Office 5253389 Bibb Co Sheriff's Office	3/28/2015 7 3/29/2015 9 4/3/2015 10 4/3/2015 7 4/4/2015 1 4/10/2015 6 4/11/2015 10 4/20/2015 7 4/24/2015 6	119:00 PM BIBB 111:00 PM BIBB 154:00 AM BIBB 147:00 PM BIBB 119:00 PM BIBB 132:00 PM BIBB 132:00 PM BIBB 132:00 PM BIBB 138:00 AM BIBB 138:00 AM BIBB	STATE ROUTE STATE ROUTE	SR 247   12.33	SR 22 ANTHONY RD CATHERINE ST PIO NONO AVE HOLLY ST DENT ST ANTHONY RD ANTHONY RD EISENHOWER PKWY EISENHOWER PKWY EISENHOWER PKWY	C 1 0 0 C 1 0 0 C 1 0 0 C 1 0 0 C 0 C 0 C 0 C 1 C 0 0 C 0 C 0 C 0 0 C 0 0 C 0 0	O Angle O Rear End O Rear End O Rear End O Rear End O Sideswipe-Same Direction O Sideswipe-Same Direction O Angle O Rear End O Rear End O Sideswipe-Same Direction O Rear End O Rear End	On Roadway On Roadway	Roadway Intersection Non-Intersection Non-Intersection	Daylight DarkNot Lighted Daylight DarkLighted Daylight	Dry Dry Dry Dry Dry Dry Dry Wet Dry Wet Dry	North South North West North North South South South South North	East South North West North North West North South South North North	Stopped Stopped Straight Straight Turning Left Straight Straight Straight Changing Lanes Straight Turning Left Straight	Straight Straight Stopped Changing Lanes Straight Turning Left Turning Left Changing Lanes Turning Right Straight	Motor Vehicle In Motion
	5234532 Bibb Co Sheriff's Office 5234634 Bibb Co Sheriff's Office 5248064 Bibb Co Sheriff's Office 5248084 Bibb Co Sheriff's Office 5241389 Bibb Co Sheriff's Office 5241328 Bibb Co Sheriff's Office 5249237 Bibb Co Sheriff's Office 5253388 Bibb Co Sheriff's Office 5253389 Bibb Co Sheriff's Office 5253312 Bibb Co Sheriff's Office 5255310 Bibb Co Sheriff's Office	3/28/2015 7 3/29/2015 9 4/3/2015 10: 4/3/2015 9 4/3/2015 7 4/4/2015 1 4/10/2015 6 4/11/2015 8 4/15/2015 10: 4/20/2015 7 4/24/2015 6 5/6/2015 8:	2:19:00 PM BIBB 2:11:00 PM BIBB 3:54:00 AM BIBB 3:54:00 PM BIBB 3:19:00 PM BIBB 3:50:00 PM BIBB 3:32:00 PM BIBB 3:32:00 PM BIBB 3:38:00 AM BIBB 3:26:00 PM BIBB 3:26:00 AM BIBB	STATE ROUTE STATE ROUTE	SR 247 10 NONO AVE PIO NONO AVE PIO NONO AVE 11.67 MERCER UNIVERSITY DR PIO NONO AVE PIONONO AVE PIONONO AVE PIONONO AVE PIO NONO AVE MERCER UNIVERSITY DR	SR 22 ANTHONY RD CATHERINE ST PIO NONO AVE HOLLY ST DENT ST ANTHONY RD EISENHOWER PKWY EISENHOWER PKWY PIONONO AVE	C 1 O 0 C 1 O 0 C 1 O 0 C 1 O 0 C 0 C 0 C 2 O 0 O 0 C 0 O 0 C 0 O 0 O 0 C 0 O 0	0 Angle 0 Rear End 0 Rear End 0 Rear End 0 Sideswipe-Same Direction 0 Sideswipe-Same Direction 0 Sideswipe-Same Direction 0 Angle 0 Angle 0 Angle 0 Sideswipe-Same Direction 0 Rear End 0 Rear End 0 Rear End	On Roadway	Roadway Intersection	Daylight DarkNot Lighted Daylight DarkLighted Daylight	Dry Dry Dry Dry Dry Dry Wet Dry Wet Dry Dry	North South North West North North South South South South South North East	East South North West North North West North South South South North East	Stopped Stopped Straight Straight Turning Left Straight Straight Changing Lanes Straight Turning Left	Straight Straight Stopped Changing Lanes Straight Turning Left Changing Lanes Turning Right Straight Stopped	Motor Vehicle in Motion
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5374048 Bibb Co Sheriff's Office	7/30/2015 12:47:00 PM		MERCER UNIVERSITY DR	PIO NONO AVE O	0 0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Straight	Straight	Motor Vehicle In Motion
5374278 Bibb Co Sheriff's Office	7/30/2015 9:03:00 PM		PIO NONO AVE 11.48		0 0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	South	South	Straight	Straight	Motor Vehicle In Motion
5380288 Bibb Co Sheriff's Office	8/4/2015 8:49:00 AM		PIONONO AVE	EISENHOWER PKWY C	1 0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	None	South	Stopped	Straight	Motor Vehicle In Motion
5383629 Bibb Co Sheriff's Office	8/7/2015 4:25:00 PM	BIBB COUNTY ROAD	PIO NONO AVE 0.00	ANTHONY RD 0	0 0 Angle	On Roadway - Non-Intersection	Daylight	Dry	South	West	Straight	Turning Left	Motor Vehicle In Motion
5385636 Bibb Co Sheriff's Office	8/10/2015 9:21:00 PM	BIBB COUNTY ROAD	ANTHONY RD 0.00	PIO NONO AVE 0	0 0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	East	South	Straight	Turning Right	Motor Vehicle In Motion
5385497 Bibb Co Sheriff's Office	8/10/2015 11:43:00 AM	BIBB STATE ROUTE	MERCER UNIVERSITY 12.95	PIONONO AVE O	0 0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Stopped	Straight	Motor Vehicle In Motion
5386855 Bibb Co Sheriff's Office	8/11/2015 2:13:00 PM	BIBB STATE ROUTE	EISENHOWER PKWY 11.18	PIO NONO AVE O	0 0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Changing Lanes	Straight	Motor Vehicle In Motion
5386518 Bibb Co Sheriff's Office	8/11/2015 12:40:00 PM	BIBB STATE ROUTE	MERCER UNIVERSITY 12.95	PIO NONO AVE O	0 0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Straight	Stopped	Motor Vehicle In Motion
5386696 Bibb Co Sheriff's Office	8/11/2015 3:50:00 PM	BIBB STATE ROUTE	MERCER UNIVERSITY 12.95	PIONONO AVE O	0 0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Straight	Changing Lanes	Motor Vehicle In Motion
5398183 Bibb Co Sheriff's Office	8/20/2015 8:52:00 PM		PIO NONO AVE	FISENHOWER PKWY O	0 0 Rear End	On Roadway - Non-Intersection	DarkLighted	Wet	South	South	Straight	Stopped	Motor Vehicle In Motion
5453372 Bibb Co Sheriff's Office	8/20/2015 12:46:00 PM		MERCER UNIVERSITY 11.97	PIO NONO AVE C	0 O Rear End	On Roadway - Roadway Intersection	Davlight	Drv	North	North	Straight	Straight	Motor Vehicle In Motion
5400091 Bibb Co Sheriff's Office	8/22/2015 11:20:00 PM		MERCER UNIVERISTY 12.95	PIO NONO AVE C	4 0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	East	East	Straight	Straight	Motor Vehicle In Motion
5432319 Bibb Co Sheriff's Office	8/25/2015 10:55:00 AM	BIBB STATE ROUTE	PIO NONO AVE 11.18	EISENHOWER PKWY C	1 0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	Southeast	Southeas	st Turning Left	Turning Left	Motor Vehicle In Motion
5408441 Bibb Co Sheriff's Office	8/28/2015 2:19:00 PM	BIBB	PIONONO AVE	MOSLEY AVE 0	0 0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Straight	Changing Lanes	Motor Vehicle In Motion
5419202 Bibb Co Sheriff's Office	9/2/2015 2:30:00 PM	BIBB	PIO NONO AVE	ANTHONY RD O	0 0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Stopped	Straight	Motor Vehicle In Motion
5414455 Bibb Co Sheriff's Office	9/3/2015 7:09:00 PM	BIBB	PIO NONO AVE	EISENHOWER PKWY B	1 0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Turning Right	Turning Right	Motor Vehicle In Motion
5417792 Bibb Co Sheriff's Office	9/5/2015 6:52:00 PM	BIBB	PIO NONO AVE	EISENHOWER PKWY O	0 0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Stopped	Changing Lanes	Motor Vehicle In Motion
5416319 Bibb Co Sheriff's Office	9/5/2015 7:17:00 PM		PIO NONO AVE 12.95	MERCER UNIVERISTY DRO	0 0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	South	South	Straight	Stopped	Motor Vehicle In Motion
5458101 Bibb Co Sheriff's Office	9/12/2015 4:10:00 PM		ANTHONY ROAD RD 0.00	PIO NONO AVE O	0 0 Rear End	On Roadway - Roadway Intersection	Davlight	Dry	East	East	Straight	Stopped	Parked Motor Vehicle
5427625 Bibb Co Sheriff's Office	9/16/2015 4:45:00 PM		US 80 E 11.18	PIO NONO AVE O	0 O Rear End		., .			East		Straight	Motor Vehicle In Motion
	-1 -1					On Roadway - Roadway Intersection	Daylight	Dry	East		Stopped		
5429971 Bibb Co Sheriff's Office	9/19/2015 4:21:00 PM		PIO NONO AVE 11.97	MERCERUNIVERSITY DR O	0 0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Straight	Changing Lanes	Motor Vehicle In Motion
5452538 Bibb Co Sheriff's Office	9/24/2015 6:03:00 PM		EISENHOWER PKWY 11.18	PIO NONO AVE O	0 0 Angle	On Roadway - Roadway Intersection	Daylight	Wet	North	South	Stopped	Turning Left	Motor Vehicle In Motion
5444003 Bibb Co Sheriff's Office	9/26/2015 4:53:00 PM	BIBB STATE ROUTE	PIONONO AVE 11.78	MOSLEY AVE C	1 0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	South	East	Straight	Turning Left	Motor Vehicle In Motion
5461113 Bibb Co Sheriff's Office	9/29/2015 8:47:00 PM	BIBB STATE ROUTE	PIONONO AVE 11.18	EISENHOWER PKWY O	0 0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	South	South	Straight	Stopped	Motor Vehicle In Motion
5455196 Bibb Co Sheriff's Office	10/4/2015 9:37:00 AM	BIBB STATE ROUTE	EISENHOWER PKWY 11.18	PIO NONO AVE O	0 0 Sideswipe-Opposite Direction	On Roadway - Roadway Intersection	DarkLighted	Wet	North	N/A	Straight	N/A	Motor Vehicle In Motion
5462614 Bibb Co Sheriff's Office	10/9/2015 9:33:00 AM	BIBB COUNTY ROAD	PIO NONO AVE 0.00	ANTHONY RD A	1 0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	North	East	Straight	Straight	Motor Vehicle In Motion
5464390 Bibb Co Sheriff's Office	10/11/2015 3:45:00 PM	BIBB COUNTY ROAD	PIONONO AVE 0.31	STRAIGHT ST B	1 0 Sideswine-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Straight	Changing Lanes	Motor Vehicle In Motion
5470962 Bibb Co Sheriff's Office	10/13/2015 5:43:00 PM		ANTHONY RD 0.00		0 0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Straight	Turning Right	Motor Vehicle In Motion
5474234 Bibb Co Sheriff's Office	10/19/2015 5:36:00 PM		PIO NONO AVE 12.95	MERCER UNIVERSITY DRO	0 O Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
5477382 Bibb Co Sheriff's Office	10/21/2015 8:21:00 AM		PIONONO AVE 12.93	EISENHOWER PKWY O	0 0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
5505191 Bibb Co Sheriff's Office	10/22/2015 2:50:00 PM		PIONONO AVE 11.97		2 0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	North	South	Straight	Turning Left	Motor Vehicle In Motion
5482245 Bibb Co Sheriff's Office	10/23/2015 9:51:00 PM		PIO NONO AVE 0.00		1 0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	South	N/A	Straight	N/A	Motor Vehicle In Motion
5487740 Bibb Co Sheriff's Office	10/28/2015 5:56:00 PM		PIONONO AVE 11.18	EISENHOWER PKWY O	0 0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	N/A	Stopped	N/A	Motor Vehicle In Motion
5493225 Bibb Co Sheriff's Office	10/29/2015 9:37:00 AM	BIBB STATE ROUTE	PIO NONO AVE 11.97	MERCER UNIV (74) DR O	0 0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Turning Left	Turning Left	Motor Vehicle In Motion
5492264 Bibb Co Sheriff's Office	11/1/2015 1:31:00 PM	BIBB COUNTY ROAD	PIONONO AVE 0.57	STEPHENS DR O	0 0 Rear End	On Roadway - Roadway Intersection	Daylight	Wet	North	North	Stopped	Straight	Motor Vehicle In Motion
5501421 Bibb Co Sheriff's Office	11/2/2015 3:18:00 PM	BIBB STATE ROUTE	EISENHOWER (HWY 811.18	PIO NONO AVE O	0 0 Angle	On Roadway - Roadway Intersection	Daylight	Wet	West	West	Entering/Leaving	[Straight	Motor Vehicle In Motion
5496189 Bibb Co Sheriff's Office	11/2/2015 12:59:00 PM		PIO NONO AVE 0.00	ELL ST O	0 0 Angle	On Roadway - Roadway Intersection	Daylight	Wet	South	South	Straight	Changing Lanes	Motor Vehicle In Motion
5502328 Bibb Co Sheriff's Office	11/8/2015 9:37:00 AM		PIONONO AVE 12.95	MERCER UNIVERSITY DRO	0 0 Angle	On Roadway - Roadway Intersection	Daylight	Wet	North	East	Straight	Turning Left	Motor Vehicle In Motion
	11/9/2015 9:37:00 AM								South	South			Motor Vehicle In Motion
5506062 Bibb Co Sheriff's Office	11/3/2013 0.40.001101	DIDD COOTTI HOND				On Roadway - Roadway Intersection	DarkLighted	Wet			Straight	Turning Left	
5508672 Bibb Co Sheriff's Office	11/12/2015 6:30:00 PM		ANTHONY RD 0.00	PIO NONO AVE C	2 0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	East	East	Straight	Stopped	Motor Vehicle In Motion
5512296 Bibb Co Sheriff's Office	11/16/2015 2:59:00 PM		EISENHOWER PKWY 11.18	PIO NONO AVE O	0 0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Stopped	Changing Lanes	Motor Vehicle In Motion
5518987 Bibb Co Sheriff's Office	11/19/2015 2:57:00 PM		PIO NONO AVE	HOLLY ST C	1 0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	South		st Straight	Turning Left	Motor Vehicle In Motion
5518942 Bibb Co Sheriff's Office	11/22/2015 1:58:00 AM	BIBB STATE ROUTE	EISENHOWER PKWY 11.18	PIO NONO AVE O	0 0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	East	West	Straight	Turning Left	Motor Vehicle In Motion
5522465 Bibb Co Sheriff's Office	11/24/2015 7:26:00 PM	BIBB COUNTY ROAD	PIO NONO AVE 0.00	ELL ST O	0 0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	North	West	Straight	Straight	Motor Vehicle In Motion
5526880 Bibb Co Sheriff's Office	11/24/2015 4:44:00 PM	BIBB COUNTY ROAD	PIO NONO AVE 0.19	CARROLL ST O	0 0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Changing Lanes	Straight	Motor Vehicle In Motion
5533964 Bibb Co Sheriff's Office	11/28/2015 6:03:00 PM	BIBB COUNTY ROAD	PIO NONO AVE 0.00	ANTHONY ST C	3 0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	North	North	Straight	Stopped	Motor Vehicle In Motion
	, ,												Motor Vehicle In Motion
5532327 Bibb Co Sheriff's Office	11/30/2015 2:10:00 PM	BIBB STATE ROUTE	MERCER UNIVERSITY 12.95	PIO NONO AVE C	1 0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	East	West	Entering/Leaving	FStraight	Motor Vehicle In Motion
5532327 Bibb Co Sheriff's Office 5533969 Bibb Co Sheriff's Office	11/30/2015 2:10:00 PM 12/2/2015 3:34:00 PM	BIBB STATE ROUTE BIBB COUNTY ROAD	MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00	PIO NONO AVE C ANTHONY RD O	1 0 Angle 0 0 Angle	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight	Dry Wet	East South	West North	Entering/Leaving Turning Left	FStraight Straight	Motor Vehicle In Motion
5532327 Bibb Co Sheriff's Office 5533969 Bibb Co Sheriff's Office 5538881 Bibb Co Sheriff's Office	11/30/2015 2:10:00 PM 12/2/2015 3:34:00 PM 12/2/2015 5:58:00 PM	BIBB STATE ROUTE BIBB COUNTY ROAD BIBB STATE ROUTE	MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.86	PIO NONO AVE C ANTHONY RD O MOORE ST C	1 0 Angle 0 0 Angle 1 0 Angle	On Roadway - Roadway Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight DarkLighted	Dry Wet Dry	East South West	West North North	Entering/Leaving Turning Left Straight	FStraight Straight Straight	Motor Vehicle In Motion Motor Vehicle In Motion
5532327 Bibb Co Sheriff's Office 5533969 Bibb Co Sheriff's Office 5538881 Bibb Co Sheriff's Office 5538635 Bibb Co Sheriff's Office	11/30/2015 2:10:00 PM 12/2/2015 3:34:00 PM 12/2/2015 5:58:00 PM 12/5/2015 12:00:00 AM	BIBB STATE ROUTE COUNTY ROAD BIBB STATE ROUTE BIBB STATE ROUTE	MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.86 MERCER UNIVERSITY 12.95	PIO NONO AVE         C           ANTHONY RD         O           MOORE ST         C           PIO NONO AVE         O	1 0 Angle 0 0 Angle 1 0 Angle 0 0 Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight DarkLighted Daylight	Dry Wet Dry Dry	East South West West	West North North West	Entering/Leaving Turning Left Straight Straight	Straight Straight Straight Stopped	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
5532327 Bibb Co Sheriff's Office 5533969 Bibb Co Sheriff's Office 553881 Bibb Co Sheriff's Office 5538635 Bibb Co Sheriff's Office 5540354 Bibb Co Sheriff's Office	11/30/2015 2:10:00 PM 12/2/2015 3:34:00 PM 12/2/2015 5:58:00 PM 12/5/2015 12:00:00 AM 12/7/2015 12:00:00 PM	BIBB STATE ROUTE BIBB COUNTY ROAD BIBB STATE ROUTE BIBB STATE ROUTE BIBB STATE ROUTE BIBB STATE ROUTE	MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.86 MERCER UNIVERSITY 12.95 EISENHOWER PKWY 11.18	PIO NONO AVE         C           ANTHONY RD         O           MOORE ST         C           PIO NONO AVE         O           PIONONO AVE         O	1 0 Angle 0 0 Angle 1 0 Angle 0 0 Rear End 0 0 Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight DarkLighted Daylight Daylight	Dry Wet Dry Dry Dry	East South West West North	West North North West North	Entering/Leaving Turning Left Straight Straight Stopped	FStraight Straight Straight Stopped Straight	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
5532327 Bibb Co Sheriff's Office 5533969 Bibb Co Sheriff's Office 5538881 Bibb Co Sheriff's Office 5538635 Bibb Co Sheriff's Office	11/30/2015 2:10:00 PM 12/2/2015 3:34:00 PM 12/2/2015 5:58:00 PM 12/5/2015 12:00:00 AM	BIBB STATE ROUTE BIBB COUNTY ROAD BIBB STATE ROUTE BIBB STATE ROUTE BIBB STATE ROUTE BIBB STATE ROUTE	MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.86 MERCER UNIVERSITY 12.95	PIO NONO AVE         C           ANTHONY RD         O           MOORE ST         C           PIO NONO AVE         O	1 0 Angle 0 0 Angle 1 0 Angle 0 0 Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight DarkLighted Daylight	Dry Wet Dry Dry	East South West West	West North North West	Entering/Leaving Turning Left Straight Straight	Straight Straight Straight Stopped	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
5532327 Bibb Co Sheriff's Office 5533969 Bibb Co Sheriff's Office 553881 Bibb Co Sheriff's Office 5538635 Bibb Co Sheriff's Office 5540354 Bibb Co Sheriff's Office	11/30/2015 2:10:00 PM 12/2/2015 3:34:00 PM 12/2/2015 5:58:00 PM 12/5/2015 12:00:00 AM 12/7/2015 12:00:00 PM	BIBB STATE ROUTE COUNTY ROAD BIBB STATE ROUTE	MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.86 MERCER UNIVERSITY 12.95 EISENHOWER PKWY 11.18	PIO NONO AVE         C           ANTHONY RD         O           MOORE ST         C           PIO NONO AVE         O           PIONONO AVE         O	1 0 Angle 0 0 Angle 1 0 Angle 0 0 Rear End 0 0 Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight DarkLighted Daylight Daylight	Dry Wet Dry Dry Dry	East South West West North	West North North West North	Entering/Leaving Turning Left Straight Straight Stopped Straight	FStraight Straight Straight Stopped Straight	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
5532327 Bibb Co Sheriff's Office 5533969 Bibb Co Sheriff's Office 5538881 Bibb Co Sheriff's Office 5538635 Bibb Co Sheriff's Office 5540354 Bibb Co Sheriff's Office 5541383 Bibb Co Sheriff's Office	11/30/2015 2:10:00 PM 12/2/2015 3:34:00 PM 12/2/2015 5:58:00 PM 12/5/2015 12:00:00 AM 12/7/2015 12:00:00 PM 12/7/2015 6:58:00 PM	BIBB STATE ROUTE BIBB COUNTY ROAD BIBB STATE ROUTE	MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.86 MERCER UNIVERSITY 12.95 EISENHOWER PKWY 11.18 PIO NONO AVE 12.95	PIO NONO AVE C ANTHONY RD O MOORE ST C PIO NONO AVE O PIONONO AVE O MERCER UNIVERSITY DRO	1 0 Angle 0 0 Angle 1 0 Angle 0 0 Rear End 0 0 Rear End 0 0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight Daylight DarkLighted Daylight Daylight Daylight DarkLighted	Dry Wet Dry Dry Dry Dry Dry	East South West West North North	West North North West North North	Entering/Leaving Turning Left Straight Straight Stopped Straight	FStraight Straight Straight Stopped Straight Changing Lanes Straight	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
5532327 Bibb Co Sheriff's Office 5533969 Bibb Co Sheriff's Office 5538831 Bibb Co Sheriff's Office 5538635 Bibb Co Sheriff's Office 5540354 Bibb Co Sheriff's Office 5541183 Bibb Co Sheriff's Office 5542523 Bibb Co Sheriff's Office	11/30/2015 2:10:00 PM 12/2/2015 3:34:00 PM 12/2/2015 5:58:00 PM 12/5/2015 12:00:00 AM 12/7/2015 12:00:00 PM 12/7/2015 6:58:00 PM 12/7/2015 6:55:00 PM	SIBB STATE ROUTE BIBB COUNTY ROAD BIBB STATE ROUTE BIBB COUNTY ROAD	MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.86 MERCER UNIVERSITY 12.95 EISENHOWER PKWY 11.18 PIO NONO AVE 12.95 PIO NONO AVE 12.95	PIO NONO AVE C ANTHONY RD O MOORE ST C PIO NONO AVE O PIONONO AVE O MERCER UNIVERSITY DRO MERCER UNIVERSITY DRO	1         0 Angle           0         0 Angle           1         0 Angle           0         0 Rear End           0         0 Rear End           0         0 Sideswipe-Same Direction           0         0 Sideswipe-Same Direction	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight DarkLighted Daylight Daylight Daylight DarkLighted DarkLighted	Dry Wet Dry Dry Dry Dry Dry Dry	East South West West North	West North North West North North	Entering/Leaving Turning Left Straight Straight Stopped Straight Changing Lanes	Straight Straight Straight Stopped Straight Changing Lanes	Motor Vehicle In Motion Motor Vehicle In Motion
5532327 Bibb Co Sheriff's Office 5538969 Bibb Co Sheriff's Office 5538881 Bibb Co Sheriff's Office 5538863 Bibb Co Sheriff's Office 5540554 Bibb Co Sheriff's Office 5541133 Bibb Co Sheriff's Office 5542523 Bibb Co Sheriff's Office 554507 Bibb Co Sheriff's Office 55450898 Bibb Co Sheriff's Office	11/30/2015 2:10:00 PM 12/2/2015 3:34:00 PM 12/2/2015 5:58:00 PM 12/5/2015 12:00:00 AM 12/7/2015 12:00:00 PM 12/7/2015 6:58:00 PM 12/7/2015 6:55:00 PM 12/9/2015 4:54:00 PM	SIBB STATE ROUTE BIBB COUNTY ROAD BIBB STATE ROUTE	MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.86 MERCER UNIVERSITY 12.95 EISENHOWER PKWY 11.18 PIO NONO AVE 12.95 PIO NONO AVE 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.18	PIO NONO AVE C ANTHONY RD O MOORE ST C PIO NONO AVE O PIONONO AVE O MERCER UNIVERSITY DRO MERCER UNIVERSITY DRO ELL ST C ELISENHOWER PKWY O	1	On Roadway - Roadway Intersection	Daylight Daylight DarkLighted Daylight Daylight Daylight Daylight DarkLighted DarkLighted DarkLighted Daylight Daylight	Dry Wet Dry Dry Dry Dry Dry Dry Dry Dry Dry	East South West West North North North East	West North North West North North North North North North North	Entering/Leaving Turning Left Straight Straight Stopped Straight Changing Lanes Straight Straight	FStraight Straight Straight Stopped Straight Changing Lanes Straight Straight Straight Stopped	Motor Vehicle In Motion
5532327 Bibb Co Sheriff's Office 5533969 Bibb Co Sheriff's Office 5538831 Bibb Co Sheriff's Office 5538635 Bibb Co Sheriff's Office 5540543 Bibb Co Sheriff's Office 5541133 Bibb Co Sheriff's Office 554223 Bibb Co Sheriff's Office 5544670 Bibb Co Sheriff's Office 5558998 Bibb Co Sheriff's Office 5558943 Bibb Co Sheriff's Office	11/30/2015 2:10:00 PM 12/2/2015 3:34:00 PM 12/2/2015 5:58:00 PM 12/5/2015 12:00:00 AM 12/7/2015 12:00:00 PM 12/7/2015 6:58:00 PM 12/7/2015 6:58:00 PM 12/9/2015 4:54:00 PM 12/18/2015 11:47:00 PM 12/2/02015 11:00:00 PM	BIBB STATE ROUTE COUNTY ROAD BIBB STATE ROUTE COUNTY ROAD BIBB STATE ROUTE BIBB STATE ROUTE BIBB STATE ROUTE BIBB STATE ROUTE	MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.86 MERCER UNIVERSITY 12.95 EISENHOWER PKWY 11.8 PIO NONO AVE 12.95 PIO NONO AVE 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.18 PIO NONO AVE 11.18 PIO NONO AVE 11.18	PIO NONO AVE C ANTHONY RD O MOORE ST C PIO NONO AVE O PIONONO AVE O PIONONO AVE O MERCER UNIVERSITY DRO MERCER UNIVERSITY DRO ELL ST C EISENHOWER PKWY O EISENHOWER PKWY O	1	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight DarkLighted Daylight Daylight Daylight DarkLighted DarkLighted Daylight Daylight Daylight DarkLighted Daylight DarkLighted	Dry Wet Dry	East South West West North North North North East North Southeast	West North North West North North North North North North North North North	Entering/Leaving Turning Left Straight Straight Stopped Straight Changing Lanes Straight Turning Left	FStraight Straight Straight Straight Stopped Straight Changing Lanes Straight Straight Straight Straight Straight	Motor Vehicle in Motion
5532327 Bibb Co Sheriff's Office 5538969 Bibb Co Sheriff's Office 5538831 Bibb Co Sheriff's Office 5538635 Bibb Co Sheriff's Office 5540354 Bibb Co Sheriff's Office 554183 Bibb Co Sheriff's Office 5542532 Bibb Co Sheriff's Office 5542598 Bibb Co Sheriff's Office 55586998 Bibb Co Sheriff's Office 556041 Bibb Co Sheriff's Office 556041 Bibb Co Sheriff's Office	11/30/2015 2:10:00 PM 12/2/2015 3:58:00 PM 12/8/2015 5:58:00 PM 12/8/2015 12:00:00 AM 12/8/2015 12:00:00 AM 12/7/2015 6:58:00 PM 12/7/2015 6:58:00 PM 12/8/2015 11:47:00 PM 12/8/2015 11:00:00 PM 12/2015 6:66:00 PM	BIBB STATE ROUTE BIBB COUNTY ROAD BIBB STATE ROUTE	MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.86 MERCER UNIVERSITY 12.95 EISENHOWER FKWY 11.18 PIO NONO AVE 12.95 PIO NONO AVE 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.18 PIO NONO AVE 11.18 PIO NONO AVE 11.18	PIO NONO AVE C ANTHONY RD O MOORE ST C PIO NONO AVE O PIONONO AVE O PIONONO AVE O MERCER UNIVERSITY DRO MERCER UNIVERSITY DRO ELL ST C EISENHOWER PKWY O EISENHOWER PKWY O ANTHONY RD C	1 0 Angle 0 0 Angle 1 0 Angle 0 0 Rear End 0 0 Rear End 0 0 Sideswipe-Same Direction 0 0 Sideswipe-Same Direction 1 0 Angle 0 0 Rear End 0 0 Rear End 0 1 0 Rear End 0 0 Rear End 0 0 Rear End	On Roadway - Roadway Intersection	Daylight Daylight Daylight Daylight Daylight Daylight DarkLighted DarkLighted Daylight DarkLighted Daylight DarkLighted Daylight DarkLighted DarkLighted DarkLighted	Dry Wet Dry	East South West West North North North Southeast West West	West North North West North North North North North North North North West	Entering/Leaving Turning Left Straight Straight Stopped Straight Changing Lanes Straight Turning Left Stopped	I Straight Straight Straight Stopped Straight Changing Lanes Straight Straight Straight Straight Stopped Straight Stopped Straight Stopped	Motor Vehicle in Motion
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5717224 Bibb Co			6:27:00 PM BIBB		EISENHOWER PKWY 11.18	PIO NONO AVE C		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Turning Left	Straight	Motor Vehicle In Motion
5720686 Bibb Co		4/17/2016	2:20:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.18	EISENHOWER PKWY O		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Straight	Straight	Motor Vehicle In Motion
5720056 Bibb Co		4/18/2016	4:13:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.18	EISENHOWER PKWY C		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Stopped	Straight	Motor Vehicle In Motion
5729595 Bibb Co		4/20/2016	7:28:00 AM BIBB	COUNTY ROAD	PIO NONO AVE 0.00	VINING CIR C	3	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	West	North	Turning Left	Straight	Motor Vehicle In Motion
5726826 Bibb Co	Sheriff's Office	4/23/2016	8:24:00 AM BIBB	COUNTY ROAD	PIO NONO AVE 0.00	MOSELEY AVE O	0	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	South	N/A	Straight	N/A	Motor Vehicle In Motion
5729581 Bibb Co	Sheriff's Office	4/25/2016	4:49:00 PM BIBB	STATE ROUTE	EISENHOWER PKWY 11.18	PIO NONO AVE O	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Straight	Straight	Motor Vehicle In Motion
5736485 Bibb Co	Sheriff's Office	4/25/2016	9:12:00 AM BIBB		MERCER UNIVERSITY DR	PIO NONO AVE C	1	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Straight	Stopped	Motor Vehicle In Motion
5734177 Bibb Co	Sheriff's Office	4/27/2016	4:35:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.18	EISENHOWER PKWY C	1	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	North	West	Straight	Turning Right	Motor Vehicle In Motion
5740688 Bibb Co	Sheriff's Office	5/3/2016	4:17:00 PM BIBB	COUNTY ROAD	ANTHONY RD 0.00	PIO NONO AVE O		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Straight	Stopped	Motor Vehicle In Motion
5748226 Bibb Co			12:13:00 PM BIBB	COUNTY ROAD	PIONONO AVE 0.00	FILST 0		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
5753666 Bibb Co		5/13/2016	8:10:00 AM BIBB	STATE ROUTE	PIONONO AVE 12.95	MERCER UNIV. DR C		0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	South	West	Straight	Straight	Motor Vehicle In Motion
5762714 Bibb Co		5/13/2016	3:47:00 PM BIBB	STATE ROUTE	PIO NONO AVE 12.95	MERCER UNIVERSITY DRC			On Roadway - Roadway Intersection			North	South			Motor Vehicle In Motion
		-, -, -						0 Angle		Daylight	Dry			Straight	Turning Left	
5754801 Bibb Co		5/14/2016	1:39:00 AM BIBB	STATE ROUTE	PIO NONO AVE 12.95	MERCER UNIVERSITY DRO		0 Rear End	On Roadway - Roadway Intersection	DarkNot Lighted	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
5765078 Bibb Co		0, -0, -0-0	12:07:00 PM BIBB	STATE ROUTE	EISENHOWER PKWY 11.18	PIO NONO AVE C		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Stopped	Straight	Motor Vehicle In Motion
5765074 Bibb Co			5:34:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.18	EISENHOWER PKWY O		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Stopped	Straight	Motor Vehicle In Motion
5766077 Bibb Co	Sheriff's Office	5/22/2016	11:01:00 PM BIBB	STATE ROUTE	EISENHOWER PKWY 11.18	PIO NONO AVE O		0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	West	East	Turning Left	Turning Left	Motor Vehicle In Motion
5769632 Bibb Co	Sheriff's Office	5/22/2016	6:02:00 PM BIBB	COUNTY ROAD	PIONONO AVE 0.00	MOORE ST 0	0	0 Not A Collision with Motor Vehicle	Off Roadway	Daylight	Dry	North	N/A	Straight	N/A	Other - Fixed Object
5772019 Bibb Co	Sheriff's Office	5/25/2016	7:25:00 AM BIBB	COUNTY ROAD	PIO NONO AVE 0.00	ELL ST O	0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Straight	Changing Lanes	Motor Vehicle In Motion
5784394 Bibb Co	Sheriff's Office	5/29/2016	5:38:00 PM BIBB		EISENHOWER PKWY	PIO NONO AVE B	2	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	West	South	Turning Left	Turning Left	Motor Vehicle In Motion
5781684 Bibb Co	Sheriff's Office	5/31/2016	1:05:00 PM BIBB		ANTHONY RD	PIO NONO AVE C	1	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	North	East	Straight	Straight	Motor Vehicle In Motion
5783052 Bibb Co		6/4/2016	9:02:00 AM BIBB		PIONONO AVE	EISENHOWER PKWY C		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	N/A	Stopped	Straight	Motor Vehicle In Motion
5786215 Bibb Co		-, ,	11:33:00 AM BIBB		EISENHOWER PKWY	PIONONO AVE O		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Stopped	Straight	Motor Vehicle In Motion
				STATE ROUTE									South			
5789089 Bibb Co		6/7/2016	9:47:00 PM BIBB	STATE ROUTE	PIO NONO AVE 12.33	EISENHOWER PARK O		0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	South		Straight	Straight	Motor Vehicle In Motion
5791180 Bibb Co		6/12/2016	3:52:00 PM BIBB		PIONONO AVE	ANTHONY RADL B		0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	North	West	Straight	Turning Right	Motor Vehicle In Motion
5800560 Bibb Co		., .,	10:49:00 AM BIBB	STATE ROUTE	VININGS CIR 11.74	PIO NONO AVE C		0 Not A Collision with Motor Vehicle	On Roadway - Roadway Intersection	Daylight	Dry	South	West	Straight	Turning Right	Pedacycle
5799936 Bibb Co	Sheriff's Office	6/18/2016	4:30:00 PM BIBB	COUNTY ROAD	ANTHONY RD 1.17	PIO NONO AVE C	1	Sideswipe-Opposite Direction	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Turning Left	Straight	Motor Vehicle In Motion
5802453 Bibb Co		6/20/2016	6:00:00 PM BIBB	COUNTY ROAD	PIONONO AVE 0.00	ANTHONY RD O		Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Straight	Changing Lanes	Motor Vehicle In Motion
5807381 Bibb Co		6/22/2016	3:54:00 PM BIBB		EISENHOWER PKWY	PIO NONO AVE O		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Straight	Straight	Motor Vehicle In Motion
5808845 Bibb Co	Sheriff's Office	6/23/2016	7:14:00 AM BIBB	STATE ROUTE	MERCER UNIVERSITY 12.95	PIO NONO AVE C	2	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Stopped	Straight	Motor Vehicle In Motion
5810647 Bibb Co	Sheriff's Office	6/25/2016	11:26:00 AM BIBB	STATE ROUTE	MERCER UNIV. DR 11.97	PIONONO AVE O	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Stopped	Stopped	Motor Vehicle In Motion
5849149 Bibb Co		6/30/2016	5:17:00 PM BIBB	COUNTY ROAD	PIONONO AVE 0.57	STEPHENS ST O	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
5852043 Bibb Co		7/19/2016	1:30:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.18	EISENHOWER PKWY O		0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Changing Lanes		Motor Vehicle In Motion
5844297 Bibb Co		7/20/2016	6:36:00 AM BIBB	COUNTY ROAD	PIO NONO AVE 0.00	HOLLY ST C		O Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Straight	Straight	Motor Vehicle In Motion
5844928 Bibb Co		7/21/2016	9:45:00 AM BIBB	STATE ROUTE	PIONONO AVE 11.18	EISENHOWER PKWY C		0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Straight	Changing Lanes	Motor Vehicle In Motion
5847214 Bibb Co		7/22/2016	2:56:00 PM BIBB	STATE ROUTE	PIO NO NO AVE 11.18	FISENHOWER PKWY O		0 Angle	On Roadway - Roadway Intersection	Daylight	Dry		North		Straight	Motor Vehicle In Motion
5861831 Bibb Co			10:45:00 AM BIBB	STATE ROUTE	PIO NONO AVE 11.18	EISENHOWER PKWY O		Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Stopped	Changing Lanes	Motor Vehicle In Motion
5857024 Bibb Co			10:00:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.18	EISENHOWER PKWY O		O Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	North	North	Straight	Stopped	Motor Vehicle In Motion
5867151 Bibb Co		8/4/2016	3:28:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.18	FISENHOWER PKWY B		0 Angle	On Roadway - Roadway Intersection		Dry	East	North	Entering/Leaving		Motor Vehicle In Motion
		-, ,	4:45:00 PM BIBB							Daylight						
5871204 Bibb Co		8/5/2016		COUNTY ROAD	PIO NONO AVE 0.00			0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	East	South	Turning Right	Straight	Motor Vehicle In Motion
5866959 Bibb Co		8/7/2016	8:16:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.18	EISENHOWER PARK C		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Straight	Stopped	Motor Vehicle In Motion
5881388 Bibb Co		8/17/2016	5:41:00 PM BIBB	STATE ROUTE	EISENHOWER PKWY 11.18	PIONONO AVE O		0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Stopped	Straight	Motor Vehicle In Motion
5882875 Bibb Co :		8/18/2016	7:21:00 PM BIBB	STATE ROUTE	MERCER UNIVERISTY 12.95	PIO NONO AVE O		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Stopped	Straight	Motor Vehicle In Motion
5885451 Bibb Co		8/19/2016	7:58:00 PM BIBB		MERCER UNIVERSITY / GA-74			0 Rear End	On Roadway - Roadway Intersection	Dusk	Dry	East	East	Turning Right	Stopped	Motor Vehicle In Motion
5886319 Bibb Co		8/21/2016	7:32:00 PM BIBB	STATE ROUTE	MERCER UNIVERSITY 12.95	PIO NONO AVE O		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Straight	Stopped	Motor Vehicle In Motion
5897032 Bibb Co	Sheriff's Office	8/29/2016	5:24:00 PM BIBB	COUNTY ROAD	PIONONO AVE 0.00	ANTHONY RD O		0 Rear End	On Roadway - Roadway Intersection	Daylight	Wet	South	South	Stopped	Straight	Motor Vehicle In Motion
5898426 Bibb Co	Sheriff's Office	8/30/2016	3:30:00 PM BIBB	STATE ROUTE	MERCER UNIVERSITY 12.95	PIO NONO AVE O	0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Changing Lanes	Straight	Motor Vehicle In Motion
5905937 Bibb Co	Sheriff's Office	9/6/2016	7:22:00 AM BIBB	STATE ROUTE	EISENHOWER PKWY 11.18	PIO NONO AVE O	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Straight	Entering/Leaving Park	ki Motor Vehicle In Motion
5912383 Bibb Co	Sheriff's Office	9/10/2016	2:00:00 PM BIBB		PIO NONO AD	EISENHOWER PKWY O	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Stopped	Straight	Motor Vehicle In Motion
5913558 Bibb Co	Sheriff's Office	9/12/2016	12:06:00 AM BIBB		PIO NONO AVE	EISENHOWER PKWY O	0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	DarkLighted	Wet	West	West	Turning Left	Turning Left	Motor Vehicle In Motion
5917161 Bibb Co	Sheriff's Office	9/13/2016	4:13:00 PM BIBB	STATE ROUTE	PIONONO AVE 11.18	EISENHOWER PKWY O	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
5921282 Bibb Co	Sheriff's Office	9/15/2016	6:13:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.97	MERCER UNIV. DR C	9	0 Angle	Off Roadway	Dusk	Dry	East	West	Straight	Straight	Motor Vehicle In Motion
5926269 Bibb Co		9/19/2016	4:07:00 PM BIBB	STATE ROUTE	EISENHOWER PKWY 11.18	PIONONO AVE O	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Straight	Changing Lanes	Motor Vehicle In Motion
5926170 Bibb Co	Sheriff's Office	9/19/2016	2:20:00 PM BIBB	STATE ROUTE	PIONONO AVE 11.18	EISENHOWER PKWY O	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Stopped	Straight	Motor Vehicle In Motion
5933205 Bibb Co	Sheriff's Office	9/25/2016	11:55:00 PM BIBB	STATE ROUTE	PIONONO AVE 11.18	EISENHOWER PKWY O	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	DarkLighted	Dry	North	N/A	Straight	N/A	Motor Vehicle In Motion
5933196 Bibb Co		9/25/2016	9:49:00 PM BIBB	COUNTY ROAD	PIONONO AVE 0.00	ANTHONY RD C		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Stopped	Straight	Motor Vehicle In Motion
5933177 Bibb Co		9/25/2016	8:51:00 PM BIBB	COUNTY ROAD	PIO NONO AVE 0.00	ELL ST O		0 Rear End	On Roadway - Roadway Intersection	DarkNot Lighted	Dry	North	North	Straight	Turning Right	Motor Vehicle In Motion
5940185 Bibb Co		10/1/2016	9:00:00 AM BIBB	STATE ROUTE	EISENHOWER PARKW 11.18	PIONONO AVE O		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Straight	Straight	Motor Vehicle In Motion
5940034 Bibb Co		10/1/2016	2:06:00 AM BIBB	STATE ROUTE	MERCER UNIVERISTY 11.97	PIO NONO AVE C		0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	North	West	Straight	Straight	Motor Vehicle In Motion
5944322 Bibb Co		-, ,	10:27:00 AM BIBB	STATE ROUTE	PIO NONO AVE 12.33	EISENHOWER PARK O		0 Rear End	On Roadway - Roadway Intersection		Dry	North	North		Stopped	Motor Vehicle In Motion
5947608 Bibb Co		10/6/2016	4:03:00 PM BIBB	JIAIL NOOIL	ANTHONY RD	PIO NONO AVE O		O Rear End		Daylight	•	Fast	Fast	Straight	Straight	Motor Vehicle In Motion
5947608 Bibb Co		10/6/2016	1:50:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.26	HOLLY ST O		O Angle	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight	Dry	South	East	Stopped Straight		Motor Vehicle In Motion
5951512 Bibb Co		10/10/2016	1:50:00 PM BIBB 1:44:00 PM BIBB	JIMIE KUUIE	PIO NONO AVE 11.26 PIO NONO AVE	ANTHONY RD C			On Roadway - Roadway Intersection  On Roadway - Roadway Intersection	Daylight	Dry	East	South		Turning Left	Motor Vehicle In Motion  Motor Vehicle In Motion
		., ,		CTATE POLICE				0 Angle	,,	Daylight	Dry			Straight	Changing Lanes	
5956931 Bibb Co		10/14/2016	2:30:00 PM BIBB	STATE ROUTE	MERCER UNIV. DR 12.95	PIONONO AVE O		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Straight	Stopped	Motor Vehicle In Motion
5961148 Bibb Co		10/18/2016	8:18:00 AM BIBB		MERCER UNIVERSITY DR	PIO NONO AVE C		0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	East	North	Straight	Turning Right	Motor Vehicle In Motion
5961873 Bibb Co		10/18/2016	6:23:00 PM BIBB	STATE ROUTE	MERCER UNIV (74) D 11.97	PIO NONO AVE O		0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Stopped	Stopped	Motor Vehicle In Motion
5963808 Bibb Co			9:30:00 AM BIBB		PIO NONO AVE	EISENHOWER PKWY O		0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	South		t Stopped	Turning Left	Motor Vehicle In Motion
5968575 Bibb Co		., ,	5:49:00 PM BIBB		EISENHOWER PKWY	PIO NONO AVE O		0 Rear End	On Roadway - Roadway Intersection	Dusk	Dry	South	South	Turning Left	Turning Left	Motor Vehicle In Motion
5968709 Bibb Co		10/22/2016	7:23:00 PM BIBB	COUNTY ROAD	PIO NONO AVE 0.00	DENT ST O		0 Angle	On Roadway - Roadway Intersection	DarkNot Lighted	Dry	South	East	Straight	Turning Left	Motor Vehicle In Motion
5975426 Bibb Co			11:40:00 AM BIBB	STATE ROUTE	MERCER UNIVERSITY 12.95	PIO NONO AVE O		0 Rear End	On Roadway - Non-Intersection	Daylight	Dry	East	East	Straight	Stopped	Motor Vehicle In Motion
5978004 Bibb Co		10/29/2016	9:54:00 PM BIBB	STATE ROUTE	PIO NONO AVE 11.18	EISENHOWER PKWY O		0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	North	North	Straight	Straight	Motor Vehicle In Motion
5978422 Bibb Co		10/30/2016	2:30:00 PM BIBB	STATE ROUTE	PIONONO AVE 12.95	MERCER UNIVERSITY DRO	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Straight	Straight	Motor Vehicle In Motion
6004125 Bibb Co				CTATE DOLLTE		FISENHOWER PKWY C	1	0 Rear End	On Roadway - Non-Intersection	Daylight	Dry	South	South	Straight	Stopped	Motor Vehicle In Motion
5993837 Bibb Co	Sheriff's Office	11/7/2016	11:24:00 AM BIBB	STATE ROUTE	PIO NONO AVE 11.18											
		11/7/2016 11/10/2016	1:29:00 PM BIBB	STATE ROUTE	EISENHOWER PKWY 11.18	PIONONO AVE O	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Turning Right	Straight	Motor Vehicle In Motion
5998453 Bibb Co	Sheriff's Office Sheriff's Office	11/10/2016 11/14/2016	1:29:00 PM BIBB 9:52:00 AM BIBB		EISENHOWER PKWY 11.18 MERCER UNIVERSITY 12.95	PIONONO AVE O PIO NONO AVE O		0 Sideswipe-Same Direction 0 Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection		Dry Dry	East West		Turning Right Stopped	Straight Straight	Motor Vehicle In Motion  Motor Vehicle In Motion
	Sheriff's Office Sheriff's Office	11/10/2016 11/14/2016	1:29:00 PM BIBB	STATE ROUTE	EISENHOWER PKWY 11.18	1101101107111	0		On Roadway - Roadway Intersection	Daylight			East			
5998453 Bibb Co	Sheriff's Office Sheriff's Office Sheriff's Office	11/10/2016 11/14/2016 11/16/2016	1:29:00 PM BIBB 9:52:00 AM BIBB	STATE ROUTE STATE ROUTE	EISENHOWER PKWY 11.18 MERCER UNIVERSITY 12.95	PIO NONO AVE O	0	0 Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight	Dry	West	East West	Stopped	Straight	Motor Vehicle In Motion
5998453 Bibb Co 6002737 Bibb Co	Sheriff's Office Sheriff's Office Sheriff's Office Sheriff's Office	11/10/2016 11/14/2016 11/16/2016 11/17/2016	1:29:00 PM BIBB 9:52:00 AM BIBB 11:20:00 PM BIBB	STATE ROUTE STATE ROUTE COUNTY ROAD	EISENHOWER PKWY 11.18 MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00	PIO NONO AVE O ANTHONY RD C	0 1 0	0 Rear End 0 Angle	On Roadway - Roadway Intersection On Roadway - Roadway Intersection Off Roadway	Daylight Daylight DarkLighted	Dry Dry	West East	East West West	Stopped Straight	Straight Turning Left	Motor Vehicle In Motion Motor Vehicle In Motion
5998453 Bibb Co 6002737 Bibb Co 6010284 Bibb Co	o Sheriff's Office o Sheriff's Office o Sheriff's Office o Sheriff's Office o Sheriff's Office	11/10/2016 11/14/2016 11/16/2016 11/17/2016	1:29:00 PM BIBB 9:52:00 AM BIBB 11:20:00 PM BIBB 10:30:00 AM BIBB	STATE ROUTE STATE ROUTE COUNTY ROAD STATE ROUTE	EISENHOWER PKWY 11.18 MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.18	PIO NONO AVE O ANTHONY RD C EISENHOWER PKWY O	0 1 0	0 Rear End 0 Angle 0 Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection Off Roadway On Roadway - Roadway Intersection	Daylight Daylight DarkLighted Daylight	Dry Dry Dry	West East West	West West West	Stopped Straight Turning Left	Straight Turning Left Turning Left	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
5998453 Bibb Co : 6002737 Bibb Co : 6010284 Bibb Co : 6003560 Bibb Co :	O Sheriff's Office	11/10/2016 11/14/2016 11/16/2016 11/17/2016 11/17/2016	1:29:00 PM BIBB 9:52:00 AM BIBB 11:20:00 PM BIBB 10:30:00 AM BIBB 2:46:00 PM BIBB	STATE ROUTE STATE ROUTE COUNTY ROAD STATE ROUTE COUNTY ROAD	EISENHOWER PKWY 11.18	PIO NONO AVE O ANTHONY RD C EISENHOWER PKWY O ANTHONY RD O EISENHOWER PKWY O	0 1 0 0	O Rear End O Angle O Rear End O Rear End O Rear End O Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection Off Roadway On Roadway - Roadway Intersection	Daylight Daylight DarkLighted Daylight Daylight Daylight DarkLighted	Dry Dry Dry Dry	West East West South	West West West South N/A	Stopped Straight Turning Left Stopped Straight	Straight Turning Left Turning Left Straight N/A	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
5998453 Bibb Co 6002737 Bibb Co 6010284 Bibb Co 6003560 Bibb Co 6010354 Bibb Co	o Sheriff's Office o Sheriff's Office o Sheriff's Office o Sheriff's Office o Sheriff's Office o Sheriff's Office	11/10/2016 11/14/2016 11/16/2016 11/17/2016 11/17/2016 11/22/2016 11/25/2016	1:29:00 PM BIBB 9:52:00 AM BIBB 11:20:00 PM BIBB 10:30:00 AM BIBB 2:46:00 PM BIBB 8:26:00 PM BIBB	STATE ROUTE STATE ROUTE COUNTY ROAD STATE ROUTE COUNTY ROAD	EISENHOWER PKWY 11.18  MERCER UNIVERSITY 12.95  PIO NONO AVE 0.00  PIO NONO AVE 11.18  PIONONO AVE 0.00  PIO NONO AVE 11.18	PIO NONO AVE O ANTHONY RD C EISENHOWER PKWY O ANTHONY RD O EISENHOWER PKWY O	0 1 0 0 0	0 Rear End 0 Angle 0 Rear End 0 Rear End	On Roadway - Roadway Intersection On Roadway - Roadway Intersection Off Roadway On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight DarkLighted Daylight Daylight	Dry Dry Dry Dry Dry	West East West South North	East West West West South	Stopped Straight Turning Left Stopped Straight Changing Lanes	Straight Turning Left Turning Left Straight N/A	Motor Vehicle In Motion
5998453 Bibb Co 6002737 Bibb Co 6010284 Bibb Co 6003560 Bibb Co 6010354 Bibb Co 6012853 Bibb Co 6015483 Bibb Co	o Sheriff's Office o Sheriff's Office o Sheriff's Office o Sheriff's Office o Sheriff's Office o Sheriff's Office o Sheriff's Office	11/10/2016 11/14/2016 11/16/2016 11/17/2016 11/17/2016 11/22/2016 11/25/2016 11/27/2016	1:29:00 PM BIBB 9:52:00 AM BIBB 11:20:00 PM BIBB 10:30:00 AM BIBB 2:46:00 PM BIBB 8:26:00 PM BIBB 6:25:00 PM BIBB 4:22:00 PM BIBB	STATE ROUTE STATE ROUTE COUNTY ROAD STATE ROUTE COUNTY ROAD	EISENHOWER PKWY 11.18 MERCER UNIVERSITY 12.95 PIO NONO AVE 0.00 PIO NONO AVE 11.18 PIONONO AVE 0.00 PIO NONO AVE 0.00 PIO NONO AVE 11.18 EISENHOWER / GA HWY 22 P	PIO NONO AVE O ANTHONY RD C EISENHOWER PKWY O ANTHONY RD O EISENHOWER PKWY O KVPIO NONO / GA HWY 24 O EISENHOWER PKWY O	0 1 0 0 0 0	0 Rear End 0 Angle 0 Rengle 0 Rear End 0 Rear End 0 Rear End 0 Sideswipe-Same Direction 0 Rear End	On Roadway - Roadway Intersection Off Roadway - Roadway Intersection Off Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight DarkLighted Daylight Daylight Daylight DarkLighted DarkLighted Daylight	Dry Dry Dry Dry Dry Dry Dry Dry	West East West South North West North	East West West West South N/A West North	Stopped Straight Turning Left Stopped Straight Changing Lanes Stopped	Straight Turning Left Turning Left Straight N/A Straight Straight	Motor Vehicle In Motion
5998453 Bibb Co 6002737 Bibb Co 6010284 Bibb Co 6003560 Bibb Co 6010354 Bibb Co 6012853 Bibb Co	o Sheriff's Office o Sheriff's Office	11/10/2016 11/14/2016 11/16/2016 11/17/2016 11/17/2016 11/22/2016 11/25/2016 11/27/2016 11/30/2016	1:29:00 PM BIBB 9:52:00 AM BIBB 11:20:00 PM BIBB 10:30:00 AM BIBB 2:46:00 PM BIBB 8:26:00 PM BIBB 6:25:00 PM BIBB	STATE ROUTE STATE ROUTE COUNTY ROAD STATE ROUTE COUNTY ROAD	EISENHOWER PKWY 11.18  MERCER UNIVERSITY 12.95  PIO NONO AVE 0.00  PIO NONO AVE 11.18  PIONONO AVE 11.18  EISENHOWER / GA HWY 22 P	PIO NONO AVE O ANTHONY RD C EISENHOWER PKWY O ANTHONY RD O EISENHOWER PKWY O KV PIO NONO / GA HWY 24 O EISENHOWER PKWY O	0 1 0 0 0 0 0	0 Rear End 0 Angle 0 Rear End 0 Rear End 0 Rear End 0 Rear End 0 Sideswipe-Same Direction	On Roadway - Roadway Intersection On Roadway - Roadway Intersection Off Roadway On Roadway - Roadway Intersection	Daylight Daylight DarkLighted Daylight Daylight Daylight DarkLighted DarkLighted DarkLighted Daylight Daylight Daylight	Dry Dry Dry Dry Dry Dry Dry Wet	West East West South North West	West West West South N/A West	Stopped Straight Turning Left Stopped Straight Changing Lanes	Straight Turning Left Turning Left Straight N/A Straight	Motor Vehicle In Motion
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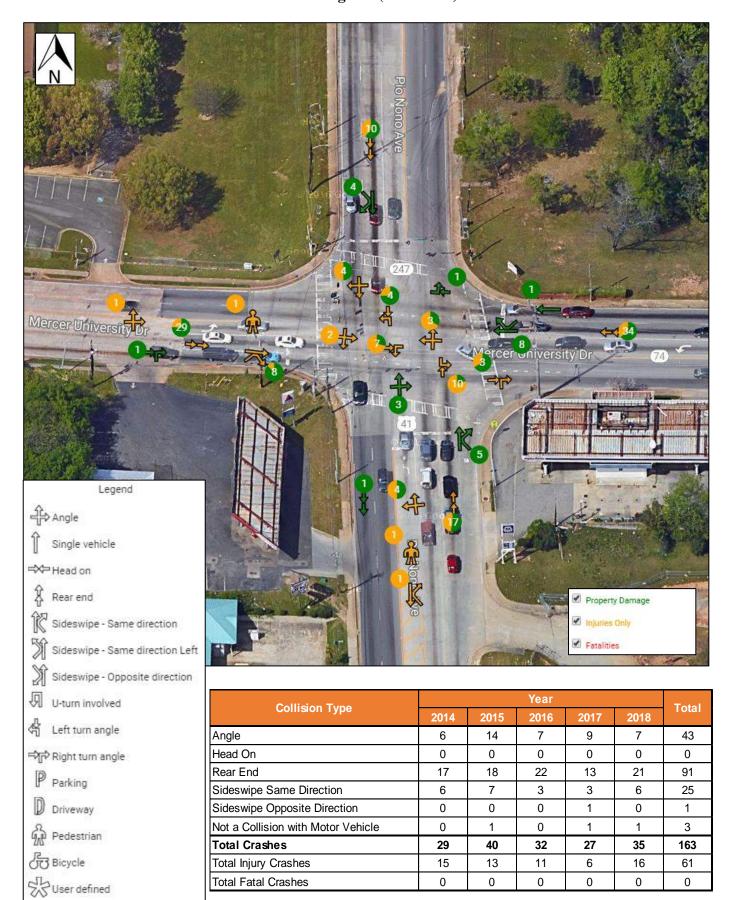
6043208 Bibb Co Sheriff's Office 12/16/2016 4:01:00 PM BIBB MERCER UNIVERSITY DR PIONONO AVE 0 0 0 Rear End On Roadway - Roadway Intersection Daylight Dry 6054388 Bibb Co Sheriff's Office 12/20/2016 6:20:00 PM BIBB MERCER UNIVERSITY DR PIONONO AVE 0 1 0 Angle On Roadway - Roadway Intersection Dusk Dry 6048418 Bibb Co Sheriff's Office 12/20/2016 6:20:00 PM BIBB STATE ROUTE PIONONO AVE 12:95 MERCER UNIVERSITY DR O 0 Angle On Roadway - Roadway Intersection Daylight Dry 605424 Bibb Co Sheriff's Office 12/21/2016 3:39:00 PM BIBB COUNTY ROAD PIONONO AVE 0 0 0 O Sideswipe-Same Direction On Roadway - Roadway Intersection Daylight Dry 605424 Bibb Co Sheriff's Office 12/21/2016 3:39:00 PM BIBB COUNTY ROAD PIONONO AVE 0.00 MOORE'ST C 1 0 Rear End On Roadway - Roadway Intersection Daylight Wet 1005424 Bibb Co Sheriff's Office 17/2017 12:20:00 PM BIBB COUNTY ROAD PIONONO AVE 0.19 HARRIS ST C 1 0 Angle On Roadway - Roadway Intersection Daylight Wet 1005424 Bibb Co Sheriff's Office 17/2017 12:20:00 PM BIBB COUNTY ROAD PIONONO AVE 0.19 HARRIS ST C 1 0 Angle On Roadway - Roadway Intersection Daylight Wet 1005424 Bibb Co Sheriff's Office 17/2017 12:20:00 PM BIBB COUNTY ROAD PIONONO AVE 0.19 HARRIS ST C 1 0 Angle On Roadway - Roadway Intersection Daylight Wet					
6048418 Bibb Co Sheriff's Office 12/20/2016 6:20:00 PM BibB STATE ROUTE PIO NONO AVE 12.95 MERCER UNIVERISTY DRO 0 0 Angle On Roadway - Roadway Intersection Daylight Dry 6062244 Bibb Co Sheriff's Office 12/21/2016 3:39:00 PM BibB COUNTY ROAD PIO NON O AVE 0.00 MOORE ST C 1 0 Rear End On Roadway - Roadway Intersection Daylight Wet 6063242 Bibb Co Sheriff's Office 12/21/2017 12:20:00 PM BibB COUNTY ROAD PIONON O AVE 0.019 HARRIS T C 1 0 Angle On Roadway - Roadway Intersection Daylight Wet	East	East	Stopped	Straight	Motor Vehicle In Motion
6049696 Bibb Co Sheriff's Office 12/21/2016 3:39:00 PM BIBB EISENHOWER PKWY PIONONO AVE 0 0 0 Sideswipe-Same Direction On Roadway - Roadway Intersection Darklighted Wet 6063224 Bibb Co Sheriff's Office 12/31/2016 7:23:00 PM BIBB COUNTY ROAD PIONONO AVE 0.00 MOORE ST C 1 0 Rear End On Roadway - Roadway Intersection Darklighted Wet 6063322 Bibb Co Sheriff's Office 12/2/2017 12:20:00 PM BIBB COUNTY ROAD PIONONO AVE 0.19 HARRIS ST C 1 0 Angle On Roadway - Roadway Intersection Darklighted Wet	West	East	Turning Left	Straight	Motor Vehicle In Motion
6062244 Bibb Co Sheriff's Office 12/31/2016 7-23:00 PM BiBB COUNTY ROAD PIO NO NO AVE 0.00 MOORE ST C 1 0 Rear End On Roadway - Roadway Intersection DarkLighted Wet 6063322 Bibb Co Sheriff's Office 1/2/2017 12:20:00 PM BiBB COUNTY ROAD PIONON AVE 0.19 HARRIS ST C 1 0 Angle On Roadway - Roadway Intersection Daylight Wet	North		st Straight	Turning Left	Motor Vehicle In Motion
60023222 Bibb Co Sherriff's Office 1/2/2017 12:20:000 PM BIBB COUNTY ROAD PIONONO AVE 0.19 HARRISST C 1 0 Angle On Roadway - Roadway Intersection Daylight Wet	West	West	Straight	Turning Right	Motor Vehicle In Motion
	South	South	Stopped	Straight	Motor Vehicle In Motion
	South	South	Changing Lanes	Straight	Motor Vehicle In Motion
6070395 Bibb Co Sheriff's Office 1/6/2017 6:00:00 PM BIBB ANTHONY RD PIO NONO AVE 0 0 0 Rear End On Roadway - Roadway Intersection DarkLighted Wet		West		Turning Right	Motor Vehicle In Motion
6071203 Bibb Co Sheriffs Office 1/7/2017 4:24:00 PM BIBB EISENHOWER PKWY PIO NONO AVE 0 0 0 Sideswipe-Same Direction On Roadway - Roadway Intersection Daylight Dry	West	West	Changing Lanes	Straight	Motor Vehicle In Motion
6075032 Bibb Co Sheriff's Office 1/11/2017 1:0:07:00 AM BIBB COUNTY ROAD PIO NONO AVE 0.00 ELLST C 3 0 Angle On Roadway - Roadway Intersection Daylight Dry 60829578 Bibb Co Sheriff's Office 1/12/2017 6:48:00 PM BIBB COUNTY BOAD DIVIN STATE OF 10 NONO AVE 0.00 FILST C 2 0 Sideswine-Onnosite Direction On Roadway - Roadway Intersection Dark Intersection D	Southwes		Turning Left	Straight	Motor Vehicle In Motion  Motor Vehicle In Motion
	East	West	Stopped	Turning Left	
	South	South	Straight	Straight	Motor Vehicle In Motion
6079511 Bibb Co Sheriffs Office 1/15/2017 8:12:00 PM BiBB PIO NONO AVE EISENHOWER PKWY O 0 0 Angle On Roadway - Roadway Intersection DarkLighted Dry	South	West	Straight	Turning Left	Motor Vehicle In Motion
6083482 Bibb Co Sheriff's Office 1/17/2017 2:52:00 PM BIBB COUNTY ROAD PIO NONO AVE 0.19 HARRIS ST O 0 0 Rear End On Roadway- Roadway Intersection Daylight Dry	North	North	Straight	Stopped	Motor Vehicle In Motion
6086828 Bibb Co Sheriffs Office 1/18/2017 8:38:00 PM BiBB STATE ROUTE EISENHOWER PKWY 11.18 PIO NONO AVE 0 0 0 Angle On Roadway - Roadway Intersection DarkLighted Dry	West	North	Straight	Turning Left	Motor Vehicle In Motion
6087697 Bibb Co Sheriff's Office 1/18/2017 8:32:00 PM BIBB PIONONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway - Roadway Intersection DarkLighted Dry	North	North	Straight	Straight	Motor Vehicle In Motion
6085494 Bibb Co Sherriff's Office 1/19/2017 8:12:00 AM BIBB STATE ROUTE EISENHOWER PKWY 11.18 PIONONO AVE O 0 0 Sideswipe-Same Direction On Roadway - Roadway Intersection Daylight Dry	East	East	Straight	Changing Lanes	Motor Vehicle In Motion
6090145 Bibb Co Sheriff's Office 1/19/2017 12:03:00 PM BIBB COUNTY ROAD PIONONO AVE 0.00 ELLST O 0 0 Angle On Roadway-Roadway Intersection Daylight Dry	South	South	Straight	Turning Left	Motor Vehicle In Motion
6090535 Bibb Co Sheriff's Office 1/23/2017 12:24:00 PM BiBB STATE ROUTE MERCER UNIVERSITY 12:95 PIO NONO AVE C 2 0 Rear End On Roadway-Roadway Intersection Daylight Dry	West	West	Stopped	Straight	Motor Vehicle In Motion
6100729 Bibb Co Sherriff's Office 1/29/2017 6:24:00 PM BIBB PIO NO NO AVE EISENHOWER PKWY C 1 0 Rear End On Roadway - Roadway Intersection DarkLighted Dry	South	N/A	Stopped	N/A	Motor Vehicle In Motion
6098886 Bibb Co Sherriff's Office 1/30/2017 6:00:00 PM BIBB STATE ROUTE PIO NONO AVE 11.18 EISENHOWER PKWY O 0 0 Angle On Roadway - Roadway Intersection Daylight Dry	North	N/A	Straight	N/A	Motor Vehicle In Motion
6100396 Bibb Co Sheriff's Office 1/31/2017 4:10:00 PM BIBB COUNTY ROAD ANTHONY RD 0.00 PIO NONO AVE 0 0 0 Rear End On Roadway - Roadway Intersection Daylight Dry	West	West	Straight	Stopped	Motor Vehicle In Motion
6105215 Bibb Co Sheriff's Office 2/3/2017 1:49:00 PM BIBB COUNTY ROAD PIO NONO AVE 0.00 ANTHONY RD 0 0 0 Sideswipe-Same Direction On Roadway - Non-Intersection Daylight Dry	South	South		Straight	Motor Vehicle In Motion
6106768 Bibb Co Sheriff's Office 2/3/2017 1:12:00 PM BIBB STATE ROUTE MERCER UNIVERSITY 12:95 PIO NONO AVE O 0 0 Angle On Roadway-Roadway Intersection Daylight Dry	North	East	Turning Left	Straight	Motor Vehicle In Motion
6105851 Bibb Co Sheriff's Office 2/4/2017 4:35:00 PM BIBB STATE ROUTE PIONONO AVE 11.18 EISENHOWER PKWY O 0 0 0 Head On On Roadway - Roadway Intersection Daylight Dry	North	South	Changing Lanes	Straight	Motor Vehicle In Motion
6106773 Bibb Co Sheriff's Office 2/4/2017 11:41:00 AM BIBB COUNTY ROAD PIO NONO AVE 0.00 ANTHONY RD C 1 0 Angle On Roadway - R	South		st Straight	Turning Right	Motor Vehicle In Motion
6106590 Bibb Co Sheriff's Office 2/5/2017 1:25:00 PM BIBB STATE ROUTE PIO NONO AVE 11.18 EISENHOWER PKWY O 0 0 0 Sideswipe-Same Direction On Roadway - Roadway Intersection Daylight Wet	North	North	Changing Lanes	Straight	Motor Vehicle In Motion
6107755 Bibb Co Sheriffs Office 2/6/2017 2-08:00 PM BIBB STATE ROUTE PIO NONO AVE 11.18 EISENHOWER PKWY O 0 0 Rear End On Roadway - Roadway Intersection Daylight Dry	South	South	Straight	Stopped	Motor Vehicle In Motion
6110551 Bibb Co Sheriff's Office 2/8/2017 8:38:00 PM BIBB COUNTY ROAD PIO NONO AVE 0.00 ELLST O 0 0 Gideswipe-Same Direction On Shoulder DarkNot Lighted Dry		South		Straight	Motor Vehicle In Motion
6115774 Bibb Co Sheriff's Office 2/10/2017 5:55:00 PM Bibb STATE ROUTE PIO NONO AVE 11.18 EISONHOWER PKKWY O 0 0 Head On On Roadway - Non-Intersection Daylight Dry	North	South	Straight	Straight	Motor Vehicle In Motion
6118297 Bibb Co Sheriff's Office 2/14/2017 9:25:00 PM BIBB STATE ROUTE PIO NONO AVE 11.18 EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection DarkLighted Dry	North	North	Straight	N/A	Motor Vehicle In Motion
6120129 Bibb Co Sheriff's Office 2/15/2017 5-31:00 PM BIBB COUNTY ROAD PIO NONO AVE 0.00 ANTHONY RD B 6 0 Angle On Roadway - Roadway Intersection Daylight Dry	South	West	Straight	Turning Left	Motor Vehicle In Motion
6122991 Ggp Post 00 2/16/2017 5-47:00 PM BIBB STATE ROUTE PIO NONO AVENUE 11.59 ANTHONY ROAD A 1 0 Not A Collision with Motor Vehicle On Roadway - Non-Intersection Daylight Dry		West	Canalaki	Turning Left	Pedestrian
6122733 Bibb Co Sheriff's Office 2/18/2017 12:35:00 PM BIBB COUNTY ROAD PIO NONO AVE ANTHONY RD O 0 0 Rear End On Roadway - Roadway Intersection Daylight Wet	South	South	Straight	Straight	Motor Vehicle In Motion
6124157 Bibb Co Sheriffs Office 2/20/2017 1:39:00 PM BiBB COUNTY ROAD PIO NONO AVE VINING CIR C 1 0 Rear End On Roadway - Roadway Intersection DarkLighted Dry	North	North	Straight	Turning Left	Motor Vehicle In Motion
6127991 Bibb Co Sheriff's Office 2/23/2017 11:02:00 AM BIBB COUNTY ROAD PIO NONO AVE VINING CIR O 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry	North	North	Straight	Stopped	Motor Vehicle In Motion
6149070 Bibb Co Sheriff's Office 2/24/2017 8:12:00 PM BIBB COUNTY ROAD PIO NONO AVE ANTHONY RD C 2 0 Angle On Roadway-Roadway Intersection DarkLighted Dry	North		st Straight	Turning Left	Motor Vehicle In Motion
6135445 Bibb Co Sheriff's Office 3/2/2017 11:25:00 AM BIBB STATE ROUTE PIONONO AVE EISENHOWER PKWY C 1 0 Angle On Roadway - Roadway Intersection Daylight Dry	East	South	Turning Right	Straight	Motor Vehicle In Motion
6137392 Bibb Co Sheriff's Office 3/3/2017 6:37:00 PM BIBB STATE ROUTE PIO NONO AVE MERCER UNIVERSITY DRO 0 0 Angle On Roadway - Roadway - Intersection Daylight Dry	North	North		Straight	Motor Vehicle In Motion
6141446 Bibb Co Sheriff's Office 3/4/2017 7:49:00 PM BIBB PIO NONO / GA HWY 247 AVE EISENHOWER / GA-22 PIO 0 0 Rear End On Roadway-Roadway Intersection Darktighted Dry	North	North	Straight	Straight	Motor Vehicle In Motion
6138111 Bibb Co Sheriff's Office 3/4/2017 2:47:00 PM BIBB COUNTY ROAD PIO NONO AVE ANTHONY RD O 0 0 Sideswipe-Same Direction On Roadway - Roadway Intersection Daylight Dry	None	None	Straight	Changing Lanes	Motor Vehicle In Motion
6138890 Bibb Co Sheriff's Office 3/5/2017 4:48:00 PM BiBB COUNTY ROAD PIO NONO AVE 11.78 MOSELEY AVE O 0 0 Angle Off Roadway Daylight Dry	North	South	Turning Left	Straight	Motor Vehicle In Motion
6140298 Bibb Co Sheriff's Office 3/6/2017 3:49:00 PM BIBB STATE ROUTE EISENHOWER PKWY PIO NONO AVE C 6 0 Sideswipe-Same Direction On Roadway - Roadway Intersection Daylight Dry	East	East	Turning Left	Turning Left	Motor Vehicle In Motion
6139528 Bibb Co Sheriff's Office 3/6/2017 9:04:00 AM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY O 0 0 Angle On Roadway-Roadway Intersection Daylight Dry	East	South	Turning Left	Straight	Motor Vehicle In Motion
6148011 Bibb Co Sheriff's Office 3/8/2017 12:45:00 PM BIBB COUNTY ROAD PIO NONO AVE ANTHONY RD O 0 0 Angle On Roadway-Roadway Intersection Daylight Dry	North	N/A	Turning Left	Straight	Motor Vehicle In Motion
6150243 Bibb Co Sheriff's Office 3/13/2017 2:04:00 PM BIBB STATE ROUTE EISENHOWER PKWY PIO NONO AVE O 0 0 Rear End On Roadway - Roadway - Intersection Daylight Wet	East	East	Straight	Straight	Motor Vehicle In Motion
6158701 Bibb Co Sheriff's Office 3/17/2017 7:05:00 PM BiBB STATE ROUTE PIO NONO EISENHOWER PKWY O 0 0 Rear End On Roadway - Roadway Intersection Daylight Dry	Northeast	t East	Turning Right	Changing Lanes	Motor Vehicle In Motion
6156429 Bibb Co Sheriff's Office 3/19/2017 7:23:00 PM BIBB STATE ROUTE MERCER UNIVERISTY DR PIO NONO AVE O 0 0 Rear End On Roadway - Roadway Intersection Daylight Dry	West	West	Straight	Straight	Motor Vehicle In Motion
6165766 Bibb Co Sheriff's Office 3/26/2017 10:30:00 AM BIBB STATE ROUTE PIO NONO AVE MERCER DR O 0 0 Sideswipe-Same Direction On Roadway - Roadway Intersection Daylight Dry	West	West	Changing Lanes	Straight	Motor Vehicle In Motion
6176469 Bibb Co Sheriff's Office 4/3/2017 4:36:00 PM BIBB PIO NONO AVE EISENHOWER PKWY O 0 0 Angle On Roadway-Roadway Intersection Daylight Wet	West	North	Turning Left	Straight	Motor Vehicle In Motion
6182859 Bibb Co Sheriff's Office 4/4/2017 2:26:00 PM BIBB PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry	North	North	Stopped	Stopped	Motor Vehicle In Motion
6189082 Bibb Co Sherriff's Office 4/11/2017 1:40:00 PM BIBB STATE ROUTE EISENHOWER PKWY PIO NONO AVE C 1 0 Sideswipe-Same Direction On Roadway - Roadway Intersection Daylight Dry	Northwes		st Turning Left	Turning Left	Motor Vehicle In Motion
6205610 Bibb Co Sheriff's Office 4/16/2017 125:00 PM BIBB STATE ROUTE EISENHOWER PKWY PIO NONO AVE 0 0 0 Rear End On Roadway - Roadway Intersection Daylight Dry 6199571 Bibb Co Sheriff's Office 4/16/2017 149:00 PM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY C 1 0 Rear End On Roadway - Roadway Intersection Daylight Dry 6199571 Bibb Co Sheriff's Office 4/16/2017 149:00 PM BIBB STATE ROUTE PIO NONO AVE	East	East	Straight	Stopped	Motor Vehicle In Motion  Motor Vehicle In Motion
6199571 Bibb Co Sheriff's Office 4/16/2017 12/90 OPM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY C 1 0 Rear End On Roadway- Roadway Intersection Daylight Dry 6195448 Bibb Co Sheriff's Office 4/16/2017 42/90 OPM BIBB STATE ROUTE MERCER INIVERSITY OR PIO NONO AVE 0 0 0 Rear End Off Roadway OFFI DAYLING AND AVE 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 0 0 Rear End Off Roadway Daylight Dry 0 NONO AVE 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South	South	Straight Straight	Stopped Stopped	Motor Vehicle In Motion
6502248 Bibb Co Shriff's Office 4/21/2017 12:00:00 PM BiBB COUNTY ROAD PIONONO AVE ELLST B 1 0 Angle On Roadway - Roadway Intersection Daylight Dry	East	North	Straight	Straight	Motor Vehicle In Motion
6202348 Blbb Co Sheriff's Office 4/21/2017 10:09:00 AM BIBB COUNTY ROAD PIO NONO AVE VINING CIR O 0 0 Rear End On Roadway - Roadway Intersection Daylight Dry	North	South	Straight	Stopped	Motor Vehicle In Motion
6208183 Bibb Co Sheriff's Office 4/26/2017 10:27:00 AM BIBB STATE ROUTE EISENHOWER PKWY PIO NONO AVE 0 0 0 Rear End On Roadway - Roadway Intersection Daylight Dry	East	East	Stopped	Straight	Motor Vehicle In Motion
6211874 Bibb Co Sheriff's Office 4/29/2017 1:58:00 PM BIBB STATE ROUTE PIO NONO AVE MERCER UNIVERSITY DRC 1 0 Angle On Roadway - Roadway Intersection Daylight Dry	Southwes	t North		[Changing Lanes	Motor Vehicle In Motion
6212273 Bibb Co Sheriff's Office 4/29/2017 4:46:00 PM BIBB STATE ROUTE PIO NONO AVE MERCER UNIVERSITY DRC 1 0 Sideswipe-Opposite Direction On Roadway - Non-intersection Daylight Dry	Southwes				ve Motor Vehicle In Motion
6214455 Bibb Co Sheriff's Office 5/1/2017 8:39:00 PM BIBB STATE ROUTE EISENHOWER PKWY PIO NONO AVE O 0 0 Rear End On Roadway - Roadway Intersection DarkLighted Dry	East	East	Straight	Stopped	Motor Vehicle In Motion
6215865 Bibb Co Sheriff's Office 5/1/2017 5:26:00 PM BIBB COUNTY ROAD PIO NONO AVE ANTHONY RD C 1 0 Rear End On Roadway - Roadway Intersection Daylight Dry	South	South	Stopped	Straight	Motor Vehicle In Motion
	North	North	Straight	Stopped	Motor Vehicle In Motion
6219161 Bibb Co Sheriff's Office 5/4/2017 7:13:00 PM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway -	South	South	Stopped	Turning Left	Parked Motor Vehicle
62319163 Bibb Co Sheriff's Office 5/4/2017 7:13:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway Roadway Intersection Daylight Wet 6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BIBB COUNTY ROAD PIO NONO AVE ANTHONY RD 0 0 0 Sideswipe-Same Direction On Roadway Roadway Intersection Daylight Dry	North	North	Stopped	Straight	
	North			Straight	Motor Vehicle In Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BiBB COUNTY ROAD PIO NONO AVE ANTHONY RD 0 0 0 Sideswipe-Same Direction On RoadwayRoadway Intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/20/2017 2:23:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER (80) PKWO 0 0 RoadwayRoadway Intersection Daylight Wet	1401111	North	Entering/Leaving		Motor Vehicle In Motion Motor Vehicle In Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BIBB COUNTY ROAD PIO NONO AVE ANTHONY RD O 0 0 Sideswipe-Same Direction On Roadway - Roadway Intersection Daylight Dry 6235338 Bibb Co Sheriff's Office 5/16/2017 11:30:00 AM BIBB STATE ROUTE PIO NONO AVE EISENHOWER (80) PKW1O 0 0 Rear End On Roadway - Roadway Intersection Daylight Dry	East	South	Entering/Leaving Straight		
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BiBB COUNTY ROAD PIO NONO AVE ANTHONY RD 0 0 0 Sideswipe-Same Direction On RoadwayRoadway Intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/20/2017 1:30:00 AM BIBB STATE ROUTE PIO NONO AVE EISENHOWER (80) PKWO 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6243453 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PIWY 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6243453 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BIBB STATE ROUTE PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BIBB STATE ROUTE PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Dry PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Dry PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Dry PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Dry PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Dry PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Dry PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Dry PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Dry PIO NONO AVE C 4 0 Angle On RoadwayRoadway-Roadw		South		FStraight	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BiBB CUNITY ROAD PIO NONO AVE ANTHONY RD 0 0 0 5/deswipe-Same Direction On RoadwayRoadway Intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/20/2017 2:23:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6244345 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6244345 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BiBB STATE ROUTE PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 8:35:00 PM BiBB STATE ROUTE PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Dry 6245367 Bibb Co Sheriff's Office 5/22/2017 10:26:00 AM BiBB BESENHOWER PKWY PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Wet	East Southwes East	South st West East	Straight Straight Stopped	F Straight Straight	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BiBB COUNTY ROAD PIO NONO AVE ANTHONY RD 0 0 0 5/deswipe-Same Direction On RoadwayRoadway Intersection Daylight Dry 623538 Bibb Co Sheriff's Office 5/20/2013 2:23:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER ROY PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6244345 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6244345 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BIBB MERCES UNIVERSITY DR PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB MERCES UNIVERSITY DR PIO NONO AVE C 0 0 Not A Collision with Motor Vehicle On RoadwayRoadway Intersection Daylight Dry 6245367 Bibb Co Sheriff's Office 5/26/2017 7:02:50 OAM BIBB EISENHOWER PKWY PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6214381 Bibb Co Sheriff's Office 5/26/2017 7:02:50 OAM BIBB EISENHOWER PKWY PIONON AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Dry PIONON AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Dry PIONON AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Dry PIONON AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Dry PIONON AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Dry PIONON AVE C 1 0 Rear End On RoadwayRoadway-Intersection Daylight Dry PIONON AVE C 1 0 Rear End On RoadwayRoadway-Ro	East Southwes	South st West	Straight Straight	FStraight Straight Stopped	Motor Vehicle In Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BiBB CUNITY ROAD PIO NONO AVE ANTHONY RD 0 0 0 5/deswipe-Same Direction On RoadwayRoadway Intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/20/2017 2:23:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6244345 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6244345 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BiBB STATE ROUTE PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 8:35:00 PM BiBB STATE ROUTE PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Dry 6245367 Bibb Co Sheriff's Office 5/22/2017 10:26:00 AM BiBB BESENHOWER PKWY PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Wet	East Southwes East	South st West East	Straight Straight Stopped	FStraight Straight Stopped Straight	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
6231092 Bibb Co Sheriff's Office	East Southwes East North	South st West East North	Straight Straight Stopped Straight	FStraight Straight Stopped Straight Stopped	Motor Vehicle In Motion
6231092 Bibb Co Sheriff's Office	East Southwes East North East	South st West East North N/A	Straight Straight Stopped Straight Stopped	FStraight Straight Stopped Straight Stopped N/A	Motor Vehicle In Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BiBB COUNTY ROAD PIO NONO AVE ANTHONY RD 0 0 0 Sideswipe-Same Direction On Roadway- Roadway Intersection Daylight Dry 6241578 Bibb Co Sheriff's Office 5/20/2017 2:23:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway- Roadway Intersection Daylight Wet 6244358 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway- Roadway Intersection Daylight Wet 6244359 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BiBB STATE ROUTE PIO NONO AVE 0 0 0 Rear End On Roadway- Roadway Intersection Daylight Wet 6244359 Bibb Co Sheriff's Office 5/22/2017 10:26:00 AM BiBB MERCER UNIVERSITY DR PIO NONO AVE 0 0 0 Not A Collision with Motor Vehicle On Roadway- Roadway Intersection Daylight Dry 6245367 Bibb Co Sheriff's Office 5/23/2017 10:26:00 AM BiBB EISENHOWER PKWY PIO NONO AVE 0 1 0 Rear End On Roadway- Roadway Intersection Daylight Wet 6251481 Bibb Co Sheriff's Office 5/23/2017 7:51:00 PM BiBB STATE ROUTE PKWY PIO NONO AVE 0 0 0 Rear End On Roadway- Roadway Intersection Daylight Dry 6251281 Bibb Co Sheriff's Office 5/28/2017 10:19:00 PM BiBB STATE ROUTE MERCER UNIV. OR PIO NONO AVE 0 0 0 Rear End On Roadway- Roadway Intersection Daylight Dry 6252484 Bibb Co Sheriff's Office 5/28/2017 10:19:00 PM BiBB STATE ROUTE MERCER UNIV. OR PIO NONO AVE 0 0 0 Rear End On Roadway- Roadway Intersection Daylight Dry 6262484 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BiBB PIO NONO AVE MOSELEY AVE A 1 0 Head On On Roadway- Roadway Intersection Daylight Wet 6264825 Bibb Co Sheriff's Office 6/6/2017 5:26:00 PM BiBB PIO NONO AVE ANTHONY RD 0 0 0 Grear End On Roadway- Roadway Intersection Daylight Wet 6264825 Bibb Co Sheriff's Office 6/6/2017 5:26:00 PM BiBB PIO NONO AVE ANTHONY RD 0 0 0 Grear End On Roadway- Roadway Intersection Daylight Wet 6264825 Bibb Co Sheriff's Office 6/6/2017 5:26:00 PM BiBB PIO NONO AVE ANTHONY RD 0 0 0 Grear End On Roadway-Roadway Intersection Daylight Wet 6264825 Bibb Co Sheriff's Of	East Southwes East North East South South	South St West East North N/A North South	Straight Straight Stopped Straight Stopped Straight Stopped	f Straight Straight Stopped Straight Stopped N/A Straight	Motor Vehicle In Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BiBB COUNTY ROAD PIO NONO AVE ANTHONY RD 0 0 0 Sideswipe-Same Direction On Roadway-Roadway Intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/20/2017 2:23:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER (80) PKNV 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6244354 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKNY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6245357 Bibb Co Sheriff's Office 5/22/2017 10:55:00 PM BiBB STATE ROUTE PIO NONO AVE 0 0 0 Not A Collision with Motor Vehicle On Roadway-Roadway Intersection Daylight Dry 6245367 Bibb Co Sheriff's Office 5/23/2017 10:26:00 AM BiBB EISENHOWER PKNY PIO NONO AVE 0 1 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6251481 Bibb Co Sheriff's Office 5/23/2017 10:26:00 AM BiBB EISENHOWER PKNY PION AVE 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 62523281 Bibb Co Sheriff's Office 5/22/2017 10:51:00 PM BiBB EISENHOWER PKNY PION AVE 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6252348 Bibb Co Sheriff's Office 5/22/2017 10:51:00 PM BiBB COUNTY ROAD PIO NONO AVE 0 0 0 Rear End On Roadway-Roadway Intersection DarkLighted Dry 6252488 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BiBB PIO NONO AVE EISENHOWER PKNY 0 0 0 Rear End On Roadway-Roadway Intersection DarkLighted Dry 6261789 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BiBB PIO NONO AVE EISENHOWER PKNY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6264325 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BiBB PIO NONO AVE EISENHOWER PKNY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 62621789 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BiBB PIO NONO AVE EISENHOWER PKNY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 62621789 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BiBB PIO NONO AVE EISENHOWER PKNY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 62621789 Bibb Co Sheriff's Office 6/4/2017 5:26:00	East Southwes East North East South South North	South St West East North N/A North South South North	Straight Straight Stopped Straight Stopped Straight Straight Straight Straight	I Straight Straight Stopped Straight Stopped N/A Straight Stopped Straight Stopped Straight Stopped Straight Stopped	Motor Vehicle In Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BiBB COUNTY ROAD PIO NONO AVE ANTHONY RD 0 0 0 Sideswipe-Same Direction On Roadway-Roadway Intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/12/2017 1:13:00 AM BiBB STATE ROUTE PIO NONO AVE EISENHOWER (80) PKWO 0 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6244345 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6244345 Bibb Co Sheriff's Office 5/22/2017 10:55:00 PM BiBB STATE ROUTE PIO NONO AVE C 4 0 Angle On Roadway-Roadway Intersection Daylight Dry 6245367 Bibb Co Sheriff's Office 5/22/2017 10:26:00 AM BiBB EISENHOWER PKWY PIO NONO AVE C 1 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6245367 Bibb Co Sheriff's Office 5/22/2017 10:26:00 AM BIBB EISENHOWER PKWY PIO NONO AVE C 1 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6251481 Bibb Co Sheriff's Office 5/26/2017 7:51:00 PM BIBB STATE ROUTE MERCER UNIVESTIY DR PIO NONO AVE C 1 0 Rear End On Roadway-Roadway Intersection Daylight Dry 624582 Bibb Co Sheriff's Office 5/28/2017 10:25:00 PM BIBB STATE ROUTE MERCER UNIVESTIY DR PIO NONO AVE C 1 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6251821 Bibb Co Sheriff's Office 5/28/2017 10:25:00 PM BIBB STATE ROUTE MERCER UNIVESTIY DR PIO NONO AVE C 1 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6261828 Bibb Co Sheriff's Office 5/28/2017 10:19:00 PM BIBB COUNTY ROAD PIO NONO AVE MERCER UNIVESTIY DR PIO NONO AVE D 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6267935 Bibb Co Sheriff's Office 6/6/2017 2-48:00 PM BIBB PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6267935 Bibb Co Sheriff's Office 6/9/2017 2-48:00 PM BIBB PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6270316 Bibb Co Sheriff's Office 6/9/2017 2-48:00 PM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection D	East Southwes East North East South South North South	South st West East North N/A North South South North South South	Straight Straight Stopped Straight Stopped Straight Stopped Straight Straight Straight	I Straight Straight Straight Stopped Straight Stopped N/A Straight Stopped Straight Stopped Straight Stopped Straight Stopped Turning Left	Motor Vehicle in Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BibB COUNTY ROAD PIO NONO AVE ANTHONY RD 0 0 0 Sideswipe-Same Direction On Roadway-Roadway Intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/20/2017 2:23:00 PM BibB STATE ROUTE PIO NONO AVE EISENHOWER (80) PKNW 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BibB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 8:25:00 PM BibB MERCER UNIVERSITY DR PIO NONO AVE C 4 0 Angle On Roadway-Roadway Intersection Daylight Wet 6245867 Bibb Co Sheriff's Office 5/23/2017 1 0:26:00 AM BibB STATE ROUTE PIO NONO AVE C 1 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6245867 Bibb Co Sheriff's Office 5/23/2017 1 0:26:00 AM BibB STATE ROUTE PKWY PIO NONO AVE C 1 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6253848 Bibb Co Sheriff's Office 5/27/2017 1 0:51:00 PM BibB STATE ROUTE PKWY PIONONO AVE C 1 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6253484 Bibb Co Sheriff's Office 5/27/2017 1 0:51:00 PM BibB STATE ROUTE PKWY PIONONO AVE C 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6253484 Bibb Co Sheriff's Office 6/4/2017 2:52:00 PM BibB STATE ROUTE PKWY PIONONO AVE C 1 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6253482 Bibb Co Sheriff's Office 6/4/2017 3:52:00 PM BibB PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6264825 Bibb Co Sheriff's Office 6/4/2017 3:52:00 PM BibB PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 62079335 Bibb Co Sheriff's Office 6/9/2017 10:50:00 AM BibB PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 62079335 Bibb Co Sheriff's Office 6/9/2017 10:50:00 AM BibB PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 62079335 Bibb Co Sheriff's Office 6/9/2017 10:50:00 AM BibB PIO	East Southwes East North East South South North	South St West East North N/A North South South North	Straight Straight Stopped Straight Stopped Straight Straight Straight Straight Straight Straight Ustraight Straight	I Straight Straight Stopped Straight Stopped N/A Straight Stopped Straight Stopped Straight Stopped Straight Stopped	Motor Vehicle in Motion
6231922 Bibb Co Sheriff's Office	East Southwes East North East South South North North South South South South	South st West East North N/A North South North South North South North South North	Straight Straight Stopped Straight Stopped Straight Stopped Straight Straight Straight Straight Straight Straight Straight Straight Straight Making U-turn Stopped	FStraight Straight Straight Stopped Straight Stopped Straight Stopped Straight Stopped Tstraight Stopped Turning Left Straight Straight	Motor Vehicle in Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BiBB COUNTY ROAD PIO NONO AVE ANTHONY RD 0 0 0 Sideswipe-Same Direction On RoadwayRoadway Intersection Daylight Dry 623138 Bibb Co Sheriff's Office 5/22/2017 2:23:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BiBB MERCER UNIVERSITY DR PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB MERCER UNIVERSITY DR PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6245867 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB MERCER UNIVERSITY DR PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6251841 Bibb Co Sheriff's Office 5/22/2017 10:26:00 AM BIBB STATE ROUTE PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6251848 Bibb Co Sheriff's Office 5/22/2017 10:51:00 PM BIBB STATE ROUTE MERCER UNIV. OR PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6251848 Bibb Co Sheriff's Office 5/22/2017 10:51:00 PM BIBB STATE ROUTE MERCER UNIV. OR PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6251821 Bibb Co Sheriff's Office 5/22/2017 10:51:00 PM BIBB STATE ROUTE MERCER UNIV. OR PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6261878 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BIBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6267935 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BIBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6279360 Bibb Co Sheriff's Office 6/9/2017 10:00:00 AM BIBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6279360 Bibb Co Sheriff's Office 6/9/2017 10:00:00 AM BIBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6279360 Bibb Co Sheriff's Off	East Southwes East North East South South North South North South North South East	South st West East North N/A North South South North South North South South South South East	Straight Straight Stopped Straight Stopped Straight Straight Straight Straight Straight Other	I Straight Straight Stropped Straight Stopped N/A Straight Stopped Straight Stopped Straight Stopped Straight Stopped Straight Stopped Other	Motor Vehicle in Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BibB COUNTY ROAD PIO NONO AVE ANTHONY RD 0 0 0 Sideswipe-Same Direction On Roadway-Roadway Intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/20/2017 2:23:00 PM BibB STATE ROUTE PIO NONO AVE EISENHOWER RBY PWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6244345 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BibB STATE ROUTE PIO NONO AVE EISENHOWER PWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6245367 Bibb Co Sheriff's Office 5/22/2017 8:50:00 PM BibB STATE ROUTE PIO NONO AVE 0 0 0 Not A Collision with Motor Vehicle On Roadway-Roadway Intersection Daylight Dry 6245367 Bibb Co Sheriff's Office 5/23/2017 1 0:26:00 AM BibB EISENHOWER PKWY PIO NONO AVE 0 1 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6245367 Bibb Co Sheriff's Office 5/23/2017 1 0:26:00 AM BibB EISENHOWER PKWY PIONON AVE 0 1 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6251342 Bibb Co Sheriff's Office 5/23/2017 1 0:51:00 PM BibB EISENHOWER PKWY PIONON AVE 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6251329 Bibb Co Sheriff's Office 5/22/2017 10:51:00 PM BibB EISENHOWER PKWY PIONON AVE 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6251329 Bibb Co Sheriff's Office 5/22/2017 10:51:00 PM BibB EISENHOWER PKWY PIONON AVE 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6251329 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BibB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6261739 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BibB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6261738 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BibB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 627936 Bibb Co Sheriff's Office 6/4/2017 5:36:00 PM BibB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6279316 Bibb Co Sheriff's Office 6/4/2017 6:00:00 PM Bib	East Southwes East North East South South North South North South East South	South it West East North N/A North South South North South North South	Straight Straight Straight Stopped Straight Stopped Straight Straight Straight Straight Straight Making U-turn Stopped Other Turning Right	Istraight Straight Stropped Straight Stopped N/A Straight Stopped Straight Stopped Straight Stopped Straight Stopped Turning Left Straight Straight Straight Straight Straight	Motor Vehicle in Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BiBB COUNTY ROAD PIO NONO AVE ANTHONY RD 0 0 0 Sideswipe-Same Direction On RoadwayRoadway Intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/22/2017 2:23:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PRWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 624757 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB STATE ROUTE PIO NONO AVE C 4 0 Angle On RoadwayRoadway Intersection Daylight Wet 6247627 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB MERCER UNIVERSITY DR PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6247627 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB EISENHOWER PRWY PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6251632 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB STATE ROUTE PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6253648 Bibb Co Sheriff's Office 5/22/2017 10:55:00 PM BIBB STATE ROUTE PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6253648 Bibb Co Sheriff's Office 5/22/2017 10:55:00 PM BIBB STATE ROUTE PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6253648 Bibb Co Sheriff's Office 5/22/2017 10:55:00 PM BIBB STATE ROUTE PIO NONO AVE C 1 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6253629 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PRWY D 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6264259 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BIBB PIO NONO AVE EISENHOWER PRWY D 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6264259 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BIBB PIO NONO AVE EISENHOWER PRWY D 0 0 Rear End On RoadwayRoadway Intersection Daylight Dry 627936 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PRWY D 0 0 Rear End On RoadwayRoadway Intersection Daylight Dry 627936 Bibb Co Sheriff's Office 6/4/2017 10:00:00 AM BIBB PIO NONO AVE	East Southwes East North East South South North South South North South North South North	South tt West East North N/A North South North	Straight Straight Stroped Straight Stopped Straight Stopped Straight Straight Straight Straight Utraight Straight Straight Turning Right Turning Right	I Straight Straight Straight Stopped Straight Stopped N/A Straight Stroped Straight Stroped Straight Stroped Straight Stroped Turning Left Straight Other Straight Turning Right	Motor Vehicle In Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BibB COUNTY ROAD PIO NONO AVE ANTHONY RD O 0 0 Sideswipe-Same Direction On Roadway-Roadway Intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/20/2017 2:23:00 PM BibB STATE ROUTE PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 3:55:00 PM BibB STATE ROUTE PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Darklighted Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 8:55:00 PM BibB STATE ROUTE PIO NONO AVE C 4 0 Angle On Roadway-Roadway Intersection Darklighted Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 8:55:00 PM BibB STATE ROUTE PIO NONO AVE C 1 0 Rear End On Roadway-Roadway Intersection Darklighted Wet 624835 Bibb Co Sheriff's Office 5/23/2017 10:25:60 AM BibB EISENHOWER PKWY PIO NONO AVE C 1 0 Rear End On Roadway-Roadway Intersection Darklighted Wet 6251841 Bibb Co Sheriff's Office 5/22/2017 8:55:00 PM BibB EISENHOWER PKWY PIONON AVE C 1 0 Rear End On Roadway-Roadway Intersection Darklighted Dry 6251821 Bibb Co Sheriff's Office 5/22/2017 10:51:00 PM BibB EISENHOWER PKWY PIONON AVE O 0 Rear End On Roadway-Roadway Intersection Darklighted Dry 6251821 Bibb Co Sheriff's Office 5/22/2017 10:51:00 PM BibB EISENHOWER PKWY PIONON AVE O 0 0 Rear End On Roadway-Roadway Intersection Darklighted Dry 625189 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BibB PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Darklighted Dry 6261789 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BibB PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Darklighted Dry 6261789 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BibB PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Darklighted Dry 6261789 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BibB STATE ROUTE PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Darklighted Dry 6261789 Bibb Co Sheriff's Office 6/4/2017 5:80:00 PM	East Southwes East North East South South North South North South North South Fast South Fast South North East	South tt West East North N/A North South South North South North South North South North North North North North	Straight Straight Straight Stopped Straight Stopped Straight Straight Straight Straight Uraning Right Straight Straight Making U-turn Stopped Other Turning Right Turning Right Turning Right Turning Right Turning Right Turning Right	Straight Straight Straight Stopped Straight Stopped N/A Straight Stopped Straight Stopped Straight Stopped Straight Stopped Straight Turning Left Straight Straight Turning Right Stopped	Motor Vehicle in Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BiBB COUNTY ROAD PIO NONO AVE ANTHONY RD O 0 0 Sideswipe-Same Direction On Roadway - Roadway Intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/22/2017 2:23:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway - Roadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BiBB MERCER UNIVERSITY DR PIO NONO AVE C 4 0 Angle On Roadway - Roadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB MERCER UNIVERSITY DR PIO NONO AVE C 1 0 Rear End On Roadway - Roadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB MERCER UNIVERSITY DR PIO NONO AVE C 1 0 Rear End On Roadway - Roadway Intersection Daylight Wet 6245367 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB MERCER UNIVERSITY DR PIO NONO AVE C 1 0 Rear End On Roadway - Roadway Intersection Daylight Wet 6251821 Bibb Co Sheriff's Office 5/22/2017 10:55:00 PM BIBB STATE ROUTE MERCER UNIV. DR PIO NONO AVE C 1 0 Rear End On Roadway - Roadway Intersection Daylight Dry 6251821 Bibb Co Sheriff's Office 5/22/2017 10:55:00 PM BIBB STATE ROUTE MERCER UNIV. DR PIO NONO AVE C 1 0 Rear End On Roadway - Roadway Intersection Daylight Dry 6251821 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BIBB STATE ROUTE MERCER UNIV. DR PIO NONO AVE C 1 0 Rear End On Roadway - Roadway Intersection Daylight Dry 6261879 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BIBB PIO NONO AVE MOSELEY AVE A 1 0 Head On Roadway - Roadway Intersection Daylight Dry 6261935 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BIBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway - Roadway Intersection Daylight Dry 627915 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BIBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway - Roadway Intersection Daylight Dry 627915 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BIBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway - Roadway Intersection Daylight Dry 627915 Bibb Co Sherif	East Southwes East North East South North South South North South North South East South North South South South South South South South North South South North South South South South South South	South tt West East North N/A North South South South North South	Straight Ustraight Straight Turning Right Turning Left Straight	Straight Straight Straight Stroped Straight Stopped Straight Stopped N/A Straight Stopped Straight Stopped Straight Stopped Straight Stopped Turning Left Straight Other Straight	Motor Vehicle in Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BiBB COUNTY ROAD PIO NONO AVE ANTHONY RD O 0 0 Sideswipe-Same Direction On RoadwayRoadway Intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/20/2017 2:23:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER (80) PKNW O 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 9:55:00 PM BiBB STATE ROUTE PIO NONO AVE 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6247827 Bibb Co Sheriff's Office 5/22/2017 8:25:00 PM BiBB STATE ROUTE PIO NONO AVE 0 0 0 N Road Collision with Motor Vehicle RoadwayRoadway Intersection Daylight Wet 624587 Bibb Co Sheriff's Office 5/23/2017 1 0:26:00 AM BiBB STATE ROUTE PIO NONO AVE 0 1 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6245867 Bibb Co Sheriff's Office 5/23/2017 1 0:26:00 AM BiBB STATE ROUTE PIO NONO AVE 0 1 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6251821 Bibb Co Sheriff's Office 5/27/2017 1 0:51:00 PM BiBB STATE ROUTE PIO NONO AVE 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6251821 Bibb Co Sheriff's Office 5/27/2017 1 0:51:00 PM BiBB STATE ROUTE PIO NONO AVE 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6251821 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BiBB PIO NONO AVE MOSELEY AVE A 1 0 Head On RoadwayRoadway Intersection Daylight Dry 6261878 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BiBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6267383 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BiBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6267365 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BiBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6267365 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Dry 6267365 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BiBB STATE	East Southwes East North East South South North South North South North South Fast South North East South North East South North East South North	South tt West East North N/A North South South North South North South North South North South North South South North South North South North South North South South South South South	Straight Straight Stroped Straight Stopped Straight Straight Straight Straight Straight Uturn Stopped Other Turning Right Turning Left Straight Uturning Left Straight Uturning Left Straight	Straight Straight Stroped Straight Stopped Straight Stopped N/A Straight Stopped Straight Stopped Turning Left Straight	Motor Vehicle In Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 4:16:00 PM BiBB CUNTY ROAD PIO NONO AVE ANTHONY RD O 0 0 Sideswipe-Same Direction On Roadway-Roadway Intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/22/2017 2:23:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY O 0 0 Rear End On Roadway-Roadway Intersection Daylight Wet 6247574 Bibb Co Sheriff's Office 5/22/2017 8:35:00 PM BiBB MERCER UNIVERSITY DR PIO NONO AVE 0 0 0 Not A Collision with Motor Vehicle On Roadway-Roadway Intersection Daylight Wet 6247527 Bibb Co Sheriff's Office 5/22/2017 8:35:00 PM BiBB MERCER UNIVERSITY DR PIO NONO AVE 0 0 0 Not A Collision with Motor Vehicle On Roadway-Roadway Intersection Daylight Wet 62453481 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB MERCER UNIVERSITY DR PIO NONO AVE 0 0 0 Not A Collision with Motor Vehicle On Roadway-Roadway Intersection Daylight Wet 62453481 Bibb Co Sheriff's Office 5/22/2017 10:26:00 AM BIBB STATE ROUTE PIO NONO AVE 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6253484 Bibb Co Sheriff's Office 5/22/2017 10:51:00 PM BIBB STATE ROUTE MERCER UNIV. DR PIO NONO AVE 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6253482 Bibb Co Sheriff's Office 5/22/2017 10:51:00 PM BIBB STATE ROUTE MERCER UNIV. DR PIO NONO AVE 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6253482 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BIBB STATE ROUTE MERCER UNIV. DR PIO NONO AVE 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 6263193 Bibb Co Sheriff's Office 6/4/2017 5:26:00 PM BIBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Wet 624018 Bibb Co Sheriff's Office 6/9/2017 10:00:00 PM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 627915 Bibb Co Sheriff's Office 6/9/2017 10:00:00 PM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry 627915 Bibb Co Sheriff's Office 6/9/2017 10:00:00 PM BIBB STATE ROUTE PIO NONO AVE EIS	East Southwes East North East South South North South North South South South South North South South North South North East South East South North East South East East East East East East East East	South tt West East North N/A North South North North South North North South North South North South North South North South	Straight Straight Stopped Straight Stopped Straight Straight Straight Straight Straight Straight U-turn Stopped Other Turning Right Turning Left Straight Straight	Straight Straight Straight Straight Straight Stopped Straight Stopped N/A Straight Stopped Straight Stopped Turning Left Straight	Motor Vehicle in Motion
6231092 Bibb Co Sheriff's Office 6240574 Bibb Co Sheriff's Office	East Southwes East North East South South South South South South North South South North South North West South	South tt West East North N/A North South South South North North South North South	Straight Straight Stopped Straight Stopped Straight Straight Straight Straight Straight Straight Utrain Stopped Other Turning Right Turning Right Turning Left Straight Straight Turning Left Straight	Straight Straight Stroped Straight Stopped Straight Stopped Straight Stopped Straight Stopped Turning Left Straight Stopped Straight Straight Straight Straight Straight	Motor Vehicle In Motion
6231092 Bibb Co Sherfff's Office 5/12/2017 4:16:00 PM BiBB CUNTY ROAD PIO NONO AVE ANTHONY RD 0 0 0 Sideswipe-Same Direction On RoadwayRoadway Intersection Daylight Dry 6241574 Bibb Co Sherff's Office 5/20/2017 2:23:00 PM BiBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6241574 Bibb Co Sherff's Office 5/22/2017 9:50:00 PM BiBB STATE ROUTE PIO NONO AVE 0 0 0 Rear End On RoadwayRoadway Intersection Daylight Wet 6247827 Bibb Co Sherff's Office 5/22/2017 10:26:00 AM BIBB STATE ROUTE PIO NONO AVE 0 0 0 Not A Collision with Motor Vehicle On RoadwayRoadway Intersection Daylight Wet 6245481 Bibb Co Sherff's Office 5/22/2017 10:26:00 AM BIBB MERCER UNIVERSITY DR PIO NONO AVE 0 1 0 Rear End 0 RoadwayRoadway Intersection Daylight Wet 62514821 Bibb Co Sherff's Office 5/22/2017 10:26:00 AM BIBB STATE ROUTE PIO NONO AVE 0 0 0 Rear End 0 RoadwayRoadway Intersection Daylight Dry 6252484 Bibb Co Sherff's Office 5/22/2017 10:51:00 PM BIBB STATE ROUTE MERCER UNIV. DR PIO NONO AVE 0 0 0 Rear End 0 RoadwayRoadway Intersection Daylight Dry 6252488 Bibb Co Sherff's Office 5/22/2017 10:51:00 PM BIBB STATE ROUTE MERCER UNIV. DR PIO NONO AVE 0 0 0 Rear End 0 RoadwayRoadway Intersection Daylighted Dry 6252489 Bibb Co Sherff's Office 6/4/2017 5:26:00 PM BIBB PIO NONO AVE MOSELEY AVE A 1 0 Head On RoadwayRoadway Intersection Daylighted Dry 62631289 Bibb Co Sherff's Office 6/4/2017 5:26:00 PM BIBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End 0 RoadwayRoadway Intersection Daylight Wet 62641289 Bibb Co Sherff's Office 6/9/2017 10:00:00 PM BIBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End 0 RoadwayRoadway Intersection Daylight Dry 6203158 Bibb Co Sherff's Office 6/9/2017 10:00:00 PM BIBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End 0 RoadwayRoadway Intersection Daylight Dry 6203158 Bibb Co Sherff's Office 6/9/2017 10:00:00 PM BIBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End 0 RoadwayRoadway Intersection Daylight Dry 6203158 Bibb Co Sherff's Office 7/2017 10:00:00 PM	East Southwes East North East South South North South North South North South North South North West South North West South North West South	South tt West East North N/A North South South North South North South North South South Vorth South South North South South North South	Straight Straight Stopped Straight Stopped Straight Straight Straight Straight Straight Straight U-turn Stopped Other Turning Right Turning Right Turning Left Straight Straight Straight Straight Straight Straight Straight Turning Left Straight Turning Left Straight Turning Left Straight Straight Straight Straight Straight Straight Straight Straight	Istraight Straight Straight Stropped Straight Stropped Straight Stropped Straight Stropped Straight	Motor Vehicle in Motion
6231092 Bibb Co Sheriff's Office 5/12/2017 415:00 PM BIBB COUNTY ROAD PIO NONO AVE ANTHONY RD 0 0 0 Gsdeswipe-Same Direction On Roadway-Roadway Intersection Daylight Dry 624354 Bibb Co Sheriff's Office 5/20/2017 2:23:00 PM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PRWY 0 0 0 Rear End On Roadway-Roadway intersection Daylight Wet 6243257 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB STATE ROUTE PIO NONO AVE 6:00 0 0 Not A Collision with Motor Vehicle On Roadway-Roadway intersection Daylight Dry 6243567 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB MERCER UNIVERSITY DR PIO NONO AVE 0 1 0 Rear End On Roadway-Roadway intersection Daylight Dry 6243567 Bibb Co Sheriff's Office 5/22/2017 8:35:00 AM BIBB EISENHOWER PRWY PIO NONO AVE 0 1 0 Rear End On Roadway-Roadway intersection Daylight Dry 6243567 Bibb Co Sheriff's Office 5/22/2017 7:05:50 OPM BIBB STATE ROUTE MERCER UNIVERSITY DR PIO NONO AVE 0 1 0 Rear End On Roadway-Roadway intersection Daylight Dry 6253628 Bibb Co Sheriff's Office 5/22/2017 7:05:50 OPM BIBB STATE ROUTE MERCER UNIV. DR PIO NONO AVE 0 0 0 Rear End On Roadway-Roadway intersection Darklighted Dry 62625428 Bibb Co Sheriff's Office 5/22/2017 10:5:50 OPM BIBB STATE ROUTE MERCER UNIV. DR PIO NONO AVE 0 0 0 Rear End On Roadway-Roadway intersection Darklighted Dry 62625428 Bibb Co Sheriff's Office 6/4/2017 2:5:60 OPM BIBB STATE ROUTE MERCER UNIV. DR PIO NONO AVE 0 0 0 Rear End On Roadway-Roadway intersection Darklighted Dry 62625428 Bibb Co Sheriff's Office 6/4/2017 2:5:60 OPM BIBB STATE ROUTE MERCER UNIV. DR PIO NONO AVE EISENHOWER PRWY 0 0 0 Rear End On Roadway-Roadway intersection Daylight Dry 62625428 Bibb Co Sheriff's Office 6/4/2017 2:5:60 OPM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PRWY 0 0 0 Rear End On Roadway-Roadway intersection Daylight Dry 62625435 Bibb Co Sheriff's Office 6/9/2017 10:05:00 AM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PRWY 0 0 0 Rear End On Roadway-Roadway intersection Daylight Dry 62625435 Bibb Co Sheriff's Office 6/9/2017 10:05:00 AM BIBB STATE ROUTE PIO NONO AVE EIS	East Southwes East North East South South North South North South North East South North East South North East South North East South South South South North East	South it West East North N/A North South South South South South North South South North South West South North South North South North South South North South	Straight Straight Stopped Straight Stopped Straight Turning Right Turning Left Straight Turning Left Straight Turning Left Straight Straight Straight Straight Stopped	Straight Straight Straight Stroped Straight Stopped Straight Stopped N/A Straight Stopped Straight Stopped Turning Left Straight	Motor Vehicle in Motion
6231928 Bib Co Sheriff's Office 5/12/2017 123:00 AM BIBB STATE ROUTE PIO NOM O VE EISENNOWER (8) PKWY O 0 0 Rear End OR Roadway intersection Daylight Dry 6241574 Bibb Co Sheriff's Office 5/20/2017 9:520 OPM BIBB STATE ROUTE PIO NOM O VE EISENNOWER PKWY O 0 0 Rear End OR Roadway intersection Daylight Were 6243548 Bibb Co Sheriff's Office 5/20/2017 9:520 OPM BIBB STATE ROUTE PIO NOM O VE EISENNOWER PKWY O 0 0 Rear End OR Roadway intersection Daylight Were 6243549 Bibb Co Sheriff's Office 5/20/2017 9:520 OPM BIBB MERCER INVERSITY DR PIO NOM O VE 0 0 0 Not A Collision with Motor Vehicle OR Roadway intersection Daylight Dry 6254364 Bibb Co Sheriff's Office 5/22/2017 7:51:00 PM BIBB MERCER INVERSITY DR PIO NOM O VE 0 0 0 Rear End OR Roadway - Roadway intersection Daylight Dry 6254364 Bibb Co Sheriff's Office 5/22/2017 7:51:00 PM BIBB STATE ROUTE EISENNOWER PKWY PIONON O VE 0 0 Rear End OR Roadway - Roadway intersection Daylight Dry 6254364 Bibb Co Sheriff's Office 5/22/2017 7:51:00 PM BIBB STATE ROUTE MERCER UNIVE STATE OF PIONON O VE 0 0 Rear End OR Roadway - Roadway intersection Daylight Dry 6254364 Bibb Co Sheriff's Office 5/22/2017 10:30 DPM BIBB STATE ROUTE MERCER UNIVE STATE OF PIONON O VE 0 0 Rear End OR Roadway - Roadway intersection Daylight Dry 6254364 Bibb Co Sheriff's Office 6/2017 2:48:00 DPM BIBB STATE ROUTE MERCER UNIVE STATE OF PIONON O VE 0 0 Rear End OR Roadway - Roadway intersection Daylight Dry 625436 Bibb Co Sheriff's Office 6/2017 2:48:00 DPM BIBB PIO NONO AVE EISENNOWER PKWY 0 0 0 Rear End OR Roadway - Roadway intersection Daylight Dry 6263793 Bibb Co Sheriff's Office 6/2017 2:48:00 DPM BIBB PIO NONO AVE EISENNOWER PKWY 0 0 0 Rear End OR Roadway - Roadway intersection Daylight Dry 6263793 Bibb Co Sheriff's Office 6/2017 2:48:00 DPM BIBB PIO NONO AVE EISENNOWER PKWY 0 0 0 Rear End OR Roadway - Roadway intersection Daylight Dry 627935 Bibb Co Sheriff's Office 6/2017 2:48:00 DPM BIBB PIO NONO AVE EISENNOWER PKWY 0 0 0 Rear End OR Roadway - Roadway intersection Daylight Dry 627935 Bibb Co Sheriff's	East Southwess East North East South South North South North South North South North Heast South North South North East South North East South North East South North West South South South South South South South South South	South it West East North N/A North South South South South South North South South South South South South South North South North South South South South South South South South East South South East South East South East South South East South South South South East	Straight Straight Stopped Straight Stopped Straight Straight Straight Straight Straight Straight User Straight Straight Straight Straight Turning Right Turning Right Turning Left Straight Turning Left Straight Turning Left Straight Turning Left Straight Straight Stopped Stopped Stopped Straight	Istraight Straight Straight Stropped Straight Stopped Straight Stopped Straight Stopped Straight Stopped Straight Stopped Straight Stopped Turning Left Straight	Motor Vehicle in Motion
623192 Bibls Co Sheriff's Office 6721027 113:000 M BIBB 5TATE ROUTE PIO NON AVE EISENHOWER RESIDENCY O 0 0 Rear End 0 no Roadway- Readway Intersection Daylight Dry. 6241574 Bibls Co Sheriff's Office 5720207 15:000 M BIBB 5TATE ROUTE PIO NON AVE EISENHOWER RESIDENCY O 0 0 Rear End 0 no Roadway- Readway Intersection Daylight Wet 6241574 Bibls Co Sheriff's Office 5720207 15:000 M BIBB 5TATE ROUTE PIO NON AVE EISENHOWER PKWY 0 0 0 Rear End 0 no Roadway- Readway Intersection Daylight Wet 6241578 Bibls Co Sheriff's Office 57220207 15:000 M BIBB MERCER UNIVERSITY DR PIO NONO AVE 0 0 0 Not A Collision with Motor Vehicle On Roadway- Roadway Intersection Daylight Dry R621581 Bibls Co Sheriff's Office 5726/2017 10:500 M BIBB EISENHOWER PKWY PIO NONO AVE 0 0 0 Not A Collision with Motor Vehicle On Roadway- Roadway Intersection Daylight Dry R621581 Bibls Co Sheriff's Office 5726/2017 10:500 M BIBB EISENHOWER PKWY PIO NONO AVE 0 0 0 Rear End On Roadway- Roadway Intersection Daylight Dry R621581 Bibls Co Sheriff's Office 5728/2017 10:500 M BIBB EISENHOWER PKWY PIO NONO AVE 0 0 0 Rear End On Roadway- Roadway Intersection Daylight Dry R621581 Bibls Co Sheriff's Office 5728/2017 10:500 M BIBB COUNTY ROAD PIO NONO AVE 0 0 0 Rear End On Roadway- Roadway Intersection Daylight Dry R621581 Bibls Co Sheriff's Office 5728/2017 10:500 M BIBB COUNTY ROAD PIO NONO AVE 0 0 0 Rear End On Roadway- Roadway Intersection Daylight Dry R621593 Bibls Co Sheriff's Office 67/2017 24:800 PM BIBB PIO NONO AVE MISSEN PIO NONO AVE 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry R621593 Bibls Co Sheriff's Office 67/2017 24:800 PM BIBB PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry R621593 Bibls Co Sheriff's Office 67/2017 24:800 PM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry R621593 Bibls Co Sheriff's Office 67/2017 55:800 PM BIBB STATE ROUTE PIO NONO AVE EISENHOWER PKWY 0 0 0 Rear End On Roadway-Roadway Intersection Daylight Dry R621593 Bi	East Southwest East North East South South South North South North South North South North East West West West	South it West East North N/A North South South South South North South North South North South West South North South North South North South North South South South East South West South East South South East South South East South East	Straight Straight Stopped Straight Stopped Straight Straight Straight Straight Straight Straight Straight Straight Straight Turning Right Turning Right Turning Left Straight Turning Left Straight Straight Turning Left Straight	Straight Straight Straight Straight Stopped Straight Stopped Straight Stopped Straight Stopped Straight Stopped Straight Stopped Turning Left Straight	Motor Vehicle In Motion
6231929 Bibb Co Sheriff's Office 672027 113:000 M BIBB 5TATE ROUTE PIO NONO AVE ESSNHOWER (BQ) PKW/D 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry. 6241574 Bibb Co Sheriff's Office 57202017 19:500 PM BIBB 5TATE ROUTE PIO NONO AVE ESSNHOWER (BQ) PKW/D 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Wet 6243427 Bibb Co Sheriff's Office 5722/2017 9:5500 PM BIBB MERCER UNIVERSITY DR PIO NONO AVE 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Wet 6245367 Bibb Co Sheriff's Office 5722/2017 10:2500 PM BIBB BIS STATE ROUTE PIO NONO AVE 0 1 0 Rear End 0n Roadway-Roadway Intersection Daylight Wet 6245367 Bibb Co Sheriff's Office 5722/2017 75:100 PM BIBB STATE ROUTE BIS SHIP OWNER PKWY PIO NONO AVE 0 1 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62513451 Bibb Co Sheriff's Office 5722/2017 75:100 PM BIBB STATE ROUTE BIS SHIP OWNER PKWY PION ROW AVE 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62513451 Bibb Co Sheriff's Office 5722/2017 10:53:00 PM BIBB STATE ROUTE BIS SHIP OWNER PKWY PION ROW AVE 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62513451 Bibb Co Sheriff's Office 5722/2017 10:53:00 PM BIBB STATE ROUTE BIS SHIP OWNER PKWY PION ROW AVE 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62513451 Bibb Co Sheriff's Office 67202017 10:53:00 PM BIBB STATE ROUTE BIS SHIP OWNER PKWY PION ROW AVE 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62513451 Bibb Co Sheriff's Office 67202017 10:53:00 PM BIBB STATE ROUTE BIS SHIP OWNER PKWY 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62513451 Bibb Co Sheriff's Office 67202017 10:50:00 PM BIBB PION ROW AVE ESSNHOWER PKWY 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62613735 Bibb Co Sheriff's Office 6720217 10:50:00 PM BIBB STATE ROUTE PION ROW AVE ESSNHOWER PKWY 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 620305 Bibb Co Sheriff's Office 6720217 10:50:00 PM BIBB STATE ROUTE PION ROW AVE ESSNHOWER PKWY 0 0 0 Rear End 0n Roadway-Roadway Interse	East Southwes Fast North Fast South South South South South South South South North East South North East South North East West South South South North East South North East South North East South North East South North South North South So	South it West East North N/A North South South South South South South South Worth North South Worth South East North North North South So	Straight Straight Stopped Straight Stopped Straight Stropped Straight Straight Straight Straight Straight Uturn Stopped Other Turning Right Turning Right Turning Left Straight	Straight	Motor Vehicle In Motion
623192 Bibb Co Sheriff's Office 6/2017 11:3000 MB BIBB STATE ROUTE PIO NONO AVE EISENHOVER (BID PW) 0 0 0 Sideswipe-Same Direction On Roadway-Roadway-Intersection Daylight Dry 624574 Bibb Co Sheriff's Office 5/20/2017 21:3000 MB BIBB STATE ROUTE PIO NONO AVE EISENHOVER (BID PW) 0 0 0 Rear End On Roadway-Roadway-Intersection Daylight Wet 624578 Bibb Co Sheriff's Office 5/20/2017 9:5500 PM BIBB STATE ROUTE PIO NONO AVE C 4 0 Angle On Roadway-Roadway-Intersection Daylight Wet 624578 Bibb Co Sheriff's Office 5/20/2017 9:5500 PM BIBB STATE ROUTE PIO NONO AVE C 4 0 Angle On Roadway-Roadway-Intersection Daylight Dry 6251843 Bibb Co Sheriff's Office 5/20/2017 10:5500 PM BIBB EISENHOWER PRWY PIONON AVE C 1 0 Rear End On Roadway-Roadway-Intersection Daylight Dry 6251843 Bibb Co Sheriff's Office 5/20/2017 10:55100 PM BIBB STATE ROUTE PIONON AVE C 1 0 Rear End On Roadway-Roadway-Intersection Daylight Dry 6251843 Bibb Co Sheriff's Office 5/26/2017 10:55100 PM BIBB STATE ROUTE PIONON AVE C 0 0 Rear End On Roadway-Roadway-Intersection Daylight Dry 6251844 Bibb Co Sheriff's Office 5/26/2017 10:55100 PM BIBB STATE ROUTE PIONON AVE C 0 0 Rear End On Roadway-Roadway-Intersection Daylight Dry 6251844 Bibb Co Sheriff's Office 6/2017 10:55100 PM BIBB STATE ROUTE PIONON AVE C 0 0 Rear End On Roadway-Roadway-Intersection Daylight Dry 6252484 Bibb Co Sheriff's Office 6/2017 5:2620 PM BIBB STATE ROUTE PIONON AVE C 0 0 Rear End On Roadway-Roadway-Intersection Daylight Dry 6252455 Bibb Co Sheriff's Office 6/2017 5:2620 PM BIBB STATE ROUTE PIONON AVE EISENHOWER PRWY 0 0 Rear End On Roadway-Roadway-Intersection Daylight Dry 6272365 Bibb Co Sheriff's Office 6/2017 5:2620 PM BIBB STATE ROUTE PIONON AVE EISENHOWER PRWY 0 0 Rear End On Roadway-Roadway-Intersection Daylight Dry 6272365 Bibb Co Sheriff's Office 6/2017 5:2620 PM BIBB STATE ROUTE PIONON AVE EISENHOWER PRWY 0 0 0 Rear End On Roadway-Roadway-Intersection Daylight Dry 6272365 Bibb Co Sheriff's Office 6/2017 5:2620 PM BIBB STATE ROUTE PIONON AVE EISENHOWER PRWY 0 0 0 Rear End On Roadwa	East Southwese Fast North East South South South South North South North South North South North South North South North East South North East South North East West South East West South East West Fast West South East Fast Fast Fast Fast Fast Fast Fast F	South it West East North N/A North South South North South North South North South North South West South North South South North South South North South East East East East East East East East	Straight Straight Stopped Straight Stopped Straight Turning Right Turning Left Straight Entering/Leaving Straight Entering/Leaving	Straight Straight Straight Stroped Straight Stopped Straight Stopped N/A Straight Stopped Straight Stopped Turning Left Straight	Motor Vehicle in Motion
6231929 Bibb Co Sheriff's Office 672027 113:000 M BIBB 5TATE ROUTE PIO NONO AVE ESSNHOWER (BQ) PKW/D 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry. 6241574 Bibb Co Sheriff's Office 57202017 19:500 PM BIBB 5TATE ROUTE PIO NONO AVE ESSNHOWER (BQ) PKW/D 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Wet 6243427 Bibb Co Sheriff's Office 5722/2017 9:5500 PM BIBB MERCER UNIVERSITY DR PIO NONO AVE 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Wet 6245367 Bibb Co Sheriff's Office 5722/2017 10:2500 PM BIBB BIS STATE ROUTE PIO NONO AVE 0 1 0 Rear End 0n Roadway-Roadway Intersection Daylight Wet 6245367 Bibb Co Sheriff's Office 5722/2017 75:100 PM BIBB STATE ROUTE BIS SHIP OWNER PKWY PIO NONO AVE 0 1 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62513451 Bibb Co Sheriff's Office 5722/2017 75:100 PM BIBB STATE ROUTE BIS SHIP OWNER PKWY PION ROW AVE 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62513451 Bibb Co Sheriff's Office 5722/2017 10:53:00 PM BIBB STATE ROUTE BIS SHIP OWNER PKWY PION ROW AVE 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62513451 Bibb Co Sheriff's Office 5722/2017 10:53:00 PM BIBB STATE ROUTE BIS SHIP OWNER PKWY PION ROW AVE 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62513451 Bibb Co Sheriff's Office 67202017 10:53:00 PM BIBB STATE ROUTE BIS SHIP OWNER PKWY PION ROW AVE 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62513451 Bibb Co Sheriff's Office 67202017 10:53:00 PM BIBB STATE ROUTE BIS SHIP OWNER PKWY 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62513451 Bibb Co Sheriff's Office 67202017 10:50:00 PM BIBB PION ROW AVE ESSNHOWER PKWY 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 62613735 Bibb Co Sheriff's Office 6720217 10:50:00 PM BIBB STATE ROUTE PION ROW AVE ESSNHOWER PKWY 0 0 0 Rear End 0n Roadway-Roadway Intersection Daylight Dry 620305 Bibb Co Sheriff's Office 6720217 10:50:00 PM BIBB STATE ROUTE PION ROW AVE ESSNHOWER PKWY 0 0 0 Rear End 0n Roadway-Roadway Interse	East Southwes Fast North Fast South South South South South South South South North East South North East South North East West South South South North East South North East South North East South North East South North South North South So	South it West East North N/A North South South South South South South South Worth North South Worth South East North North North South So	Straight Straight Stopped Straight Stopped Straight Stropped Straight Straight Straight Straight Straight Uturn Stopped Other Turning Right Turning Right Turning Left Straight	Straight	Motor Vehicle In Motion

6384280 Bibb Co Sheriff's Office			STATE ROUTE	PIO NONO AVE	MERCER UNIVERSITY DRO		0 Rear End		Roadway Intersection	Daylight	Dry	East	East	Stopped	Backing	Motor Vehicle In Motion
6389896 Bibb Co Sheriff's Office	9/8/2017 2:53:00		COUNTY ROAD	PIO NONO AVE	ANTHONY RD 0		0 Rear End		Roadway Intersection	Daylight	Dry	South	South	Stopped	Straight	Motor Vehicle In Motion
6386126 Bibb Co Sheriff's Office	9/8/2017 12:00:00			PIONONO AVE	MERCER UNIVERSITY O	0	0 Rear End	On Roadway	Driveway Intersection	DarkLighted	Dry	South	South	Straight	Stopped	Motor Vehicle In Motion
6393802 Bibb Co Sheriff's Office	9/12/2017 2:11:00	M BIBB S	STATE ROUTE	PIO NONO AVE	EISENHOWER PKWY O	0	0 Angle	On Roadway	Roadway Intersection	Daylight	Dry	Northeast	Northeast	Turning Left	Turning Left	Motor Vehicle In Motion
6394177 Bibb Co Sheriff's Office	9/15/2017 10:50:00	M BIBB S	STATE ROUTE	PIO NONO AVE	ELL ST 0	0	0 Angle	On Roadway	Driveway Intersection	DarkLighted	Dry	North	West	Changing Lanes	Turning Right	Motor Vehicle In Motion
6395135 Bibb Co Sheriff's Office	9/17/2017 12:00:00	M BIBB R	RAMP	MERCER UNIVERSITY RP	PIO NONO AVE O		0 Sideswipe-Same Direction		Roadway Intersection	Daylight	Dry	North	North	Turning Right	Turning Left	Motor Vehicle In Motion
6403225 Bibb Co Sheriff's Office	9/21/2017 7:25:00	M BIBB S	STATE ROUTE	EISENHOWER PKWY	PIO NONO AVE C	1	0 Rear End	On Roadway	Roadway Intersection	Daylight	Dry	North	North	Straight	Stopped	Motor Vehicle In Motion
6411194 Bibb Co Sheriff's Office	9/29/2017 5:28:00	M BIBB S	STATE ROUTE	PIO NONO AVE	MERCER UNIVERSITY DRO	0	0 Rear End		Roadway Intersection	Daylight	Dry	South	South	Straight	Stopped	Parked Motor Vehicle
6413420 Bibb Co Sheriff's Office	10/2/2017 4:32:00		STATE ROUTE	PIO NONO AVE	FISENHOWER PKWY O		0 Sideswipe-Same Direction		Roadway Intersection	Daylight	Dry	North	North	Changing Lanes	Straight	Motor Vehicle In Motion
6427888 Bibb Co Sheriff's Office	10/13/2017 4:32:00		STATE ROUTE	MERCER UNIVERSITY	PIO NONO AVE C		0 Angle		Driveway Intersection	DarkLighted	Dry	North	South	Turning Left	Straight	Motor Vehicle In Motion
6434594 Bibb Co Sheriff's Office	10/18/2017 8:44:00		STATE ROUTE	MERCER UNIVERSITY	PIO NONO AVE B								North			Motor Vehicle In Motion
							0 Angle		Roadway Intersection	DarkLighted	Dry	South		Turning Left	Straight	
6438705 Bibb Co Sheriff's Office	10/19/2017 4:03:00		TATE ROUTE	PIO NONO AVE	EISENHOWER PKWY O		O Rear End		Roadway Intersection	Daylight	Dry	North	North	Straight	Straight	Motor Vehicle In Motion
6435046 Bibb Co Sheriff's Office	10/19/2017 5:02:00		STATE ROUTE	PIO NONO AVE	STRAIGHT ST 0		0 Rear End		Roadway Intersection	Daylight	Dry	South	South	Stopped	Straight	Motor Vehicle In Motion
6434605 Bibb Co Sheriff's Office	10/20/2017 12:09:00		STATE ROUTE	PIO NONO AVE	EISENHOWER HWY O		0 Rear End		Roadway Intersection	DarkLighted	Dry	North	N/A	Stopped	Straight	Motor Vehicle In Motion
6437854 Bibb Co Sheriff's Office	10/21/2017 9:36:00	M BIBB S	STATE ROUTE	PIO NONO AVE	EISENHOWER PKWY O	0	Sideswipe-Same Direction	On Roadway	Roadway Intersection	DarkLighted	Dry	West	West	Changing Lanes	Stopped	Motor Vehicle In Motion
6439033 Bibb Co Sheriff's Office	10/23/2017 2:08:00	M BIBB S	STATE ROUTE	PIO NONO AVE	EISENHOWER PKWY O	0	0 Rear End	On Roadway	Roadway Intersection	Daylight	Wet	North	North	Straight	Stopped	Motor Vehicle In Motion
6447353 Bibb Co Sheriff's Office	10/27/2017 3:57:00	M BIBB S	STATE ROUTE	PIO NONO AVE	EISENHOWER PKWY C	1	0 Angle	On Roadway	Driveway Intersection	Daylight	Dry	North	South	Turning Left	Straight	Motor Vehicle In Motion
6459277 Bibb Co Sheriff's Office	11/5/2017 10:29:00	M BIBB S	STATE ROUTE	PIO NONO AVE	EISENHOWER PKWY O	0	0 Rear End	On Roadway	Roadway Intersection	Daylight	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
6459514 Bibb Co Sheriff's Office	11/5/2017 2:05:00	M BIBB S	STATE ROUTE	PIO NONO AVE	STEPHENS ST O	0	0 Rear End	On Roadway	Roadway Intersection	Daylight	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
6460743 Bibb Co Sheriff's Office	11/6/2017 8:34:00	M BIBB S	STATE ROUTE	MERCER UNIVERSITY DR	PIO NONO AVE O	0	0 Rear End		Roadway Intersection	Daylight	Dry	East	West	Stopped	Backing	Motor Vehicle In Motion
6468607 Bibb Co Sheriff's Office			COUNTY ROAD	PIO NONO AVE	ANTHONY RD C		0 Rear End	On Roadway	Roadway Intersection	Daylight	Dry	South	South	Stopped	Straight	Motor Vehicle In Motion
6474080 Gsp Post 00	11/11/2017 3:11:00		STATE ROLLTE	FISENHOWER PARKWO.00	PIO NONO AVENUE A		0 Angle		Non-Intersection		•	South	Fast		Turning Left	Motor Vehicle In Motion
6489298 Bibb Co Sheriff's Office	11/14/2017 1:31:00	141 0100 3	STATE ROUTE	PIO NONO AVE					Driveway Intersection	Daylight	Dry	South		Straight		Motor Vehicle In Motion
							0 Angle			Daylight	Dry		North	Turning Left	Straight	
6473944 Gsp Post 00	11/14/2017 1:15:00		TATE ROUTE	PIO NONO AVE 0.00	100 FT S OF EISENHOWEB		0 Rear End		Non-Intersection	Daylight	Dry	North	North	Straight	Stopped	Motor Vehicle In Motion
6483015 Bibb Co Sheriff's Office	11/14/2017 12:52:00		STATE ROUTE	PIO NONO AVE	CRAWFORD ST 0		0 Rear End		Roadway Intersection	Daylight	Dry	South	South	Stopped	Stopped	Motor Vehicle In Motion
6478302 Bibb Co Sheriff's Office	11/16/2017 3:08:00		STATE ROUTE	PIO NONO AVE	ANTHONY RD 0		0 Angle		Roadway Intersection	Daylight	Dry	South	Northwes		Turning Left	Motor Vehicle In Motion
6485389 Bibb Co Sheriff's Office	11/16/2017 8:04:00		STATE ROUTE	PIO NONO AVE	MERCER UNIVERSITY DRO		0 Rear End		Roadway Intersection	DarkLighted	Dry	South	N/A	Straight	Parked	Motor Vehicle In Motion
6480986 Bibb Co Sheriff's Office	11/20/2017 1:01:00	M BIBB S	STATE ROUTE	EISENHOWER PKWY	PIO NONO AVE C	2	0 Rear End	On Roadway	Roadway Intersection	Daylight	Dry	East	East	Straight	Stopped	Motor Vehicle In Motion
6480988 Bibb Co Sheriff's Office	11/20/2017 5:53:00	M BIBB S	STATE ROUTE	PIO NONO AVE	HOLLY ST C	1	0 Rear End	On Roadway	Roadway Intersection	Daylight	Dry	North	North	Straight	Stopped	Motor Vehicle In Motion
6486096 Bibb Co Sheriff's Office	11/25/2017 4:15:00	M BIBB S	STATE ROUTE	MERCER UNIVERSITY DR	PIO NONO AVE O	0	0 Rear End	On Roadway	Roadway Intersection	Daylight	Dry	West	West	Straight	Stopped	Motor Vehicle In Motion
6489777 Bibb Co Sheriff's Office	11/28/2017 3:56:00	M BIBB S	STATE ROUTE	PIO NONO AVE	ANTHONY RD C	1	0 Sideswipe-Same Direction		Roadway Intersection	Daylight	Dry	South	South		Straight	Motor Vehicle In Motion
6489591 Bibb Co Sheriff's Office			COUNTY ROAD	PIO NONO AVE	MOORE ST 0		0 Sideswipe-Same Direction		Roadway Intersection	Daylight	Dry	North	North	Straight	Changing Lanes	Motor Vehicle In Motion
6498541 Bibb Co Sheriff's Office	11/30/2017 6:20:00		STATE ROUTE	EISENHOWER PKWY	PIO NONO AVE O		O Rear End		Roadway Intersection	Daylight	Dry	East	East	Stopped	Straight	Motor Vehicle In Motion
6497267 Bibb Co Sheriff's Office	11/30/2017 9:19:00		STATE ROUTE	PIO NONO AVE	FISENHOWER PKWY O		O Rear End		Roadway Intersection	Daylight	Dry	North	North	Straight	Stopped	Motor Vehicle In Motion
6495404 Bibb Co Sheriff's Office			STATE ROUTE	EISENHOWER PKWY	PIO NONO AVE O		O Rear End		Roadway Intersection			West	West	Stopped	Stopped	Motor Vehicle In Motion
6516589 Bibb Co Sheriff's Office	12/1/2017 5:17:00		STATE ROUTE	PIO NONO AVE	ANTHONY RD 0		O Rear End		Roadway Intersection  Roadway Intersection	Daylight	Dry		South			Motor Vehicle In Motion  Motor Vehicle In Motion
	,-,									DarkLighted	Dry	South		Turning Right	Straight	
6500775 Bibb Co Sheriff's Office	12/5/2017 11:50:00		STATE ROUTE	PIO NONO AVE	EISENHOWER PKWY C		0 Angle		Driveway Intersection	Daylight	Dry	West	South	Straight	Turning Left	Motor Vehicle In Motion
6507043 Bibb Co Sheriff's Office	12/9/2017 7:31:00		STATE ROUTE	MERCER UNIVERSITY DR	PIO NONO LN O		0 Sideswipe-Same Direction		Non-Intersection	DarkLighted	Dry	West	West	Straight	Changing Lanes	Motor Vehicle In Motion
6521000 Bibb Co Sheriff's Office	12/18/2017 6:48:00		STATE ROUTE	ANTHONY RD	PIO NONO AVE 0		0 Angle		Roadway Intersection	DarkLighted	Dry	East	None	Straight	Straight	Motor Vehicle In Motion
6524818 Bibb Co Sheriff's Office	12/21/2017 8:06:00	M BIBB S	STATE ROUTE	PIO NONO AVE	EISENHOWER PKWY O	0	0 Rear End	On Roadway	Roadway Intersection	DarkLighted	Dry	North	North	Straight	Straight	Motor Vehicle In Motion
6526494 Bibb Co Sheriff's Office	12/22/2017 4:09:00	M BIBB S	STATE ROUTE	PIO NONO AVE	HOLLY ST O	0	0 Angle	On Roadway	Roadway Intersection	Daylight	Dry	East	South	Turning Left	Straight	Motor Vehicle In Motion
6531527 Bibb Co Sheriff's Office	12/27/2017 6:45:00	M BIBB		ANTHONY RD	PIO NONO AVE O	0	0 Rear End	On Roadway	Driveway Intersection	DarkLighted	Dry	East	East	Stopped	Straight	Motor Vehicle In Motion
6544995 Bibb Co Sheriff's Office	1/3/2018 5:22:00	M BIBB S	STATE ROUTE	MERCER UNIVERSITY DR	PIO NONO AVE B	2	0 Angle	On Roadway	Driveway Intersection	Daylight	Dry	South	East	Straight	Straight	Motor Vehicle In Motion
6542294 Bibb Co Sheriff's Office	1/6/2018 6:56:00	M BIBB S	STATE ROUTE	PIO NONO AVE	ELL ST O	0	0 Angle	On Roadway	Roadway Intersection	DarkLighted	Dry	North	Southeast	Straight	Turning Left	Motor Vehicle In Motion
6543789 Bibb Co Sheriff's Office	1/9/2018 7:59:00	M RIBB S	STATE ROUTE	MERCER UNIVERSITY DR	PIO NONO AVE C		0 Rear End		Roadway Intersection	Daylight	Wet	West	West	Stopped	Straight	Motor Vehicle In Motion
6550536 Bibb Co Sheriff's Office	1/11/2018 1:54:00		STATE ROUTE	ALINE ST	PIO NONO AVE O		O Rear End		Roadway Intersection	Daylight	Wet	North	North	Stopped	Straight	Motor Vehicle In Motion
6550246 Bibb Co Sheriff's Office	1/11/2018 12:19:00											WOILII		Stoppeu		Motor Vehicle In Motion
			COUNTY ROAD	PIO NONO AVE	MOSELEY AVE 0		0 Rear End		Roadway Intersection	Daylight	Wet	March	North	Charleta	Turning Left	
6551959 Bibb Co Sheriff's Office	1/12/2018 1:50:00	M BIBB C	COUNTY ROAD	PIO NONO AVE	MOORE ST 0	0	0 Angle	On Roadway	Non-Intersection	Daylight	Wet	North	West	Straight	Turning Right	Motor Vehicle In Motion
6551959 Bibb Co Sheriff's Office 6556513 Bibb Co Sheriff's Office	1/12/2018 1:50:00 1/17/2018 11:12:00	M BIBB C	COUNTY ROAD STATE ROUTE	PIO NONO AVE EISENHOWER PKWY	MOORE ST 0 PIO NONO AVE 0	0	0 Angle 0 Sideswipe-Same Direction	On Roadway	Non-Intersection Non-Intersection	Daylight Daylight	Wet Slush		West East	•	Turning Right Straight	Motor Vehicle In Motion Motor Vehicle In Motion
6551959 Bibb Co Sheriff's Office 6556513 Bibb Co Sheriff's Office 6557098 Bibb Co Sheriff's Office	1/12/2018 1:50:00 1/17/2018 11:12:00 1/17/2018 11:12:00	M BIBB ST	COUNTY ROAD STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY EISENHOWER PKWY	MOORE ST O PIO NONO AVE O PIO NONO AVE O	0 0	0 Angle 0 Sideswipe-Same Direction 0 Rear End	On Roadway On Roadway	Non-Intersection Non-Intersection Non-Intersection	Daylight Daylight Daylight	Wet Slush Slush	East	West East East	Straight	Turning Right Straight Straight	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
6551959 Bibb Co Sheriff's Office 6556513 Bibb Co Sheriff's Office 6557098 Bibb Co Sheriff's Office 6566758 Bibb Co Sheriff's Office	1/12/2018 1:50:00 1/17/2018 11:12:00 1/17/2018 11:12:00 1/25/2018 12:31:00	PM BIBB COMM BIBB STAM BIB	COUNTY ROAD STATE ROUTE STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY EISENHOWER PKWY PIO NONO AVE	MOORE ST         O           PIO NONO AVE         O           PIO NONO AVE         O           ANTHONY RD         A	0 0 0 0	Angle     Sideswipe-Same Direction     Rear End     Rear End	On Roadway On Roadway On Roadway	Non-Intersection Non-Intersection Non-Intersection Driveway Intersection	Daylight Daylight	Wet Slush		West East East None	Straight Straight	Turning Right Straight	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
6551959 Bibb Co Sheriff's Office 6556513 Bibb Co Sheriff's Office 6557098 Bibb Co Sheriff's Office 6566758 Bibb Co Sheriff's Office 6580926 Bibb Co Sheriff's Office	1/12/2018 1:50:00 1/17/2018 11:12:00 1/17/2018 11:12:00 1/17/2018 11:12:00 1/25/2018 12:31:00 1/27/2018 7:13:00	PM BIBB COMM BIBB STAM BIB	COUNTY ROAD STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY EISENHOWER PKWY PIO NONO AVE EISENHOWER PKWY	MOORE ST         O           PIO NONO AVE         O           PIO NONO AVE         O           ANTHONY RD         A           PIO NONO AVE         O	0 0 0 1	0 Angle 0 Sideswipe-Same Direction 0 Rear End 0 Rear End 0 Rear End	On Roadway On Roadway On Roadway On Roadway	Non-Intersection Non-Intersection Non-Intersection Driveway Intersection Non-Intersection	Daylight Daylight Daylight	Wet Slush Slush	East North North	West East East None North	Straight Straight Straight	Turning Right Straight Straight	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
6551959 Bibb Co Sheriff's Office 6556513 Bibb Co Sheriff's Office 6557098 Bibb Co Sheriff's Office 6566758 Bibb Co Sheriff's Office	1/12/2018 1:50:00 1/17/2018 11:12:00 1/17/2018 11:12:00 1/17/2018 11:12:00 1/25/2018 12:31:00 1/27/2018 7:13:00	PM BIBB COMM BIBB STAM BIB	COUNTY ROAD STATE ROUTE STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY EISENHOWER PKWY PIO NONO AVE	MOORE ST         O           PIO NONO AVE         O           PIO NONO AVE         O           ANTHONY RD         A	0 0 0 1	Angle     Sideswipe-Same Direction     Rear End     Rear End	On Roadway On Roadway On Roadway On Roadway	Non-Intersection Non-Intersection Non-Intersection Driveway Intersection	Daylight Daylight Daylight Daylight	Wet Slush Slush Dry	East North	West East East None	Straight Straight Straight	Turning Right Straight Straight Stopped	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
6551959 Bibb Co Sheriff's Office 6556513 Bibb Co Sheriff's Office 6557098 Bibb Co Sheriff's Office 6566758 Bibb Co Sheriff's Office 6580926 Bibb Co Sheriff's Office	1/12/2018 1:50:00 1/17/2018 11:12:00 1/17/2018 11:12:00 1/17/2018 11:12:00 1/25/2018 12:31:00 1/27/2018 7:13:00	PM BIBB COMM BIBB STAM BIB	COUNTY ROAD STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY EISENHOWER PKWY PIO NONO AVE EISENHOWER PKWY	MOORE ST         O           PIO NONO AVE         O           PIO NONO AVE         O           ANTHONY RD         A           PIO NONO AVE         O	0 0 0 1 0 2	0 Angle 0 Sideswipe-Same Direction 0 Rear End 0 Rear End 0 Rear End	On Roadway On Roadway On Roadway On Roadway On Roadway	Non-Intersection Non-Intersection Non-Intersection Driveway Intersection Non-Intersection	Daylight Daylight Daylight Daylight Daylight DarkLighted	Wet Slush Slush Dry Dry	East North North	West East East None North	Straight Straight Straight	Turning Right Straight Straight Stopped Stopped	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
6551959 Bibb Co Sheriff's Office 6556513 Bibb Co Sheriff's Office 6557098 Bibb Co Sheriff's Office 6566758 Bibb Co Sheriff's Office 6580926 Bibb Co Sheriff's Office 6569243 Bibb Co Sheriff's Office	1/12/2018 1:50:00 1/17/2018 11:12:00 1/17/2018 11:12:00 1/17/2018 12:31:00 1/25/2018 12:31:00 1/27/2018 7:13:00 1/28/2018 1:14:00	PM BIBB STAM BIB	COUNTY ROAD STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY EISENHOWER PKWY PIO NONO AVE EISENHOWER PKWY PIO NONO AVE	MOORE ST         O           PIO NONO AVE         O           PIO NONO AVE         O           ANTHONY RD         A           PIO NONO AVE         O           EISENHOWER PKWY         C	0 0 0 1 0 2	0 Angle 0 Sideswipe-Same Direction 0 Rear End	On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway	Non-Intersection  Non-Intersection  Non-Intersection  Driveway Intersection  Non-Intersection  Roadway Intersection  Roadway Intersection	Daylight Daylight Daylight Daylight DarkLighted Daylight DarkLighted	Wet Slush Slush Dry Dry Wet	East North North Northeast	West East East None North Northeast	Straight Straight Straight Straight Straight	Turning Right Straight Straight Stopped Stopped Stopped Stopped Straight	Motor Vehicle In Motion Motor Vehicle In Motion
6551959 Bibb Co Sheriff's Office 6556513 Bibb Co Sheriff's Office 6557038 Bibb Co Sheriff's Office 656758 Bibb Co Sheriff's Office 6580926 Bibb Co Sheriff's Office 6569243 Bibb Co Sheriff's Office 656942 Bibb Co Sheriff's Office	1/12/2018 1:50:00 1/17/2018 11:12:00 1/17/2018 11:12:00 1/25/2018 12:31:00 1/27/2018 7:13:00 1/28/2018 1:14:00 1/28/2018 3:11:00	M BIBB STAM	COUNTY ROAD STATE ROUTE	PIO NONO AVE EISENHOWER PKWY EISENHOWER PKWY PIO NONO AVE EISENHOWER PKWY PIO NONO AVE PIO NONO AVE	MOORE ST O PIO NONO AVE O PIO NONO AVE O ANTHONY RD A PIO NONO AVE O EISENHOWER PKWY C MERCER UNIVERSITY DRO	0 0 0 1 0 2 0	0 Angle 0 Sideswipe-Same Direction 0 Rear End	On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway	Non-Intersection Non-Intersection Non-Intersection Driveway Intersection Non-Intersection Roadway Intersection	Daylight Daylight Daylight Daylight Daylight DarkLighted Daylight	Wet Slush Slush Dry Dry Wet Wet	East North North Northeast West	West East East None North Northeast North	Straight Straight Straight Straight	Turning Right Straight Straight Stopped Stopped Stopped	Motor Vehicle In Motion
6551959 Bibb Co Sheriff's Office 6555013 Bibb Co Sheriff's Office 6557098 Bibb Co Sheriff's Office 6560758 Bibb Co Sheriff's Office 6580926 Bibb Co Sheriff's Office 6569243 Bibb Co Sheriff's Office 6569243 Bibb Co Sheriff's Office 6569345 Bibb Co Sheriff's Office	1/12/2018 1:50:00 1/17/2018 11:12:00 1/17/2018 11:12:00 1/25/2018 12:31:00 1/27/2018 7:13:00 1/28/2018 1:14:00 1/28/2018 3:11:00 1/31/2018 3:53:00	M BIBB COM BIBB STAM	COUNTY ROAD STATE ROUTE	PIO NONO AVE EISENHOWER PKWY EISENHOWER PKWY PIO NONO AVE EISENHOWER PKWY PIO NONO AVE PIO NONO AVE MERCER UNIVERSITY DR	MOORE ST	0 0 0 1 0 2 0 0	O Angle O Sideswipe-Same Direction O Rear End O Angle O Rear End	On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway	Non-Intersection Non-Intersection Non-Intersection Driveway Intersection Non-Intersection Roadway Intersection Roadway Intersection Roadway Intersection Roadway Intersection Roadway Intersection	Daylight Daylight Daylight Daylight Daylight DarkLighted Daylight DarkLighted Daylight Daylight	Wet Slush Slush Dry Dry Wet Wet Dry Wet	East North North Northeast West West North	West East East None North Northeast North West North	Straight Straight Straight Straight Straight Straight Straight Stopped Straight	Turning Right Straight Straight Stopped Stopped Stopped Straight Straight	Motor Vehicle In Motion Motor Vehicle In Motion
6551959 Bibb Co Sheriff's Office 6555013 Bibb Co Sheriff's Office 6557098 Bibb Co Sheriff's Office 6560758 Bibb Co Sheriff's Office 6560748 Bibb Co Sheriff's Office 6560743 Bibb Co Sheriff's Office 6560742 Bibb Co Sheriff's Office 6573915 Bibb Co Sheriff's Office 6583436 Bibb Co Sheriff's Office 6583436 Bibb Co Sheriff's Office 6584681 Bibb Co Sheriff's Office	1/12/2018 1:50:00 1/17/2018 1:1:2:00 1/17/2018 1:1:2:00 1/25/2018 1:2:31:00 1/27/2018 7:13:00 1/28/2018 1:1:4:00 1/28/2018 3:11:00 1/31/2018 3:53:00 2/7/2018 7:06:00 2/8/2018 8:26:00	M BIBB COM BIBB STORM	COUNTY ROAD STATE ROUTE	PIO NONO AVE EISENHOWER PKWY EISENHOWER PKWY PIO NONO AVE EISENHOWER PKWY PIO NONO AVE PIO NONO AVE MERCER UNIVERSITY OR EISENHOWER PKWY PIO NONO AVE	MOORE ST	0 0 1 0 2 2 0 0	O Angle O Angle O Rear End O Angle O Rear End O Rear End	On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway On Roadway	Non-intersection Non-intersection Non-intersection Driveway Intersection Non-intersection Roadway Intersection	Daylight Daylight Daylight Daylight DarkLighted Daylight DarkLighted Daylight DarkLighted Daylight Daylight Daylight Daylight Daylight	Wet Slush Slush Dry Dry Wet Wet Dry Wet Dry	East North North Northeast West West North South	West East East None North Northeast North West North West	Straight Straight Straight Straight Straight Straight Straight Straight Stopped Straight Straight	Turning Right Straight Straight Stopped Stopped Stopped Stopped Straight Straight Straight Stopped	Motor Vehicle in Motion Motor Vehicle in Motion
6551959 Bibb Co Sheriff's Office 6555133 Bibb Co Sheriff's Office 6557038 Bibb Co Sheriff's Office 6567958 Bibb Co Sheriff's Office 6569726 Bibb Co Sheriff's Office 6569243 Bibb Co Sheriff's Office 6569342 Bibb Co Sheriff's Office 6563336 Bibb Co Sheriff's Office 658336 Bibb Co Sheriff's Office 6584681 Bibb Co Sheriff's Office 6584681 Bibb Co Sheriff's Office	1/12/2018 1:50:00 1/17/2018 11:12:00 1/17/2018 11:12:00 1/25/2018 12:31:00 1/27/2018 7:13:00 1/28/2018 1:14:00 1/28/2018 3:11:00 1/31/2018 3:53:00 2/7/2018 7:06:00 2/8/2018 8:26:00 2/10/2018 8:50:00	M BIBB COM BIBB STORM	COUNTY ROAD STATE ROUTE	PIO NONO AVE EISENHOWER PKWY EISENHOWER PKWY PIO NONO AVE EISENHOWER PKWY PIO NONO AVE PIO NONO AVE MERCER UNIVERSITY DR EISENHOWER PKWY	MOORE ST	0 0 1 1 0 2 0 0 0	O Angle O Sideswipe-Same Direction O Rear End O Angle O Rear End	On Roadway	Non-intersection Non-intersection Non-intersection Non-intersection Driveway intersection Roadway intersection	Daylight Daylight Daylight Daylight Daylight DarkLighted Daylight DarkLighted Daylight DarkLighted Daylight Daylight Daylight DarkLighted DarkLighted	Wet Slush Slush Dry Dry Wet Wet Dry Wet Dry Ury Wet Dry Ury Ury Dry	East North North Northeast West West North South West	West East None North Northeast North West North West West West	Straight Straight Straight Straight Straight Straight Stopped Straight Straight Changing Lanes	Turning Right Straight Straight Stopped Stopped Stopped Straight Straight Straight Straight Stopped Straight Straight Straight Straight	Motor Vehicle In Motion
6551959 Bibb Co Sheriff's Office 6556738 Bibb Co Sheriff's Office 6557098 Bibb Co Sheriff's Office 6560758 Bibb Co Sheriff's Office 6560758 Bibb Co Sheriff's Office 6560743 Bibb Co Sheriff's Office 6560742 Bibb Co Sheriff's Office 6573915 Bibb Co Sheriff's Office 6583408 Bibb Co Sheriff's Office 6583408 Bibb Co Sheriff's Office 658408 Bibb Co Sheriff's Office 65960955 Bibb Co Sheriff's Office	1/12/2018 1:50:00 1/17/2018 11:12:00 1/17/2018 11:12:00 1/25/2018 12:31:00 1/25/2018 12:31:00 1/28/2018 11:4:00 1/28/2018 3:11:00 1/31/2018 3:53:00 2/6/2018 8:2:60:00 2/17/2018 8:50:00 2/17/2018 1:08:00	PM BIBB COM BIBB ST BI	COUNTY ROAD  STATE ROUTE	PIO NONO AVE EISENHOWER PKWY EISENHOWER PKWY PIO NONO AVE EISENHOWER PKWY PIO NONO AVE MERCER UNIVERSITY OR EISENHOWER PKWY PIO NONO AVE MERCER UNIVERSITY OR EISENHOWER PKWY PIO NONO AVE MERCER UNIVERSITY OR EISENHOWER PKWY	MOORE ST	0 0 0 1 1 0 2 0 0 0 1 0 0	0 Angle 0 Sideswipe-Same Direction 0 Rear End 0 Angle 0 Rear End 0 Rear End 0 Sideswipe-Same Direction 0 Sideswipe-Same Direction	On Roadway	Non-intersection Non-intersection Non-intersection Driveway intersection Non-intersection Non-intersection Roadway intersection Non-intersection	Daylight Daylight Daylight Daylight Darklighted Daylight Darklighted Daylight Darklighted Daylight Daylight Daylight Daylight Darklighted Darklighted Darklighted Darklighted	Wet Slush Slush Dry Dry Wet Wet Dry Wet Dry Uny Wet Dry Wet Dry Dry Dry Dry	East North North Northeast West West North South West East	West East None North Northeast North West North West North West East	Straight Straight Straight Straight Straight Straight Straight Stopped Straight Straight Changing Lanes Changing Lanes	Turning Right Straight Straight Stopped Stopped Stopped Straight Straight Straight Straight Straight Straight Straight Straight Straight	Motor Vehicle in Motion
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6687647 Bibb Co Sheriff's Office	4/27/2018 7:25:00 PM BIBB	STATE ROUTE	PIO NONO AVE	EISENHOWER PKWY	c	1	O Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	North	None	Changing Lanes	Straight	Motor Vehicle In Motion
6695261 Bibb Co Sheriff's Office	4/28/2018 6:54:00 PM BIBB :	STATE ROUTE	PIO NONO AVE	MERCER UNIVERSITY DR	c	1	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry		West		Straight	Motor Vehicle In Motion
6697105 Bibb Co Sheriff's Office		STATE ROUTE	PIO NONO AVE	DENT ST		1	0 Rear End	On Roadway - Non-Intersection		Dry	South	South	Straight	Straight	
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6697478 Bibb Co Sheriff's Office		COUNTY ROAD	PIO NONO AVE		0	0	0 Head On	On Roadway - Non-Intersection	Daylight	Dry	North	North	Stopped	Straight	Motor Vehicle In Motion
6706786 Bibb Co Sheriff's Office	5/13/2018 11:02:00 AM BIBB	STATE ROUTE	EISENHOWER PKWY	PIO NONO AVE	0	0	0 Rear End	On Roadway - Non-Intersection	Daylight	Dry	North	North	Straight	Stopped	Motor Vehicle In Motion
6708401 Bibb Co Sheriff's Office	5/14/2018 10:44:00 AM BIBB	STATE ROUTE	MERCER UNIVERSITY DR	PIO NONO AVE	С	2	0 Rear End	On Roadway - Non-Intersection	Davlight	Dry	West	West	Stopped	Straight	Motor Vehicle In Motion
6711165 Bibb Co Sheriff's Office	5/15/2018 5:51:00 PM BIBB	STATE ROUTE	MERCER UNIVERSITY DR	PIO NONO AVE	0	0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Wet	East	East	Turning Right	Straight	Motor Vehicle In Motion
6713625 Bibb Co Sheriff's Office		COUNTY ROAD	PIO NONO AVE		0	0	0 Angle	On Roadway - Non-Intersection	Daylight	Wet	South	East	Straight	Turning Left	Motor Vehicle In Motion
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6717497 Bibb Co Sheriff's Office		STATE ROUTE	PIO NONO AVE		0	0	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	North	West	Straight	Straight	Motor Vehicle In Motion
6725591 Bibb Co Sheriff's Office	5/25/2018 8:41:00 AM BIBB	STATE ROUTE	EISENHOWER PKWY	PIO NONO AVE	0	0	0 Rear End	On Roadway - Non-Intersection	Daylight	Wet	North	North	Straight	Changing Lanes	Motor Vehicle In Motion
6725706 Bibb Co Sheriff's Office	5/25/2018 2:50:00 PM BIBB	STATE ROUTE	PIO NONO AVE	FISENHOWER PKWY	c	1	0 Angle	On Roadway - Driveway Intersection	Daylight	Wet	West	North	Turning Left	Straight	Motor Vehicle In Motion
6726748 Bibb Co Sheriff's Office		STATE ROUTE	PIO NONO AVE	FISENHOWER PKWY	0	0	O Rear End	On Roadway - Non-Intersection	Daylight	Dry	North	North	Turning Right	Straight	Motor Vehicle In Motion
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6725648 Bibb Co Sheriff's Office	0, -0, -0-0 00.00	STATE ROUTE	PIO NONO AVE		0	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Straight	Stopped	Motor Vehicle In Motion
6738053 Bibb Co Sheriff's Office	6/5/2018 5:29:00 PM BIBB 1	STATE ROUTE	PIO NONO AVE	ANTHONY RD	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry	North	North	Changing Lanes	Straight	Motor Vehicle In Motion
6744858 Bibb Co Sheriff's Office	6/12/2018 5:21:00 PM BIBB	STATE ROUTE	MERCER UNIVERSITY DR	PIO NONO AVE	c	2	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	Fast	Fast	Stopped	Straight	Motor Vehicle In Motion
6746244 Bibb Co Sheriff's Office	6/13/2018 8:54:00 PM BIBB	STATE ROUTE	PIO NONO AVE	EISENHOWER PKWY	c	1	0 Angle	On Roadway - Driveway Intersection	DarkLighted	Dry	South	West	Entering/Leaving		Motor Vehicle In Motion
6748038 Bibb Co Sheriff's Office		STATE ROUTE	PIO NONO AVE		0	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Wet	North	North	Straight	Stopped	Motor Vehicle In Motion
6749447 Bibb Co Sheriff's Office	6/16/2018 7:52:00 PM BIBB	STATE ROUTE	EISENHOWER PKWY	PIO NONO AVE	В	1	0 Angle	On Roadway - Non-Intersection	Dusk	Dry	East	South	Entering/Leaving	[Straight]	
6749852 Bibb Co Sheriff's Office	6/17/2018 2:24:00 PM BIBB	STATE ROUTE	PIO NONO AVE	EISENHOWER PKWY	0	0	0 Rear End	On Roadway - Roadway Intersection	Davlight	Dry	South	South	Turning Right	Straight	Motor Vehicle In Motion
6778738 Bibb Co Sheriff's Office	7/3/2018 12:30:00 PM BIBB	STATE ROUTE	PIO NONO AVE	HOLLY ST	r	E	0 Angle	On Roadway - Driveway Intersection	Daylight	Dry	North	Northeast		Entering/Leaving Drive	e Motor Vehicle In Motion
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6790455 Bibb Co Sheriff's Office		STATE ROUTE	MERCER UNIVERSITY DR		0	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Stopped	Straight	Motor Vehicle In Motion
6803256 Bibb Co Sheriff's Office	7/14/2018 12:18:00 PM BIBB	STATE ROUTE	PIO NONO AVE	EISENHOWER PKWY	0	0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Stopped	Straight	Motor Vehicle In Motion
6806507 Bibb Co Sheriff's Office	7/16/2018 6:15:00 PM BIBB	COUNTY ROAD	ANTHONY RD	PIO NONO AVE	0	0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Changing Lanes	Straight	Motor Vehicle In Motion
6793960 Bibb Co Sheriff's Office		STATE ROUTE	PIO NONO AVE	ANTHONY RD	c	3	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	East	North	Straight	Straight	Motor Vehicle In Motion
	.,,	STATE ROUTE	FISENHOWER HWY		0	0				-		West			WOOD VEHICLE III WOULDII
6796781 Bibb Co Sheriff's Office	.,,				-	U	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	DarkLighted	Dry	West		Turning Left	Turning Left	
6800579 Bibb Co Sheriff's Office	7/20/2018 10:25:00 PM BIBB	STATE ROUTE	PIO NONO AVE	MERCER UNIVERSITY DR	С	1	0 Rear End	On Roadway - Roadway Intersection	Dusk	Dry	None	North	Stopped	Straight	Parked Motor Vehicle
6807108 Bibb Co Sheriff's Office	7/27/2018 5:32:00 PM BIBB 1	STATE ROUTE	MERCER UNIVERSITY DR	PIO NONO AVE	c	2	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Straight	Stopped	Motor Vehicle In Motion
6845255 Bibb Co Sheriff's Office	8/2/2018 12:00:00 AM BIBB	STATE ROUTE	PIO NONO AVE	VINING CIR	0	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	North	North	Straight	Straight	Motor Vehicle In Motion
6834586 Bibb Co Sheriff's Office		STATE ROUTE	PIO NONO AVE	MERCER UNIVERSITY		2	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	West	South	Turning Left	Straight	Motor Vehicle In Motion
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6827357 Bibb Co Sheriff's Office	8/9/2018 2:24:00 PM BIBB	STATE ROUTE	EISENHOWER HWY	PIO NONO AVE	0	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	West	West	Straight	Stopped	Motor Vehicle In Motion
6829176 Bibb Co Sheriff's Office	8/11/2018 11:21:00 PM BIBB	STATE ROUTE	PIO NONO AVE	MERCER UNIVERSITY DR	0	0	0 Rear End	On Roadway - Non-Intersection	DarkLighted	Dry	None	North	Backing	Straight	Motor Vehicle In Motion
6829439 Bibb Co Sheriff's Office	8/13/2018 7:13:00 AM BIBB	STATE ROUTE	EISENHOWER PKWY	PIO NONO AVE	0	0	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	Northeast	West	Turning Left	Straight	Motor Vehicle In Motion
6838303 Bibb Co Sheriff's Office		STATE ROUTE	PIO NONO AVE		0	0	0 Rear End	On Roadway - Non-Intersection	Dusk	Dry		North	8	Straight	Motor Vehicle In Motion
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6834953 Bibb Co Sheriff's Office	8/16/2018 4:23:00 PM BIBB	STATE ROUTE	MERCER UNIVERSITY DR	PIO NONO AVE	C	1	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	East	East	Stopped	Straight	Motor Vehicle In Motion
6838395 Bibb Co Sheriff's Office	8/17/2018 5:37:00 PM BIBB 1	STATE ROUTE	PIO NONO AVE	ANTHONY RD	0	0	0 Angle	On Roadway - Driveway Intersection	Daylight	Dry	North	South	Straight	Turning Left	Motor Vehicle In Motion
6838148 Bibb Co Sheriff's Office	8/18/2018 9:07:00 PM BIBB	STATE ROUTE	PIO NONO AVE	EISENHOWER PKWY	0	0	0 Rear End	On Roadway - Non-Intersection	DarkLighted	Dry		North		Stopped	Motor Vehicle In Motion
6847039 Bibb Co Sheriff's Office	-1 -1														
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	-1 -1	COUNTY ROAD	CRAWFORD ST	110 110110 7112	0	0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	South	South	Stopped	Straight	Motor Vehicle In Motion
6840476 Bibb Co Sheriff's Office	8/20/2018 4:04:00 PM BIBB	STATE ROUTE	PIO NONO AVE	HOLLY ST	0	0	0 Rear End 0 Rear End	On Roadway - Non-Intersection	Daylight Daylight	Wet	South	South	Stopped Straight	Stopped	Motor Vehicle In Motion
6840476 Bibb Co Sheriff's Office 6852133 Bibb Co Sheriff's Office	8/20/2018 4:04:00 PM BIBB			HOLLY ST	<u> </u>				- 7 0						
6852133 Bibb Co Sheriff's Office	8/20/2018 4:04:00 PM BIBB 5/29/2018 7:45:00 AM BIBB 5	STATE ROUTE	PIO NONO AVE	HOLLY ST PIO NONO AVE	0	0	0 Rear End 0 Rear End	On Roadway - Non-Intersection On Roadway - Roadway Intersection	Daylight	Wet	South	South	Straight	Stopped	Motor Vehicle In Motion Motor Vehicle In Motion
6852133 Bibb Co Sheriff's Office 6852403 Bibb Co Sheriff's Office	8/20/2018 4:04:00 PM BIBB 5/29/2018 7:45:00 AM BIBB 5/29/2018 9:13:00 AM BIBB 5/29/2018	STATE ROUTE STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY MERCER UNIVERSITY DR	HOLLY ST PIO NONO AVE PIO NONO AVE	0	0 0	0 Rear End 0 Rear End 0 Sideswipe-Same Direction	On Roadway - Non-Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight Daylight	Wet Dry Dry	South West East	South West East	Straight Stopped Straight	Stopped Straight Changing Lanes	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
6852133 Bibb Co Sheriff's Office 6852403 Bibb Co Sheriff's Office 6860059 Gsp Post 00	8/20/2018 4:04:00 PM BIBB 8/29/2018 7:45:00 AM BIBB 8/29/2018 9:13:00 AM BIBB 8/30/2018 7:10:00 PM BIBB	STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY MERCER UNIVERSITY DR PIO NONO AVENUE 0.00	HOLLY ST PIO NONO AVE PIO NONO AVE EISENHOWER PARKWAY	0 0 0	0 0 0 0	0 Rear End 0 Rear End 0 Sideswipe-Same Direction 0 Angle	On Roadway - Non-Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight Daylight Daylight Daylight	Wet Dry Dry Dry	South West East North	South West East South	Straight Stopped Straight Turning Left	Stopped Straight Changing Lanes Straight	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
6852133 Bibb Co Sheriff's Office 6852403 Bibb Co Sheriff's Office 6860059 Gsp Post 00 6856916 Bibb Co Sheriff's Office	8/20/2018 4:04:00 PM BIBB 8/29/2018 7:45:00 AM BIBB 8/29/2018 9:13:00 AM BIBB 8/30/2018 7:10:00 PM BIBB 9/1/2018 4:54:00 PM BIBB	STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY MERCER UNIVERSITY DR PIO NONO AVENUE 0.00 EISENHOWER PKWY	HOLLY ST PIO NONO AVE PIO NONO AVE EISENHOWER PARKWAY PIO NONO AVE	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	0 Rear End 0 Rear End 0 Sideswipe-Same Direction 0 Angle 0 Rear End	On Roadway - Non-Intersection On Roadway - Roadway Intersection	Daylight Daylight Daylight Daylight Daylight Daylight	Wet Dry Dry Dry Dry Dry	South West East North East	South West East South East	Straight Stopped Straight Turning Left Stopped	Stopped Straight Changing Lanes Straight Straight	Motor Vehicle In Motion
6852133 Bibb Co Sheriff's Office 6852403 Bibb Co Sheriff's Office 6860059 Gsp Post 00	8/20/2018 4:04:00 PM BIBB 8/29/2018 7:45:00 AM BIBB 8/29/2018 9:13:00 AM BIBB 8/30/2018 7:10:00 PM BIBB 9/1/2018 4:54:00 PM BIBB	STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY MERCER UNIVERSITY DR PIO NONO AVENUE 0.00	HOLLY ST PIO NONO AVE PIO NONO AVE EISENHOWER PARKWAY PIO NONO AVE	0 0 0	0 0 0 0	0 Rear End 0 Rear End 0 Sideswipe-Same Direction 0 Angle	On Roadway - Non-Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection On Roadway - Roadway Intersection	Daylight Daylight Daylight Daylight Daylight	Wet Dry Dry Dry	South West East North	South West East South	Straight Stopped Straight Turning Left Stopped	Stopped Straight Changing Lanes Straight	Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion Motor Vehicle In Motion
6852133 Bibb Co Sheriff's Office 6852403 Bibb Co Sheriff's Office 6860059 Gsp Post 00 6856916 Bibb Co Sheriff's Office 6863335 Bibb Co Sheriff's Office	8/20/2018 4:04:00 PM BIBB 8/29/2018 7:45:00 AM BIBB 8/29/2018 9:13:00 AM BIBB 8/30/2018 7:10:00 PM BIBB 9/1/2018 4:54:00 PM BIBB 9/6/2018 5:22:00 PM BIBB	STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY MERCER UNIVERSITY DR PIO NONO AVENUE 0.00 EISENHOWER PKWY	HOLLY ST PIO NONO AVE PIO NONO AVE EISENHOWER PARKWAY PIO NONO AVE EISENHOWER PKWY	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	O Rear End O Rear End O Sideswipe-Same Direction O Angle O Rear End O Rear End	On Roadway - Non-Intersection On Roadway - Roadway Intersection	Daylight Daylight Daylight Daylight Daylight Daylight Daylight Daylight	Wet Dry Dry Dry Dry Dry Dry	South West East North East Northwest	South West East South East Northwes	Straight Stopped Straight Turning Left Stopped tt Stopped	Stopped Straight Changing Lanes Straight Straight Straight	Motor Vehicle In Motion
6852133 Bibb Co Sheriff's Office 6852403 Bibb Co Sheriff's Office 6860059 Gsp Post 00 6856916 Bibb Co Sheriff's Office 6863335 Bibb Co Sheriff's Office 6864687 Bibb Co Sheriff's Office	8/20/2018 4:04:00 PM BIBB 8/29/2018 7:45:00 AM BIBB 8/29/2018 9:13:00 AM BIBB 8/30/2018 7:10:00 PM BIBB 9/1/2018 4:54:00 PM BIBB 9/6/2018 5:22:00 PM BIBB 9/7/2018 7:19:00 PM BIBB	STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY MERCER UNIVERSITY DR PIO NONO AVEUE EISENHOWER PKWY PIO NONO AVE EISENHOWER PKWY	HOLLY ST PIO NONO AVE PIO NONO AVE EISENHOWER PARKWAY PIO NONO AVE EISENHOWER PKWY PIO NONO AVE	0 0 0 0 0 0 0	0 0 0 0 0 0	0 Rear End 0 Rear End 0 Sideswipe-Same Direction 0 Angle 0 Rear End 0 Rear End 0 Angle	On Roadway - Non-Intersection On Roadway - Roadway Intersection	Daylight Daylight Daylight Daylight Daylight Daylight Daylight Daylight Daylight Dusk	Wet Dry Dry Dry Dry Dry Dry Dry	South West East North East Northwest West	South West East South East Northwes South	Straight Stopped Straight Turning Left Stopped et Stopped Straight	Stopped Straight Changing Lanes Straight Straight Straight Turning Left	Motor Vehicle In Motion
6852133 Bibb Co Sheriff's Office 6852403 Bibb Co Sheriff's Office 6860099 Gsp Post 00 6856916 Bibb Co Sheriff's Office 6863335 Bibb Co Sheriff's Office 6864687 Bibb Co Sheriff's Office 6866022 Bibb Co Sheriff's Office	8/20/2018 4:04:00 PM BIBB 8/29/2018 7:45:00 AM BIBB 8/29/2018 9:13:00 AM BIBB 8/30/2018 7:10:00 PM BIBB 9/1/2018 4:54:00 PM BIBB 9/6/2018 5:22:00 PM BIBB 9/7/2018 7:19:00 PM BIBB 9/9/2018 12:05:00 PM BIBB	STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY MERCER UNIVERSITY DR PIO NONO AVENUE 0.00 EISENHOWER PKWY PIO NONO AVE EISENHOWER PKWY PIO NONO AVE	HOLLY ST PIO NONO AVE PIO NONO AVE EISENHOWER PARKWAY PIO NONO AVE EISENHOWER PKWY PIO NONO AVE MERCER UNIVERSITY DR	0 0 0 0 0 0 0 0	0 0 0 0 0 0	O Rear End O Rear End O Rear End O Sideswipe-Same Direction O Angle O Rear End O Rear End O Angle	On Roadway - Non-intersection On Roadway - Roadway Intersection	Daylight Daylight Daylight Daylight Daylight Daylight Daylight Daylight Daylight Dusk Daylight	Wet Dry Dry Dry Dry Dry Dry Dry Dry Dry	South West East North East Northwest West North	South West East South East Northwes South North	Straight Stopped Straight Turning Left Stopped et Stopped Straight Stopped	Stopped Straight Changing Lanes Straight Straight Straight Turning Left Straight	Motor Vehicle In Motion
6852133 Bibb Co Sheriff's Office 6852403 Bibb Co Sheriff's Office 6860059 Gsp Post 00 6856916 Bibb Co Sheriff's Office 6863935 Bibb Co Sheriff's Office 6864687 Bibb Co Sheriff's Office 6866022 Bibb Co Sheriff's Office 6874911 Bibb Co Sheriff's Office	8/20/2018 4:04:00 PM BIBB 8/29/2018 7:45:00 AM BIBB 8/29/2018 9:13:00 AM BIBB 8/29/2018 9:13:00 AM BIBB 9/1/2018 4:54:00 PM BIBB 9/6/2018 5:22:00 PM BIBB 9/7/2018 7:19:00 PM BIBB 9/4/2018 12:05:00 PM BIBB 9/4/2018 4:50:00 PM BIBB	STATE ROUTE	PIO NONO AVE EISENHOWER PKWY MERCER UNIVERSITY DR PIO NONO AVENUE 0.00 EISENHOWER PKWY PIO NONO AVE EISENHOWER PKWY PIO NONO AVE PIO NONO AVE PIO NONO AVE	HOLLY ST PIO NONO AVE PIO NONO AVE EISENHOWER PARKWAY PIO NONO AVE EISENHOWER PKWY PIO NONO AVE MERCER UNIVERSITY DR EISENHOWER PKWY	0 0 0 0 0 0 0	0 0 0 0 0 0	O Rear End O Rear End O Rear End O Sideswipe-Same Direction O Angle O Rear End O Rear End O Angle O Rear End O Rear End O Rear End O Rear End	On Roadway - Non-Intersection On Roadway - Roadway Intersection	Daylight Daylight Daylight Daylight Daylight Daylight Daylight Daylight Daylight Dusk Daylight Daylight Daylight	Wet Dry	South West East North East Northwest West Northwest North North	South West East South East Northwes South North N/A	Straight Stopped Straight Turning Left Stopped straight Stopped Straight Stopped Stopped Stopped	Stopped Straight Changing Lanes Straight Straight Straight Turning Left Straight Straight	Motor Vehicle In Motion
6852133 Bibb Co Sheriff's Office 6852403 Bibb Co Sheriff's Office 6860099 Gsp Post 00 6856916 Bibb Co Sheriff's Office 6863335 Bibb Co Sheriff's Office 6864687 Bibb Co Sheriff's Office 6866022 Bibb Co Sheriff's Office	8/20/2018 4:04:00 PM BIBB 8/29/2018 7:45:00 AM BIBB 8/29/2018 9:13:00 AM BIBB 8/29/2018 9:13:00 AM BIBB 9/1/2018 4:54:00 PM BIBB 9/6/2018 5:22:00 PM BIBB 9/7/2018 7:19:00 PM BIBB 9/1/2018 12:05:00 PM BIBB 9/1/2018 12:05:00 PM BIBB	STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE STATE ROUTE	PIO NONO AVE EISENHOWER PKWY MERCER UNIVERSITY DR PIO NONO AVENUE 0.00 EISENHOWER PKWY PIO NONO AVE EISENHOWER PKWY PIO NONO AVE	HOLLY ST PIO NONO AVE PIO NONO AVE EISENHOWER PARKWAY PIO NONO AVE EISENHOWER PKWY PIO NONO AVE MERCER UNIVERSITY DR	0 0 0 0 0 0 0 0	0 0 0 0 0 0	O Rear End O Rear End O Rear End O Sideswipe-Same Direction O Angle O Rear End O Rear End O Angle	On Roadway - Non-intersection On Roadway - Roadway Intersection	Daylight Daylight Daylight Daylight Daylight Daylight Daylight Daylight Daylight Dusk Daylight	Wet Dry Dry Dry Dry Dry Dry Dry Dry Dry	South West East North East Northwest West North	South West East South East Northwes South North	Straight Stopped Straight Turning Left Stopped et Stopped Straight Stopped	Stopped Straight Changing Lanes Straight Straight Straight Turning Left Straight	Motor Vehicle In Motion
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## Appendix B: Intersection and Roadway Segments Crash Diagrams

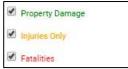
## SR 247/Pio Nono Avenue at SR 74/Mercer University Drive Crash Diagram (2014-2018)



# SR 247/Pio Nono Avenue from SR 74/Mercer University Drive to Anthony Road Crash Diagram (2014-2018)







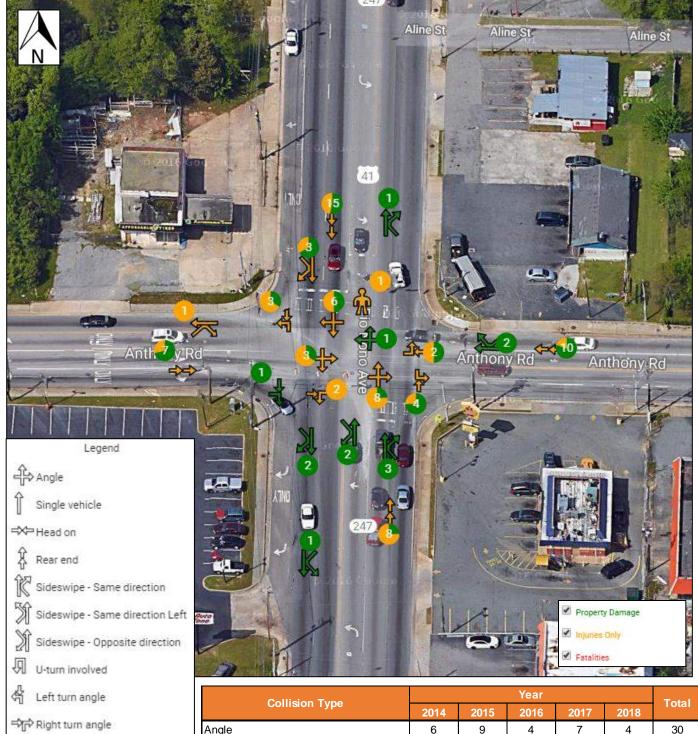
# SR 247/Pio Nono Avenue from SR 74/Mercer University Drive to Anthony Road Crash Diagram (2014-2018)



1	Property Damage	
1	Injuries Only	
4	Estalities	

Callician Type			Year			Total
Collision Type	2014	2015	2016	2017	2018	TOlai
Angle	2	3	2	1	2	10
Head On	0	0	0	1	1	2
Rear End	13	9	3	8	9	42
Sideswipe Same Direction	3	2	3	1	0	9
Sideswipe Opposite Direction	0	0	0	0	0	0
Not a Collision with Motor Vehicle	1	1	2	0	0	4
Total Crashes	19	15	10	11	12	67
Total Injury Crashes	10	7	4	2	3	26
Total Fatal Crashes	0	0	0	0	0	0

### SR 247/Pio Nono Avenue at Anthony Road Crash Diagram (2014-2018)



Parking

Driveway

Pedestrian

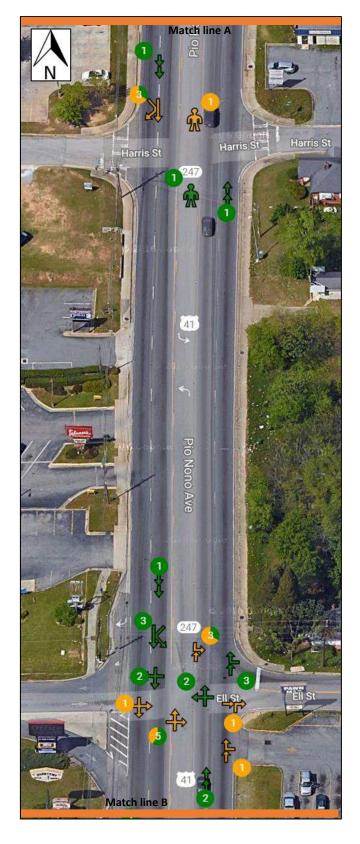
St User defined

ਿੱਚ Bicycle

Callisian Type			Year			Total
Collision Type	2014	2015	2016	2017	2018	Total
Angle	6	9	4	7	4	30
Head On	0	0	0	0	0	0
Rear End	5	9	12	10	4	40
Sideswipe Same Direction	1	1	2	6	2	12
Sideswipe Opposite Direction	0	0	1	0	2	3
Not a Collision with Motor Vehicle	0	0	0	1	0	1
Total Crashes	12	19	19	24	12	86
Total Injury Crashes	4	10	10	8	4	36
Total Fatal Crashes	0	0	0	0	0	0

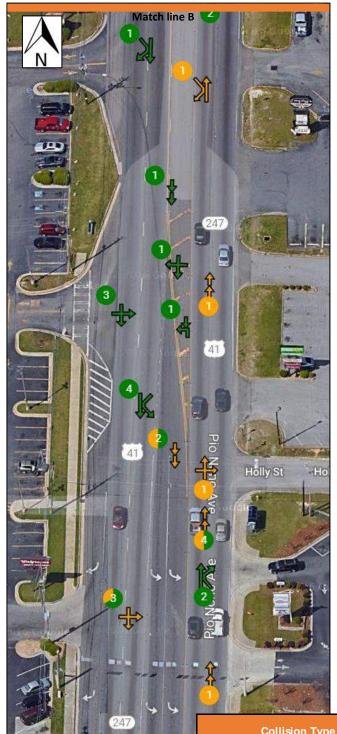
### SR 247/Pio Nono Avenue from Anthony Road to SR 22/Eisenhower Parkway Crash Diagram (2014-2018)

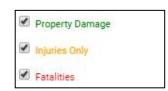






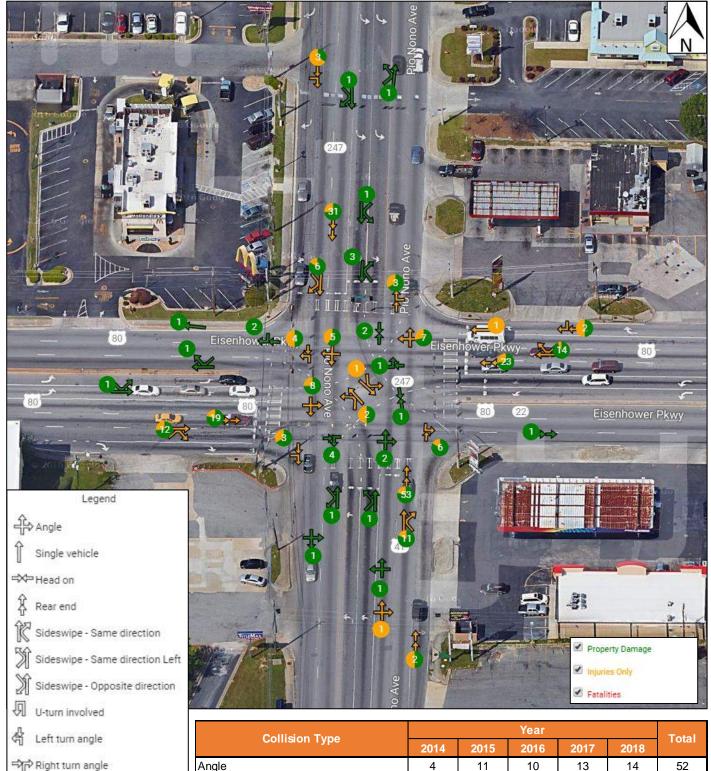
# SR 247/Pio Nono Avenue from Anthony Road to SR 22/Eisenhower Parkway Crash Diagram (2014-2018)





Callisian Type			Year			Total
Collision Type	2014	2015	2016	2017	2018	Total
Angle	8	9	5	7	6	35
Head On	1	0	0	0	0	1
Rear End	0	5	6	4	4	19
Sideswipe Same Direction	4	3	2	1	2	12
Sideswipe Opposite Direction	1	0	0	1	0	2
Not a Collision with Motor Vehicle	2	0	0	0	0	2
Total Crashes	16	17	13	13	12	71
Total Injury Crashes	5	4	5	5	5	24
Total Fatal Crashes	0	0	0	0	0	0

### SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway Crash Diagram (2014-2018)



P Parking

Driveway

Pedestrian

User defined

Bicycle

Collision Type			Year			Total
Contaion Type	2014	2015	2016	2017	2018	Total
Angle	4	11	10	13	14	52
Head On	0	0	0	2	1	3
Rear End	19	21	33	33	24	130
Sideswipe Same Direction	6	10	16	7	12	51
Sideswipe Opposite Direction	1	2	0	0	2	5
Not a Collision with Motor Vehicle	2	0	0	0	0	2
Total Crashes	32	44	59	55	53	243
Total Injury Crashes	7	12	15	15	11	60
Total Fatal Crashes	0	0	0	0	0	0

# **Appendix C: Traffic Data**



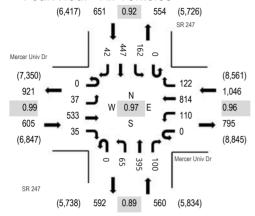
(303) 216-2439 www.alltrafficdata.net Location: 1 SR 247 & Mercer Univ Dr AM

Date and Start Time: Wednesday, May 16, 2018

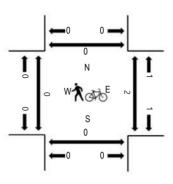
**Peak Hour:** 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

#### Peak Hour - All Vehicles



#### Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

#### **Traffic Counts**

	N	1ercer	Univ D	r	N	lercer L	Jniv Dr			SR 2	247			SR	247							
Interval		Eastb	ound			Westb	ound			Northb	ound			Southl	bound			Rolling	Ped		n Crossii	
 Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru I	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
6:30 AM	0	1	113	2	0	5	55	20	0	4	23	17	0	18	35	6	299	1,612	0	1	0	0
6:45 AM	0	1	108	7	0	9	75	28	0	2	40	17	0	24	37	2	350	1,956	0	2	0	0
7:00 AM	0	3	124	4	0	8	97	25	0	5	59	13	0	26	44	2	410	2,272	0	0	0	0
7:15 AM	0	4	149	3	0	7	119	38	0	3	89	20	0	36	79	6	553	2,535	0	0	0	0
7:30 AM	0	4	208	4	0	10	123	29	0	7	96	29	0	39	88	6	643	2,611	1	0	0	0
7:45 AM	0	4	208	3	0	17	117	30	0	16	82	49	0	48	80	12	666	2,527	0	0	0	0
8:00 AM	0	3	197	10	0	18	136	38	0	18	90	32	0	42	80	9	673	2,421	0	1	0	0
8:15 AM	0	3	202	6	0	17	147	25	0	7	85	20	0	24	87	6	629		0	0	1	0
8:30 AM	0	4	138	7	0	13	122	30	0	7	90	17	0	31	95	5	559		1	0	0	0
8:45 AM	0	9	154	8	0	11	108	27	0	7	94	16	0	33	80	13	560		1	0	1	0
9:00 AM	0	3	125	1	0	13	108	35	0	7	74	21	0	27	73	7	494	1,899	0	0	0	0
9:15 AM	0	4	113	5	0	16	112	22	0	5	66	22	0	32	75	5	477	1,870	0	0	0	0
9:30 AM	0	3	128	7	0	20	102	28	0	5	58	20	0	20	78	7	476	1,852	1	1	0	0
9:45 AM	0	3	110	5	0	18	114	25	0	4	73	20	0	22	52	6	452	1,896	0	0	0	0
10:00 AM	0	3	104	5	0	21	97	19	0	12	75	24	0	25	76	4	465	1,913	0	0	1	0
10:15 AM	0	7	99	5	0	22	102	18	0	8	64	17	0	18	88	11	459	1,959	0	0	0	0
10:30 AM	0	3	112	11	0	20	124	23	0	7	87	18	0	27	80	8	520	1,975	0	0	0	0
10:45 AM	0	4	99	6	0	18	124	22	0	8	71	19	0	20	68	10	469	1,991	1	0	0	0
11:00 AM	0	10	99	7	0	23	122	18	0	13	89	24	0	24	76	6	511	2,069	0	0	0	0
11:15 AM	0	7	92	6	0	21	110	27	0	12	64	16	0	19	88	13	475	2,110	0	0	0	0
11:30 AM	0	5	113	6	0	26	112	22	0	11	80	17	0	23	110	11	536	2,202	2	1	0	1
11:45 AM	0	9	109	12	0	25	130	23	0	10	75	21	0	31	88	14	547	2,244	0	0	0	0
12:00 PM	0	9	108	3	0	15	116	25	0	6	83	25	0	35	113	14	552	2,278	0	0	0	0
12:15 PM	0	6	119	9	0	27	143	18	0	13	87	23	0	19	89	14	567	2,305	0	1	0	0
12:30 PM	0	12	116	13	0	15	134	28	0	13	89	26	0	31	93	8	578	2,360	0	0	0	0
12:45 PM	0	10	141	6	0	21	117	21	0	11	84	35	0	28	98	9	581	2,374	0	1	1	0
1:00 PM	0	11	145	11	0	13	119	26	0	15	97	15	0	35	82	10	579	2,379	0	1	2	1
1:15 PM	0	10	137	10	0	20	129	30	0	11	96	24	0	26	112	17	622	2,391	0	0	0	1
1:30 PM	0	9	115	5	0	21	124	24	0	11	102	22	0	33	114	12	592	2,382	0	1	0	0
1:45 PM	0	3	118	4	0	27	132	29	0	11	90	19	0	33	109	11	586	2,394	0	0	0	0
2:00 PM	0	5	133	4	0	15	135	19	0	11	96	31	0	34	99	9	591	2,432	0	0	1	0
2:15 PM	0	3	137	13	0	27	143	24	0	9	100	22	0	22	99	14	613	2,481	0	2	0	0
2:30 PM	0	8	140	8	0	19	133	32	0	13	103	28	0	20	91	9	604	2,595	0	0	0	0
2:45 PM	0	6	111	9	0	19	109	23	0	13	131	20	0	42	132	9	624	2,702	0	0	0	1
3:00 PM	0	6	121	7	0	26	169	32	0	15	78	31	0	51	95	9	640	2,787	0	1	0	0

3:15 PM	0	9	133	15	0	30	155	32	0	18	118	40	0	32	131	14	727	2,841	1	0	0	0
3:30 PM	0	10	116	10	0	24	196	24	0	19	96	47	0	26	131	12	711	2,791	0	1	0	0
3:45 PM	0	13	113	9	0	26	141	23	0	21	134	34	0	34	150	11	709	2,713	0	0	0	0
4:00 PM	0	8	116	6	0	23	198	31	0	5	115	29	0	46	104	13	694	2,703	0	2	0	0
4:15 PM	0	8	111	12	0	24	149	21	0	23	113	24	0	52	120	20	677	2,749	0	0	0	0
4:30 PM	0	4	113	12	0	17	196	35	0	8	84	31	0	35	90	8	633	2,804	0	0	0	0
4:45 PM	0	5	110	5	0	35	184	42	0	17	115	23	0	30	125	8	699	2,862	0	0	0	0
5:00 PM	0	13	152	15	0	21	202	29	0	20	96	29	0	54	100	9	740	2,793	0	0	0	0
5:15 PM	0	12	144	10	0	29	220	24	0	12	96	26	0	34	111	14	732	2,605	0	0	0	0
5:30 PM	0	7	127	5	0	25	208	27	0	16	88	22	0	44	111	11	691	2,385	0	2	0	0
5:45 PM	0	10	133	6	0	18	153	29	0	10	83	32	0	29	121	6	630		0	3	0	0
6:00 PM	0	7	146	14	1	15	102	29	0	17	81	11	0	36	83	10	552		0	0	0	0
6:15 PM	0	1	122	13	0	7	105	26	0	12	70	19	0	36	97	4	512		0	0	0	0

# Peak Rolling Hour Flow Rates

		East	bound			West	oound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	3	0	0	0	3	0	0	0	3	0	0	3	1	0	13
Lights	0	29	522	35	0	106	803	120	0	65	379	98	0	153	443	42	2,795
Mediums	0	8	8	0	0	4	8	2	0	0	13	2	0	6	3	0	54
Total	0	37	533	35	0	110	814	122	0	65	395	100	0	162	447	42	2.862



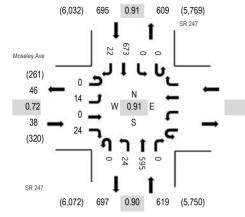
(303) 216-2439 www.alltrafficdata.net Location: 2 SR 247 & Moseley Ave AM

Date and Start Time: Wednesday, May 16, 2018

Peak Hour: 03:15 PM - 04:15 PM

**Peak 15-Minutes:** 03:45 PM - 04:00 PM

#### Peak Hour - All Vehicles



#### Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

#### **Traffic Counts**

		Mosele						SR 2	247			SR	247							
Interval		Eastb	ound		Westb	ound		Northb	ound			South	oound			Rolling			Crossin	
 Start Time	U-Turn	Left	Thru	Right	U-Turn Left	Thru Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
6:30 AM	0	0	0	1			0	1	42	0	0	0	40	1	85	514	0		0	0
6:45 AM	0	5	0	0			0	0	54	0	0	0	44	0	103	672	0		0	0
7:00 AM	0	5	0	0			0	0	73	0	0	0	66	3	147	824	0		0	0
7:15 AM	0	3	0	1			0	0	87	0	0	0	87	1	179	923	1		0	0
7:30 AM	0	4	0	0			0	0	125	0	0	0	113	1	243	955	0		0	0
7:45 AM	0	7	0	2			0	2	119	0	0	0	121	4	255	946	1		0	2
8:00 AM	0	3	0	2			0	2	119	0	0	0	119	1	246	908	0		0	0
8:15 AM	0	2	0	0			0	1	100	0	0	0	104	4	211		0		0	0
8:30 AM	0	5	0	2			0	3	110	0	0	0	112	2	234		2		0	0
8:45 AM	0	0	0	0			0	1	115	0	0	0	99	2	217		2		0	0
9:00 AM	0	4	0	1			0	0	87	0	0	0	96	1	189	762	0		0	0
9:15 AM	0	1	0	2			0	3	92	0	0	0	91	1	190	766	1		0	1
9:30 AM	0	1	0	2			0	1	76	0	0	0	112	1	193	795	0		0	0
9:45 AM	0	2	0	1			0	1	99	0	0	0	85	2	190	827	1		0	0
10:00 AM	0	6	0	0			0	1	89	0	0	0	96	1	193	866	0		0	0
10:15 AM	0	0	0	3			0	2	95	0	0	0	117	2	219	900	0		0	0
10:30 AM	0	2	0	3			0	2	108	0	0	0	109	1	225	905	0		0	0
10:45 AM	0	3	0	5			0	4	111	0	0	0	104	2	229	943	4		0	0
11:00 AM	0	1	0	7			0	5	119	0	0	0	95	0	227	972	1		0	0
11:15 AM	0	4	0	6			0	2	91	0	0	0	118	3	224	1,016	2		0	0
11:30 AM	0	1	0	0			0	3	110	0	0	0	146	3	263	1,060	1		0	0
11:45 AM	0	2	0	5			0	6	117	0	0	0	125	3	258	1,060	0		0	0
12:00 PM	0	4	0	4			0	2	127	0	0	0	130	4	271	1,087	0		0	0
12:15 PM	0	4	0	1			0	2	115	0	0	0	143	3	268	1,067	0		0	0
12:30 PM	0	3	0	4			0	3	125	0	0	0	127	1	263	1,101	0		0	0
12:45 PM	0	4	0	4			0	2	129	0	0	0	142	4	285	1,128	0		0	0
1:00 PM	0	1	0	4			0	4	130	0	0	0	110	2	251	1,117	2		0	0
1:15 PM	0	5	0	7			0	7	130	0	0	0	149	4	302	1,136	0		0	0
1:30 PM	0	7	0	6			0	3	128	0	0	0	140	6	290	1,119	0		0	0
1:45 PM	0	4	0	1			0	3	111	0	0	0	153	2	274	1,110	1		0	0
2:00 PM	0	0	0	2			0	2	141	0	0	0	125	0	270	1,169	0		0	0
2:15 PM	0	3	0	7			0	1	137	0	0	0	133	4	285	1,187	0		0	0
2:30 PM	0	0	0	4			0	5	153	0	0	0	118	1	281	1,232	0		0	0
2:45 PM	0	3	0	2			0	4	167	0	0	0	156	1	333	1,278	0		0	0
3:00 PM	0	2	0	8			0	0	131	0	0	0	142	5	288	1,315	0		0	0

3:15 PM	0	2	0	6	0	7	147	0	0	0	165	3	330	1,352	0	0	0
3:30 PM	0	2	0	7	0	9	126	0	0	0	178	5	327	1,338	0	0	0
3:45 PM	0	6	0	2	0	4	167	0	0	0	185	6	370	1,291	0	0	1
4:00 PM	0	4	0	9	0	4	155	0	0	0	145	8	325	1,211	2	0	0
4:15 PM	0	8	0	9	0	3	143	0	0	0	146	7	316	1,211	0	0	0
4:30 PM	0	6	0	5	0	2	129	0	0	0	134	4	280	1,188	0	0	0
4:45 PM	0	2	0	4	0	3	138	0	0	0	137	6	290	1,189	0	0	0
5:00 PM	0	2	0	5	0	4	150	0	0	0	161	3	325	1,191	0	0	0
5:15 PM	0	6	0	7	0	7	122	0	0	0	149	2	293	1,115	0	0	0
5:30 PM	0	3	0	6	0	2	127	0	0	0	141	2	281	1,065	1	0	0
5:45 PM	0	6	0	5	0	4	124	0	0	0	149	4	292		0	0	0
6:00 PM	0	1	0	3	0	1	123	0	1	0	118	2	249		1	0	0
6:15 PM	0	2	0	4	0	5	104	0	0	0	128	0	243		0	0	0

# Peak Rolling Hour Flow Rates

		East	bound			West	bound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	3	0	4
Lights	0	14	0	23					0	24	583	0	0	0	653	22	1,319
Mediums	0	0	0	1					0	0	11	0	0	0	17	0	29
Total	0	14	0	24					0	24	595	0	0	0	673	22	1,352



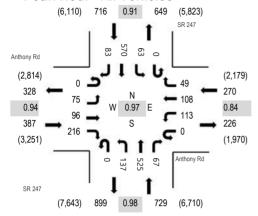
(303) 216-2439 www.alltrafficdata.net Location: 3 SR 247 & Anthony Rd AM

Date and Start Time: Wednesday, May 16, 2018

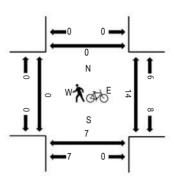
Peak Hour: 03:15 PM - 04:15 PM

**Peak 15-Minutes:** 03:45 PM - 04:00 PM

#### Peak Hour - All Vehicles



#### Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

#### **Traffic Counts**

manne counts																						
		Antho	,			Anthor	,			SR 2				SR								
Interval Start Time		Eastb		D: 14		Westb		D: 11		Northb		D: 14		Southl		D: 14	T - ( - )	Rolling			Crossii South	
6:30 AM	U-Turn 0	Left 6	Thru		U-Turn 0	Leπ 1	Thru		U-Turn 0	Left		Right	U-Turn 1	Left	Thru	Right	Total 146	Hour	West 0	0	0	North 0
6:45 AM	0	5	6 10	27 22	0	2	4	6 5	0	8	36 40	5 5	0	2	35 45	2 6	153	795 994	0	1	0	0
7:00 AM	0	9	6	29	0	4	8	5	0	25	70	4	0	2	57	9	228	1,249	0	0	0	0
7:15 AM	0	10	24	21	0	7	8	0	0	20	78	7	0	7	75	11	268	1,434	0	0	0	0
7:30 AM	0	19	14	25	0	8	5	3	0	27	101	18	0	7	99	19	345	1,541	0	0	0	0
7:45 AM	0	15	28	39	0	15	24	8	0	32	99	26	0	11	82	29	408	1,568	2	0	0	0
8:00 AM	0	20	23	46	0	14	31	11	0	27	90	21	0	14	90	26	413	1,533	0	0	0	0
8:15 AM	0	4	27	37	0	24	25	12	0	32	86	21	0	8	84	15	375	1,000	0	3	0	0
8:30 AM	0	11	29	32	0	26	14	18	0	19	90	34	0	9	76	14	372		0	0	6	0
8:45 AM	0	10	26	31	0	29	26	23	0	19	84	25	0	7	87	6	373		0	0	0	0
9:00 AM	0	8	15	31	0	22	13	6	0	20	79	14	0	8	78	9	303	1,190	0	4	0	0
9:15 AM	0	5	22	36	0	11	18	10	0	20	78	13	0	5	81	10	309	1,167	0	3	0	1
9:30 AM	0	7	14	31	0	11	8	7	0	17	66	11	0	6	89	17	284	1,167	1	1	0	0
9:45 AM	0	15	13	32	0	7	12	1	0	17	96	6	0	4	78	13	294	1,218	0	4	2	0
10:00 AM	0	11	8	34	0	11	15	3	0	28	73	5	0	4	81	7	280	1,244	0	0	0	2
10:15 AM	0	7	10	30	0	17	9	6	0	17	82	9	1	5	109	7	309	1,254	0	1	0	0
10:30 AM	0	14	11	25	0	11	12	5	0	28	97	12	0	6	100	14	335	1,254	0	0	0	0
10:45 AM	0	8	10	27	0	19	11	4	0	29	96	7	1	9	94	5	320	1,313	3	0	0	0
11:00 AM	0	15	14	28	0	11	11	11	0	19	85	8	0	2	80	6	290	1,345	1	2	0	0
11:15 AM	0	6	17	26	0	13	13	6	0	18	81	9	0	6	102	12	309	1,441	2	2	1	4
11:30 AM	0	10	14	36	0	13	11	12	0	29	101	17	0	6	132	13	394	1,478	1	0	0	0
11:45 AM	0	8	8	43	0	19	9	11	0	28	89	8	0	7	110	12	352	1,461	0	3	0	0
12:00 PM	1	20	18	42	0	26	18	10	0	24	96	8	0	8	106	9	386	1,503	2	2	0	0
12:15 PM	0	13	15	20	0	14	15	10	0	25	89	16	0	12	102	15	346	1,517	1	0	0	0
12:30 PM	0	14	13	34	0	15	15	7	0	20	117	14	0	13	106	9	377	1,558	0	0	0	0
12:45 PM	0	12	14	31	0	16	22	11	0	28	105	12	0	19	115	9	394	1,563	0	0	0	0
1:00 PM	0	13	28	34	0	23	16	11	0	33	120	12	0	5	94	11	400	1,574	0	0	0	0
1:15 PM	0	14	22	26	0	18	21	7	0	21	102	16	0	4	123	13	387	1,612	0	0	0	0
1:30 PM	0	9	12	38	0	21	16	6	0	28	106	12	0	4	112	18	382	1,672	0	0	0	0
1:45 PM	0	10	31	39	0	15	24	11	0	26	93	16	0	9	114	17	405	1,711	0	0	0	0
2:00 PM	0	19	22	45	0	25	17	14	0	29	115	19	0	6	115	12	438	1,802	1	1	0	1
2:15 PM	0	14	11	54	0	15	20	16	0	30	127	10	0	12	120	18	447	1,786	0	0	1	0
2:30 PM	0	15	24	33	0	21	19	11	0	30	127	19	0	6	104	12	421	1,857	0	3	0	0
2:45 PM	0	16	19	40	0	22	19	18	0	34	143	24	0	6	139	16	496	1,970	0	2	0	0
3:00 PM	0	11	17	39	0	11	13	14	0	39	100	14	0	24	124	16	422	2,018	0	1	0	1
0.001 191	0		11	00	3		10	17	O	00	100		O	27	127	10	722	2,010	U	'	J	

3:15 PM	0	19	26	58	0	20	23	11	0	44	126	13	0	19	141	18	518	2,102	0	2	0	0
3:30 PM	0	17	20	54	0	25	28	10	0	33	130	20	0	12	165	20	534	2,046	0	4	0	0
3:45 PM	0	22	28	51	0	35	37	15	0	29	128	20	0	18	138	23	544	1,971	0	5	5	0
4:00 PM	0	17	22	53	0	33	20	13	0	31	141	14	0	14	126	22	506	1,917	0	3	2	0
4:15 PM	0	17	10	39	0	37	27	10	0	38	107	11	0	12	135	19	462	1,878	0	0	0	0
4:30 PM	0	15	22	50	0	23	32	10	0	32	108	17	0	9	120	21	459	1,851	0	0	0	0
4:45 PM	0	15	36	41	0	36	32	18	0	30	122	12	0	7	125	16	490	1,853	1	0	0	0
5:00 PM	0	13	15	38	0	28	23	14	0	34	116	18	0	10	136	22	467	1,796	0	0	0	0
5:15 PM	0	24	23	41	0	25	23	11	0	32	97	13	0	13	120	13	435	1,715	1	2	0	0
5:30 PM	0	16	23	44	0	16	21	16	0	35	114	16	0	14	130	16	461	1,674	2	0	0	0
5:45 PM	0	16	22	42	0	13	13	11	0	32	108	12	0	16	131	17	433		0	1	0	0
6:00 PM	0	10	13	43	0	11	19	6	0	35	100	20	0	12	109	8	386		0	0	0	0
6:15 PM	0	10	16	48	0	20	12	13	0	44	95	14	0	3	105	14	394		0	0	1	0

# **Peak Rolling Hour Flow Rates**

		East	bound			Westh	oound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	3
Lights	0	73	92	206	0	100	105	46	0	137	517	67	0	59	555	83	2,040
Mediums	0	2	4	10	0	13	3	3	0	0	7	0	0	3	14	0	59
Total	0	75	96	216	0	113	108	49	0	137	525	67	0	63	570	83	2.102



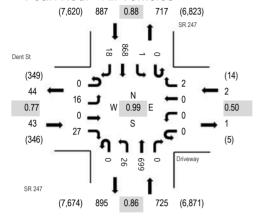
(303) 216-2439 www.alltrafficdata.net Location: 4 SR 247 & Driveway AM

Date and Start Time: Wednesday, May 16, 2018

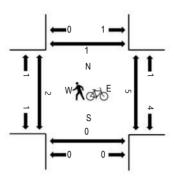
Peak Hour: 03:15 PM - 04:15 PM

**Peak 15-Minutes:** 03:45 PM - 04:00 PM

#### Peak Hour - All Vehicles



#### Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

#### **Traffic Counts**

	Dent St Driveway									SR 2				SR	247							
Interval		Eastb				Westb	ound			Northb	ound			South	oound			Rolling			n Crossii	
 Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Ri	ght	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
6:30 AM	0	2	0	1	0	0	0	0	0	3	40	0	0	0	63	1	110	630	0	0	0	0
6:45 AM	0	2	0	4	0	0	0	1	0	0	52	0	0	0	65	1	125	806	0	1	0	1
7:00 AM	0	2	0	3	0	0	0	0	0	3	90	0	0	0	82	2	182	967	0	1	0	0
7:15 AM	0	0	0	2	0	0	0	0	0	3	101	0	0	0	105	2	213	1,085	0	1	0	0
7:30 AM	0	0	0	4	0	0	0	0	0	5	148	0	0	0	127	2	286	1,176	0	0	0	0
7:45 AM	0	6	0	2	0	0	0	0	0	5	148	0	0	0	124	1	286	1,178	0	0	0	0
8:00 AM	0	2	0	7	0	0	0	0	0	6	142	0	0	0	137	6	300	1,181	0	0	0	0
8:15 AM	0	2	0	4	0	0	0	0	0	2	138	0	0	0	153	5	304		0	0	0	0
8:30 AM	0	2	0	4	0	0	0	0	0	4	137	0	0	0	139	2	288		0	0	0	0
8:45 AM	0	6	0	1	0	0	0	0	0	1	135	0	0	0	143	3	289		0	0	0	0
9:00 AM	0	4	0	2	0	0	0	0	0	4	108	0	0	0	119	2	239	973	0	0	0	1
9:15 AM	0	0	0	3	0	0	0	0	0	1	116	0	0	0	121	6	247	982	3	0	0	1
9:30 AM	0	3	0	4	0	0	0	1	0	6	95	0	0	0	136	1	246	995	1	1	0	0
9:45 AM	0	2	0	5	0	0	0	0	0	3	116	0	0	1	113	1	241	1,028	0	1	0	0
10:00 AM	0	0	0	3	0	0	0	1	0	6	104	0	0	0	132	2	248	1,068	0	0	0	0
10:15 AM	0	4	0	2	0	0	0	0	0	3	105	0	0	0	143	3	260	1,067	1	1	1	0
10:30 AM	0	5	0	5	0	0	0	0	0	4	123	0	0	0	141	1	279	1,068	0	0	0	1
10:45 AM	0	1	0	2	0	0	0	1	0	1	137	0	0	0	138	1	281	1,106	3	3	0	1
11:00 AM	0	2	0	0	0	0	0	0	0	3	121	0	0	0	120	1	247	1,161	2	0	0	0
11:15 AM	0	3	0	4	0	0	0	0	0	5	113	0	0	1	134	1	261	1,216	1	1	0	0
11:30 AM	0	3	0	5	0	0	0	0	0	3	138	0	0	0	164	4	317	1,251	1	1	1	0
11:45 AM	0	3	0	2	0	0	0	0	0	5	147	0	0	0	179	0	336	1,224	1	1	0	0
12:00 PM	0	0	0	3	0	0	0	0	0	1	124	0	0	0	171	3	302	1,199	2	1	0	0
12:15 PM	0	2	0	5	0	0	0	0	0	3	130	0	0	0	152	4	296	1,221	0	2	0	0
12:30 PM	0	1	0	6	0	0	0	0	0	4	135	0	0	0	143	1	290	1,276	2	2	0	0
12:45 PM	0	1	0	2	0	0	0	2	0	1	146	0	0	0	155	4	311	1,320	1	0	0	1
1:00 PM	0	2	0	9	0	0	0	0	0	4	158	0	0	0	146	5	324	1,333	0	1	0	1
1:15 PM	0	4	0	4	0	0	0	1	0	5	154	0	0	0	180	3	351	1,368	0	2	0	2
1:30 PM	0	2	1	4	0	0	0	1	0	6	161	0	0	0	157	2	334	1,362	0	0	0	0
1:45 PM	0	4	0	4	0	0	1	0	0	1	137	0	0	0	172	5	324	1,375	0	0	0	0
2:00 PM	0	1	0	5	0	0	0	0	0	7	163	0	0	0	180	3	359	1,486	0	0	0	0
2:15 PM	0	1	0	7	0	0	0	0	0	3	155	0	0	0	172	7	345	1,467	0	1	0	0
2:30 PM	0	2	0	9	0	1	0	0	0	3	183	0	0	0	147	2	347	1,526	0	0	0	0
2:45 PM	0	1	0	2	0	0	0	0	0	5	214	0	0	0	212	1	435	1,597	0	0	0	0
3:00 PM	0	5	0	4	0	0	0	0	0	3	156	0	0	0	169	3	340	1,582	0	0	0	0

3:15 PM	0	6	0	6	0	0	0	1	0	10	177	0	0	0	199	5	404	1,657	0	0	0	0
3:30 PM	0	4	0	7	0	0	0	1	0	5	148	0	0	0	248	5	418	1,639	2	0	0	0
3:45 PM	0	3	0	6	0	0	0	0	0	3	195	0	0	0	211	2	420	1,574	0	2	0	0
4:00 PM	0	3	0	8	0	0	0	0	0	8	179	0	0	1	210	6	415	1,540	0	3	0	1
4:15 PM	0	8	0	4	0	0	0	0	0	4	159	0	0	0	207	4	386	1,510	1	0	0	1
4:30 PM	0	1	0	6	0	0	0	1	0	2	149	1	0	0	186	7	353	1,466	0	5	0	0
4:45 PM	0	3	0	9	0	0	0	0	0	7	172	0	0	0	189	6	386	1,490	4	0	0	0
5:00 PM	0	8	0	7	0	0	0	0	0	7	167	0	0	0	191	5	385	1,455	0	0	0	0
5:15 PM	0	4	0	4	0	0	0	0	0	4	141	0	0	0	181	8	342	1,408	2	0	0	0
5:30 PM	0	1	0	4	0	0	0	0	0	1	171	0	0	0	197	3	377	1,399	1	0	0	0
5:45 PM	0	7	0	6	0	0	0	0	0	10	148	0	0	0	176	4	351		1	0	0	2
6:00 PM	0	2	0	7	0	0	0	1	0	5	161	0	0	0	156	6	338		0	3	0	0
6:15 PM	0	3	0	5	0	0	0	0	0	4	141	0	0	0	176	4	333		0	0	0	0

# Peak Rolling Hour Flow Rates

		East	bound			West	oound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	16	0	27	0	0	0	2	0	26	691	0	0	1	833	18	1,614
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	33	0	40
Total	0	16	0	27	0	0	0	2	0	26	699	0	0	1	868	18	1,657



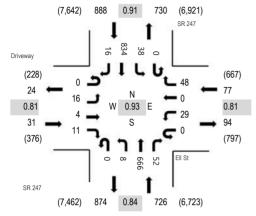
(303) 216-2439 www.alltrafficdata.net Location: 5 SR 247 & EII St AM

Date and Start Time: Wednesday, May 16, 2018

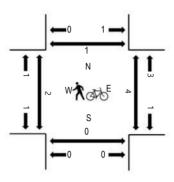
Peak Hour: 03:15 PM - 04:15 PM

**Peak 15-Minutes:** 03:45 PM - 04:00 PM

#### Peak Hour - All Vehicles



#### Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

#### **Traffic Counts**

Interval	Driveway Ell St Eastbound Westbound								SR 2				SR : South				Dallina	Par	lastrair	n Crossii	nae
Start Time	U-Turn	Left	Thru	Right	U-Turn		Thru Right	U-Turn			Right	U-Turn	Left	Thru	Right	Total	Rolling Hour	West			North
6:30 AM	0	0	0	0	0	3		2 0	0	41	1	0	1	60	0	108	646	1	0	0	0
6:45 AM	0	0	0	0	0	2	0 :	2 0	0	55	2	0	2	63	1	127	832	1	0	0	0
7:00 AM	0	1	0	1	0	4	0	6 0	0	87	4	0	5	83	1	192	987	2	1	0	0
7:15 AM	0	2	0	0	0	1	1 :	2 0	0	102	4	0	7	96	4	219	1,088	1	0	0	0
7:30 AM	0	1	1	1	0	0	0	1 0	2	152	6	0	4	126	0	294	1,179	1	0	0	0
7:45 AM	0	3	0	3	0	3	1 4	4 0	2	143	4	0	10	108	1	282	1,198	0	0	0	0
8:00 AM	0	4	0	0	0	1	0	3 0	1	138	3	0	6	126	6	293	1,222	0	0	0	0
8:15 AM	0	3	1	2	0	2	1 (	6 0	3	128	11	0	8	143	2	310		0	1	0	0
8:30 AM	0	1	1	2	0	8	0	9 0	2	128	15	0	11	135	1	313		0	0	1	0
8:45 AM	0	2	0	2	0	7	0 :	2 0	1	138	12	0	9	131	2	306		0	0	0	0
9:00 AM	0	2	2	3	0	4	0	5 0	1	102	8	0	8	101	5	241	976	0	1	0	0
9:15 AM	0	4	0	1	0	5	0 4	4 0	0	106	5	0	7	106	3	241	999	2	1	0	0
9:30 AM	0	2	0	0	0	8	0	7 0	0	91	9	0	3	136	2	258	1,028	0	1	0	0
9:45 AM	0	6	0	2	0	2	0 4	4 0	0	107	3	0	2	105	5	236	1,062	1	1	0	0
10:00 AM	0	1	1	3	0	8	0	6 0	2	104	4	0	10	123	2	264	1,112	0	1	1	0
10:15 AM	0	2	1	2	0	9	0	5 0	0	104	5	0	4	130	8	270	1,103	1	0	1	0
10:30 AM	0	4	2	3	0	9	0	3 0	2	122	3	0	6	128	5	292	1,107	1	1	1	0
10:45 AM	0	5	1	2	0	3	0	7 0	2	123	8	0	11	119	5	286	1,146	2	3	0	0
11:00 AM	0	8	1	3	0	2	1 (	6 0	0	109	3	0	7	114	1	255	1,215	1	0	0	0
11:15 AM	0	6	0	2	0	4	0 1	2 0	2	103	2	0	10	130	3	274	1,266	1	3	0	0
11:30 AM	0	7	0	9	0	4	1 4	4 0	0	135	6	0	16	139	10	331	1,304	0	0	0	0
11:45 AM	0	4	0	2	0	5	0 1	5 0	1	136	10	0	8	170	4	355	1,283	1	1	0	0
12:00 PM	0	3	0	4	0	6	1	7 0	2	112	4	0	7	156	4	306	1,233	2	0	0	0
12:15 PM	0	8	2	2	0	2	0	5 0	1	125	12	0	6	147	2	312	1,263	1	2	0	0
12:30 PM	0	5	2	5	0	4	0 !	9 0	1	128	11	0	4	140	1	310	1,308	0	1	1	0
12:45 PM	0	6	0	2	0	2	1	3 0	1	129	8	0	2	144	2	305	1,353	0	0	0	0
1:00 PM	0	6	0	8	0	4	1	7 0	0	148	6	0	14	138	4	336	1,394	1	1	1	0
1:15 PM	0	10	0	4	0	2	0	3 0	2	142	8	0	8	170	3	357	1,437	1	1	1	0
1:30 PM	0	3	2	5	0	5	0 1	1 0	1	153	6	0	8	160	1	355	1,447	0	0	0	0
1:45 PM	0	12	1	4	0	3	1	3 0	3	121	8	0	9	172	4	346	1,456	0	2	0	0
2:00 PM	0	4	0	4	0	5	2 1	4 0	2	149	10	0	9	179	1	379	1,573	0	0	0	0
2:15 PM	0	5	0	3	0	10	0	6 0	1	155	6	0	11	166	4	367	1,540	2	0	0	0
2:30 PM	0	4	0	9	0	4	0	7 0	3	173	6	0	9	146	3	364	1,590	0	1	0	0
2:45 PM	0	5	1	6	0	3	1 20	0 0	0	194	9	0	11	208	5	463	1,647	0	0	0	0
3:00 PM	0	2	0	5	0	7	0 1	2 0	1	143	10	0	7	157	2	346	1,648	1	1	1	0

3:15 PM	0	5	2	5	0	6	0	20	0	2	159	8	0	5	200	5	417	1,722	1	0	0	0
3:30 PM	0	1	1	2	0	7	0	8	0	0	145	11	0	14	228	4	421	1,709	0	2	0	0
3:45 PM	0	3	1	2	0	9	0	8	0	2	192	22	0	7	213	5	464	1,659	1	1	0	1
4:00 PM	0	7	0	2	0	7	0	12	0	4	170	11	0	12	193	2	420	1,599	0	1	0	0
4:15 PM	0	7	1	3	0	5	0	10	0	1	152	8	0	10	205	2	404	1,581	1	2	1	0
4:30 PM	0	7	0	3	0	7	1	12	0	3	137	7	0	9	179	6	371	1,534	2	0	1	0
4:45 PM	0	5	1	5	0	7	1	16	0	2	165	10	0	16	175	1	404	1,561	0	0	0	0
5:00 PM	0	3	1	4	0	5	0	16	0	1	159	10	0	16	185	2	402	1,512	1	0	0	0
5:15 PM	0	4	0	2	0	4	1	13	0	2	136	9	0	8	174	4	357	1,460	0	1	0	0
5:30 PM	0	3	1	5	0	6	1	11	0	2	153	11	0	16	186	3	398	1,455	0	0	0	0
5:45 PM	0	7	0	4	0	7	0	10	0	0	135	8	0	8	173	3	355		0	0	0	0
6:00 PM	0	5	0	2	0	6	0	16	0	2	145	10	0	13	147	4	350		2	1	0	0
6:15 PM	0	6	1	1	0	6	0	19	0	1	125	6	0	12	172	3	352		1	0	0	0

# **Peak Rolling Hour Flow Rates**

		East	bound			Westh	oound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	3
Lights	0	16	4	10	0	29	0	48	0	8	656	43	0	38	798	16	1,666
Mediums	0	0	0	0	0	0	0	0	0	0	9	9	0	0	35	0	53
Total	0	16	4	11	0	29	0	48	0	8	666	52	0	38	834	16	1.722

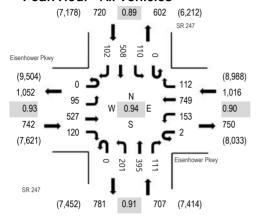


(303) 216-2439 www.alltrafficdata.net **Location:** 6 SR 247 & Eisenhower Pkwy AM **Date and Start Time:** Wednesday, May 16, 2018

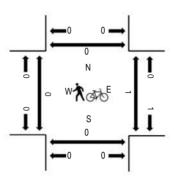
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

#### Peak Hour - All Vehicles



#### Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

#### **Traffic Counts**

	Eis		ver Pkv	vy	Eis	senhow		У		SR 2				SR					_			
Interval Start Time	II Torre	Eastb		Dialet	II Torre	Westb		D: ala4	II Toma	Northb		Dialet	III Tooms	Southl		Dialet	Total	Rolling Hour	Pec West		Crossii South	ngs North
6:30 AM	U-Turn 0	Left 2	Thru 58	Right 16	U-Turn 1	Leπ 19	37	Right 6	U-Turn 0	Left 8	Thru 30	Right 25	U-Turn 0	Left 15	Thru 39	Right 5	Total 261	1.468	0	0	0	0
6:45 AM	0	6	101	15	0	11	55	8	0	20	41	21	0	17	46	2	343	1,766	0	0	0	0
7:00 AM	0	7	77	16	0	23	72	9	0	14	60	20	0	17	63	3	381	2,048	0	0	0	0
7:15 AM	0	4	115	6	1	22	89	16	0	24	83	30	0	22	62	9	483	2,255	0	0	0	0
7:30 AM	0	16	98	15	0	21	113	23	0	32	99	24	0	16	91	11	559	2,383	0	1	0	0
7:45 AM	0	15	143	10	1	24	148	19	0	36	97	28	0	19	74	11	625	2,469	0	0	0	0
8:00 AM	0	16	120	24	1	17	122	19	1	37	88	23	0	17	88	15	588	2,410	0	0	0	0
8:15 AM	0	11	132	11	0	23	114	18	0	36	93	29	0	16	104	24	611	_,	0	0	0	0
8:30 AM	0	22	114	18	0	30	144	16	0	41	102	26	0	16	98	18	645		0	0	0	0
8:45 AM	0	18	101	18	0	29	128	13	0	28	97	17	0	15	79	23	566		0	0	0	0
9:00 AM	0	23	85	19	0	21	103	17	0	26	63	28	0	15	64	17	481	2,040	0	0	0	0
9:15 AM	0	18	64	21	0	21	126	14	0	31	66	23	0	20	70	22	496	2,102	0	0	0	0
9:30 AM	0	7	43	16	0	27	161	19	0	28	62	24	0	28	106	17	538	2,151	0	0	1	1
9:45 AM	0	10	91	22	0	22	134	16	0	28	74	36	0	11	72	9	525	2,200	0	1	1	0
10:00 AM	0	9	98	25	0	28	105	16	0	33	70	32	0	26	88	13	543	2,270	1	1	1	0
10:15 AM	0	24	117	21	0	28	95	15	0	35	62	27	0	12	87	22	545	2,292	0	0	0	0
10:30 AM	0	14	93	28	0	21	118	24	0	35	77	29	0	21	106	21	587	2,304	0	0	0	0
10:45 AM	0	21	87	20	0	29	130	25	0	49	88	24	0	24	80	18	595	2,381	0	0	0	0
11:00 AM	0	19	117	22	0	19	133	20	0	45	67	17	0	21	65	20	565	2,454	0	0	0	1
11:15 AM	0	17	97	19	0	20	121	23	0	35	63	24	0	19	96	23	557	2,552	0	0	0	0
11:30 AM	0	25	115	20	0	32	154	25	0	36	82	22	0	30	93	30	664	2,665	0	0	0	1
11:45 AM	0	25	117	15	0	21	161	27	0	40	83	21	0	27	101	30	668	2,739	0	0	0	0
12:00 PM	0	21	121	21	2	33	146	23	0	36	77	23	0	28	104	28	663	2,739	0	0	0	0
12:15 PM	0	23	110	36	0	37	152	16	0	41	80	25	0	27	97	26	670	2,871	0	0	0	0
12:30 PM	0	19	119	37	1	33	157	20	0	55	89	38	0	36	98	36	738	2,963	0	0	1	1
12:45 PM	1	34	129	30	1	38	132	22	0	46	71	27	0	30	86	21	668	2,934	0	0	0	1
1:00 PM	1	35	149	28	0	41	172	26	0	54	92	23	0	34	118	22	795	2,991	0	1	0	0
1:15 PM	1	19	159	36	2	36	140	29	0	56	86	32	0	29	113	24	762	2,947	1	0	0	0
1:30 PM	0	26	114	19	1	30	137	25	0	63	95	35	0	28	109	27	709	2,987	0	0	0	0
1:45 PM	0	23	112	32	1	36	134	17	0	44	84	43	0	35	125	39	725	2,983	1	0	0	0
2:00 PM	1	32	123	27	0	37	144	22	0	43	104	35	0	34	125	24	751	3,013	0	0	0	0
2:15 PM	0	32	154	35	0	34	166	33	0	42	97	37	0	32	112	28	802	2,974	0	1	0	0
2:30 PM	0	26	117	28	0	26	151	34	0	39	104	27	0	25	103	25	705	2,918	1	0	0	2
2:45 PM	0	26	100	32	1	26	138	25	0	41	136	41	0	34	129	26	755	2,996	0	0	0	0
3:00 PM	0	17	120	29	0	24	130	17	0	51	110	35	0	31	120	28	712	3,067	0	0	0	2

3:15 PM	0	26	124	33	0	38	141	25	0	42	119	25	0	28	120	25	746	3,149	0	1	0	2
3:30 PM	1	25	111	29	0	26	134	23	0	49	110	33	0	39	167	36	783	3,166	0	0	1	0
3:45 PM	0	29	118	27	0	44	179	37	0	39	131	23	0	30	136	33	826	3,157	0	2	0	0
4:00 PM	0	26	124	30	0	30	160	36	0	37	106	25	0	46	139	35	794	3,110	0	0	1	0
4:15 PM	1	17	124	27	2	42	140	16	0	45	113	33	0	27	142	34	763	3,164	0	0	0	0
4:30 PM	0	22	147	40	2	39	175	21	0	50	87	13	0	38	118	22	774	3,166	0	0	1	2
4:45 PM	0	20	134	26	0	41	156	28	0	35	108	28	0	26	148	29	779	3,185	0	1	0	0
5:00 PM	0	34	143	34	1	42	211	29	0	63	94	34	0	25	111	27	848	3,144	0	0	0	0
5:15 PM	0	17	101	31	0	40	190	29	0	49	98	26	0	28	130	26	765	2,965	0	0	0	0
5:30 PM	0	24	149	29	1	30	192	26	0	54	95	23	0	31	119	20	793	2,842	0	0	0	0
5:45 PM	0	16	141	36	1	25	137	25	0	41	103	28	0	28	124	33	738		0	0	0	0
6:00 PM	0	30	107	22	2	34	137	32	0	31	88	42	0	24	90	30	669		1	1	0	0
6:15 PM	0	22	127	34	1	27	110	20	0	39	74	29	0	20	114	25	642		0	1	0	0

# Peak Rolling Hour Flow Rates

		East	bound			Westh	oound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	10	0	1	0	14	1	0	0	1	0	0	2	0	0	29
Lights	0	93	507	120	1	152	731	107	0	200	385	111	0	108	505	100	3,120
Mediums	0	2	10	0	0	1	4	4	0	1	9	0	0	0	3	2	36
Total	0	95	527	120	2	153	749	112	0	201	395	111	0	110	508	102	3.185

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Site Code: 1 Station ID: 1

SR247 - PIO NONO AVENUE SOUTH OF

NB														
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
05/16/18	0	28	1	0	0	0	0	0	0	0	0	0	0	29
00:15	0	25	0	0	0	0	0	0	0	0	0	0	0	25
00:30	0	26	0	0	0	0	0	0	0	0	0	0	0	26
00:45	0	18	0	Ö	0	0	0	0	0	Ő	Ö	0	Ö	18
	0	97	1	0	0	0	0	0	0	0	0	0	0	98
01:00	2	14	0	0	0	0	0	0	0	0	0	0	0	16
01:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18
01:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11
01:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21
01.43	2	64	0	0	0	0	0	0	0	0	0	0	0	66
02:00	2	9	0	0	0	0	0	0	0	0	0	0	0	11
02:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
02:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
02:45	1	12	0	0	0	0	0	0	0	0	0	0	0	13
02.43	3	42	0	0	0	0	0	0	0	0	0	0	0	45
03:00	0	6	0	0	0	0	0	0	0	0	0		0	6
	0				0				0			0		
03:15		10	0	0		0	0	0		0	0	0	0	10
03:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
03:45	0	9 34	0	0	0	0	0	0	0	0	0	0	0	9 34
04.00			0	0	0	0		0		0		0	0	
04:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
04:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:30	1	4	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	10	0	0	0	1_	0	0	0	0	0	0	0	11
	1	30	1	0	0	1	0	0	0	0	0	0	0	33
05:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
05:15	0	21	0	0	3	0	0	0	1	0	0	0	0	25
05:30	0	22	0	0	1	0	0	0	0	0	0	0	0	23
05:45	0	28	0	0	1	0	0	0	0	0	0	0	0	29
	0	83	1	0	5	0	0	0	1	0	0	0	0	90
06:00	0	19	2	0	3	0	0	0	0	0	0	0	0	24
06:15	1	24	0	0	0	0	0	0	0	0	0	0	0	25
06:30	1	32	4	0	4	0	0	0	0	0	0	0	0	41
06:45	0	49	2	0	4	0	0	0	0	0	0	0	0	55
	2	124	8	0	11	0	0	0	0	0	0	0	0	145
07:00	1	77	0	0	3	0	0	1	0	0	0	0	0	82
07:15	0	96	3	0	1	0	0	0	1	0	0	0	0	101
07:30	2	116	4	0	3	1	0	0	1	0	0	0	0	127
07:45	3	143	7	0	2	0	0	1	0	1	0	0	0	157
	6	432	14	0	9	1	0	2	2	1	0	0	0	467
08:00	2	121	3	0	5	0	1	0	0	0	0	0	0	132
08:15	3	99	1	0	3	1	0	0	0	0	0	0	0	107
08:30	0	103	4	1	3	0	0	1	0	1	0	0	0	113
08:45	3	101	3	0	16	1	1	0	0	0	0	0	0	125
	8	424	11	1	27	2	2	1	0	1	0	0	0	477
09:00	3	98	5	0	3	0	0	0	0	0	0	0	0	109
09:15	0	82	4	1	4	0	0	0	0	0	0	0	0	91
09:30	2	70	2	0	1	0	0	1	0	0	0	0	0	76
09:45	2	100	2	Ō	4	1	0	0	1	0	0	0	0	110
	7	350	13	1	12	1	0	1	1	0	0	0	0	386
10:00	2	78	7	0	2	0	0	2	1	Ő	Ö	Ö	Ö	92
10:15	1	87	9	0	1	1	0	0	0	0	0	0	0	99
10:30	5	98	3	0	0	0	0	0	0	0	0	0	0	106
10:45	0	109	2	0	2	2	0	0	0	0	0	0	0	115
10.40	8	372	21	0	5	3	0	2	1	0	0	0	0	412
11:00	0		3	0	3	0	0	0						
11:00		109							0	0	0	0	0	115
11:15	1	99	7	0	0	0	0	0	0	0	0	0	0	107
11:30	5	91	6	0	2	1	0	0	0	0	0	0	0	105
11:45	1	104	2	0	3	0	0	0	0	0	0	0	0	110
<del></del>	7	403	18	0	8	1	0	0	0	0	0	0	0	437
Total	44	2455	88	2	77	9	2	6	5	2	0	0	0	2690
Percent	1.6%	91.3%	3.3%	0.1%	2.9%	0.3%	0.1%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	

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Site Code: 1 Station ID: 1

SR247 - PIO NONO AVENUE SOUTH OF

NB											L	atitude: 0	' 0.0000 U	naerinea
Start	, <u> </u>	Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12 PM	2	108	2	0	7	0	0	0	0	0	0	0	0	119
12:15	2	105	6	0	2	0	0	0	0	0	0	0	0	115
12:30	1	103	8	0	3	0	0	0	0	0	0	0	0	115
12:45	3	125	10	0	1	1	0	0	0	0	0	0	0	140
	8	441	26	0	13	1	0	0	0	0	0	0	0	489
13:00	2	124	4	0	1	1	0	0	0	0	0	0	0	132
13:15	1	120	6	0	0	0	0	0	0	0	0	0	0	127
13:30	3	114	9	0	1	2	0	0	0	0	0	0	0	129
13:45	1	104	3	0	3	2	0	0	0	0	0	0	0	113
	7	462	22	0	5	5	0	0	0	0	0	0	0	501
14:00	3	121	8	0	3	1	0	0	0	0	0	0	0	136
14:15	8	128	3	0	3	0	0	1	0	0	0	0	0	143
14:30	2	147	2	1	0	2	0	0	0	0	0	0	0	154
14:45	6	155	3	0	0	0	0	0	1_	0	0	0	0	165
	19	551	16	1	6	3	0	1	1	0	0	0	0	598
15:00	9	120	5	0	3	3	0	0	1	0	0	0	0	141
15:15	6	146	4	0	1	2	0	0	0	0	0	0	0	159
15:30	5	160	1	0	1	0	0	0	0	0	0	0	0	167
15:45	3	149	7	0	0	0	1	0	0	0	0	0	0	160
	23	575	17	0	5	5	1	0	1	0	0	0	0	627
16:00	0	143	2	0	2	1	0	0	0	0	0	0	0	148
16:15	3	131	6	0	3	1	0	0	0	0	0	0	0	144
16:30	0	109	5	0	9	2	0	1	0	0	0	0	0	126
16:45	2	135	1_	0	3	1_	0	0	0	0	0	0	0	142
	5	518	14	0	17	5	0	1	0	0	0	0	0	560
17:00	5	131	3	0	1	1	0	0	0	0	0	0	0	141
17:15	1	130	7	0	1	0	1	0	0	0	0	0	0	140
17:30	1	122	5	1	0	0	0	1	0	0	0	0	0	130
17:45	1_	115	3	0	0	1_	0	1_	0	0	0	0	0	121
40.00	8	498	18	1	2	2	1	2	0	0	0	0	0	532
18:00	3	108	3	0	0	0	0	0	0	0	0	0	0	114
18:15	2	94	5	0	2	0	0	0	0	0	0	0	0	103
18:30	4	134	2	0	1	0	0	0	0	0	0	0	0	141
18:45	1	95	4	0	11	0	0	0	0	0	0	0	0	101
40.00	10	431	14	0	4	0	0	0	0	0	0	0	0	459
19:00 19:15	0	83 86	4	0	1	0	0	0	0	0	0	0	0	88 89
19:15	5	85	0	0	1	0	0	0	1	0	0	0	0	92
19:45	3	83	1	0	0	0	0	0	0	0	0	0	0	87
13.43	8	337	8	0	2	0	0	0	1	0	0	0	0	356
20:00	3	89	2	1	0	0	0	0	0	0	0	0	0	95
20:15	0	101	3	0	1	0	0	0	0	0	0	0	0	105
20:30	1	91	1	1	0	0	0	0	0	0	0	0	0	94
20:45	0	77	0	0	0	0	0	0	0	0	0	0	0	77
20.10	4	358	6	2	1	0	0	0	0	0	0	0	0	371
21:00	3	77	2	0	0	0	0	0	0	0	0	0	0	82
21:15	0	74	0	0	0	0	0	0	0	0	0	0	0	74
21:30	0	68	2	0	0	0	0	0	0	0	0	0	0	70
21:45	0	48	0	0	1	0	0	0	0	0	0	0	0	49
	3	267	4	0	1	0	0	0	0	0	0	0	0	275
22:00	2	48	0	Ö	0	0	0	0	0	Ō	0	0	Ö	50
22:15	0	39	1	0	0	0	0	0	0	0	0	0	0	40
22:30	0	39	2	0	0	0	0	0	0	0	0	0	0	41
22:45	0	32	2	0	0	0	0	0	0	0	0	0	0	34
	2	158	5	0	0	0	0	0	0	0	0	0	0	165
23:00	0	41	0	0	0	0	0	0	0	0	0	0	0	41
23:15	0	24	0	0	0	0	0	0	0	0	0	0	0	24
23:30	0	32	0	0	0	0	0	0	0	0	0	0	0	32
23:45	0	34	0	0	0	0	0	0	0	0	0	0	0	34
	0	131	0	0	0	0	0	0	0	0	0	0	0	131
Total	97	4727	150	4	56	21	2	4	3	0	0	0	0	5064
Percent	1.9%	93.3%	3.0%	0.1%	1.1%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand	141	7100	220	6	133	20	4	10	8	2	0	0	0	7754
Total		7182	238	6		30		10				0		1104
Percent	1.8%	92.6%	3.1%	0.1%	1.7%	0.4%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

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Site Code: 1 Station ID: 1

SR247 - PIO NONO AVENUE SOUTH OF

Start		Cars &	2 Axle	_	2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	_
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Tota
05/16/18	0	26	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	23	1	0	0	0	0	0	0	0	0	0	0	2
00:30	0	21	1	0	0	0	0	0	0	0	0	0	0	2
00:45	0	16	0	0	0	0	0	0	0	0	0	0	0	1
04.00	0	86	2	0	0	0	0	0	0	0	0	0	0	8
01:00		16	•	0	0	0	0	0		0	0	0	0	1
01:15	0	12 17	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0		0				0			0	0	0		1
01:45	0	7 52	2	0	0	0	0	0	0	0	0	0	0	5
02:00	0	9	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	11	1	0	0	0	0	0	0	0	0	0	0	1
02:13	0	10	0	0	0	0	0	0	0	0	0	0	0	1
02:45	1	8	0	0	0	0	0	0	0	0	0	0	0	
02.43	1	38	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	13	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	6	0	0	0	1	0	0	0	0	0	0	0	'
03:30	0	6	1	0	0	0	0	0	0	0	0	0	0	
00.40	0	29	1	0	0	1	0	0	0	0	0	0	0	3
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	10	1	0	0	0	0	0	0	0	0	0	0	1
04:13	0	11	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	7	0	0	0	1	0	0	0	0	0	0	0	
04.40	0	31	2	0	0	1	0	0	0	0	0	0	0	3
05:00	0	11	1	0	1	0	0	0	0	0	0	0	0	1
05:15	0	7	1	0	0	0	0	0	0	0	0	0	0	
05:30	0	14	1	1	0	0	0	0	0	0	0	0	0	1
05:45	0	17	1	i 1	0	0	0	0	0	Ö	0	0	0	1
00.10	0	49	4	2	1	0	0	0	0	0	0	0	0	5
06:00	1	21	2	1	1	0	0	0	0	0	0	0	0	2
06:15	0	25	3	3	2	0	0	0	0	0	0	0	0	3
06:30	0	28	3	3	4	0	0	0	0	0	Ö	0	0	3
06:45	1	42	0	3	2	0	0	0	0	0	0	0	0	4
00.10	2	116	8	10	9	0	0	0	0	0	0	0	0	14
07:00	1	51	2	0	3	0	0	0	0	0	0	0	0	5
07:15	0	73	4	0	2	1	0	0	0	0	0	Ō	Ō	8
07:30	0	85	5	0	0	1	0	0	1	0	0	0	0	9
07:45	5	75	9	3	1	6	0	0	0	0	0	0	0	9
	6	284	20	3	6	8	0	0	1	0	0	0	0	32
08:00	2	76	2	1	0	3	0	1	0	0	0	0	0	8
08:15	1	85	4	2	0	6	0	0	0	0	0	0	0	9
08:30	2	94	4	1	1	3	1	0	0	0	0	0	0	10
08:45	1	85	4	1	2	1	0	0	0	0	0	0	0	9
	6	340	14	5	3	13	1	1	0	0	0	0	0	38
09:00	1	75	10	1	3	1	0	0	0	0	0	0	0	9
09:15	3	84	4	0	1	1	0	0	0	0	0	0	0	9
09:30	2	77	12	2	1	2	0	0	2	0	0	0	0	9
09:45	2	73	10	0	1	1	0	0	0	0	0	0	0	8
	8	309	36	3	6	5	0	0	2	0	0	0	0	36
10:00	2	76	3	1	3	3	0	0	0	0	0	0	0	8
10:15	3	100	4	0	3	3	0	1	0	0	0	0	0	11
10:30	0	96	4	2	0	2	0	0	0	0	0	0	0	10
10:45	1	94	6	0	0	1	0_	0	0	0	0	0	0	10
	6	366	17	3	6	9	0	1	0	0	0	0	0	40
11:00	0	85	7	0	1	0	0	0	0	0	0	0	0	ç
11:15	0	106	8	0	1	1	1	0	0	0	0	0	0	11
11:30	0	123	9	1	2	5	0	2	1	0	0	0	0	14
11:45	2	101	12	1	2	5	0	0	0	0	0	1	0	12
	2	415	36	2	6	11	1	2	1	0	0	1	0	47
		2115	143	28	37	48	2	4	4	0	0	1	_	241
Total	31 1.3%	87.7%	5.9%	1.2%	1.5%	2.0%	0.1%	0.2%	0.2%	0.0%	0.0%	1 0.0%	0 0.0%	241

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Site Code: 1 Station ID: 1

SR247 - PIO NONO AVENUE SOUTH OF

SB											_			
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12 PM	1	102	14	1	1	1	0	1	0	0	0	0	0	121
12:15	2	99	5	1	2	4	0	0	0	0	0	1	0	114
12:30	2	95	12	0	1	5	0	0	0	0	0	0	0	115
12:45	1_	107	6	0	2	1	0	0	0	0	0	0	0	117
	6	403	37	2	6	11	0	1	0	0	0	1	0	467
13:00	0	105	7	0	1	0	0	0	0	0	0	0	0	113
13:15	1	114	11	1	3	2	0	0	0	0	0	0	0	132
13:30	0	113	6	2	6	3	0	1	0	0	0	0	0	131
13:45	<u> </u>	114 446	9 33	<u>2</u> 5	<u>5</u> 15	1 6	0	0	0	0	0	0	0	131 507
14:00	0	91	33 11	0	6	3	0	0	0	0	0	1	0	112
14:15	3	122	14	0	2	3	0	0	0	0	0	0	0	144
14:30	2	98	16	1	0	0	0	0	0	0	1	0	0	118
14:45	1	135	16	1	4	0	0	0	1	0	0	0	0	158
	6	446	57	2	12	6	0	0	1	0	1	1	0	532
15:00	0	107	5	0	0	2	0	0	0	0	0	0	0	114
15:15	3	140	8	0	1	1	0	1	0	0	0	0	0	154
15:30	9	151	11	1	0	1	0	0	0	0	0	0	0	173
15:45	5	151	9	2	2	0	0	0	0	0	0	0	0	169
	17	549	33	3	3	4	0	1	0	0	0	0	0	610
16:00	3	120	5	1	0	2	0	0	0	1	0	0	0	132
16:15	0	133	9	0	1	2	0	0	1	0	0	0	0	146
16:30	0	120	7	0	2	0	0	0	0	0	0	0	0	129
16:45	6	132	6	1	1_	0	0	0	0	0	0	0	0	146
17:00	9	505 123	27 7	2	4	4	0	0	1 0	1 0	0	0	0	553 137
17:00 17:15	1	123	4	1	0	1	0	0	0	0	0	0	0	130
17:30	1	131	5	1	0	0	0	0	0	0	0	0	0	138
17:45	1	124	6	1	0	0	0	2	0	0	0	0	0	134
	5	501	22	3	3	2	0	3	0	0	0	0	0	539
18:00	0	112	8	Ō	0	0	0	0	0	0	Ö	0	1	121
18:15	0	100	4	1	1	0	0	0	0	0	0	0	0	106
18:30	3	95	7	0	0	0	0	0	0	0	0	0	0	105
18:45	1	95	6	0	1	1	0	0	0	0	0	0	0	104
	4	402	25	1	2	1	0	0	0	0	0	0	1	436
19:00	0	94	6	1	0	1	0	0	0	0	0	0	0	102
19:15	0	81	4	0	1	0	0	0	0	0	0	0	0	86
19:30	0	89	3	0	0	0	0	0	0	0	0	0	0	92
19:45	5	85	4	1	1_	1	0	0	0	0	0	0	0	97
20.00	5	349	17	2	2	2	0	0	0	0	0	0	0	377
20:00 20:15	0	95 78	5 3	0	0	0	0	0	0	0	0	0	0	100 81
20:30	0	63	1	0	0	0	0	0	0	0	0	0	0	64
20:45	0	62	4	0	0	0	0	0	0	0	0	0	0	66
20.10	0	298	13	0	0	0	0	0	0	0	0	0	0	311
21:00	0	58	6	Ö	0	0	0	0	0	0	0	0	Ö	64
21:15	1	74	2	1	0	0	0	0	0	0	0	0	0	78
21:30	0	52	2	0	0	0	0	0	0	0	0	0	0	54
21:45	0	52	3	0	0	0	0	0	1	0	0	0	0	56
	1	236	13	1	0	0	0	0	1	0	0	0	0	252
22:00	0	43	6	0	0	0	0	0	0	0	0	0	0	49
22:15	0	33	2	0	0	0	0	0	0	0	0	0	0	35
22:30	0	24	2	0	0	0	0	0	0	0	0	0	0	26
22:45	1_	29	0	0	0	1	0	0	0	0	0	0	0	31
22.00	1	129	10	0	0	1	0	0	0	0	0	0	0	141
23:00 23:15	0	34 30	2 1	0	0	0	0	0	0	0	0	0	0	36 31
23:30	0	31	1	0	0	0	0	0	0	0	0	0	0	32
23:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21
	0	116	4	0	0	0	0	0	0	0	0	0	0	120
Total	55	4380	291	21	47	37	0	6	3	1	1	2	1	4845
Percent	1.1%	90.4%	6.0%	0.4%	1.0%	0.8%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand	86	6495	434	49	84	85	2	10	7	1	1	3	1	7258
Total														, 200
Percent	1.2%	89.5%	6.0%	0.7%	1.2%	1.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

# **Appendix D: Existing Intersection Analysis**

	•	-	7	1		•	1	<b>†</b>	1	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		5.0	15.0	15.0	6.0	12.0	
Minimum Split (s)	12.1	38.0		12.1	38.0		12.0	41.0	41.0	12.6	41.0	
Total Split (s)	12.1	38.0		15.6	41.5		12.0	43.0	43.0	13.4	44.4	
Total Split (%)	11.0%	34.5%		14.2%	37.7%		10.9%	39.1%	39.1%	12.2%	40.4%	
Maximum Green (s)	6.0	31.8		9.5	35.3		5.3	36.6	36.6	6.8	38.0	
Yellow Time (s)	3.1	4.0		3.1	4.0		3.1	3.8	3.8	3.0	3.8	
All-Red Time (s)	3.0	2.2		3.0	2.2		3.6	2.6	2.6	3.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.1	6.2		6.1	6.2		6.7	6.4	6.4	6.6	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		20.0			25.0			29.0	29.0		29.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	6.1	27.1		8.4	34.2		42.2	37.1	37.1	47.6	43.9	
Actuated g/C Ratio	0.06	0.27		0.08	0.33		0.41	0.36	0.36	0.47	0.43	
v/c Ratio	0.12	0.81		0.46	0.54		0.10	0.27	0.18	0.31	0.25	
Control Delay	52.1	42.8		57.9	28.4		17.4	25.6	2.3	19.2	22.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	52.1	42.8		57.9	28.4		17.4	25.6	2.3	19.2	22.1	
LOS	D	D		Е	С		В	С	Α	В	С	
Approach Delay		43.0			31.2			19.5			21.2	
Approach LOS		D			С			В			С	

Area Type: Other

Cycle Length: 110
Actuated Cycle Length: 102.1

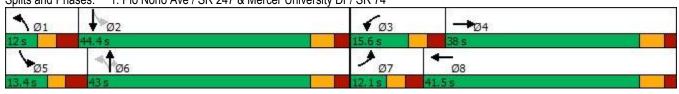
Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81 Intersection Signal Delay: 30.4 Intersection Capacity Utilization 67.0% Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C

Splits and Phases: 1: Pio Nono Ave / SR 247 & Mercer University Dr / SR 74



	•	-	*	1	4	•	1	<b>†</b>	1	1	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0		5.0	12.0		5.0	12.0	12.0
Minimum Split (s)	10.5	36.5	36.5	11.1	36.5		11.7	28.9		10.8	40.4	40.4
Total Split (s)	11.0	38.0	38.0	13.0	40.0		13.0	47.0		12.0	46.0	46.0
Total Split (%)	10.0%	34.5%	34.5%	11.8%	36.4%		11.8%	42.7%		10.9%	41.8%	41.8%
Maximum Green (s)	5.5	31.5	31.5	7.0	33.5		7.1	41.1		6.2	40.1	40.1
Yellow Time (s)	3.3	4.2	4.2	3.0	4.2		3.1	4.3		3.0	4.3	4.3
All-Red Time (s)	2.2	2.3	2.3	3.0	2.3		2.8	1.6		2.8	1.6	1.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	6.5	6.5	6.0	6.5		5.9	5.9		5.8	5.9	5.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	5.0
Flash Dont Walk (s)		25.0	25.0		25.0			18.0			19.0	19.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)	15.7	10.5	10.5	17.8	12.0		48.4	44.5		46.1	41.5	41.5
Actuated g/C Ratio	0.19	0.12	0.12	0.21	0.14		0.58	0.53		0.55	0.49	0.49
v/c Ratio	0.21	0.47	0.48	0.28	0.53		0.16	0.26		0.07	0.19	0.09
Control Delay	26.1	43.4	11.2	27.3	35.7		9.1	13.0		8.7	14.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	26.1	43.4	11.2	27.3	35.7		9.1	13.0		8.7	14.8	0.2
LOS	С	D	В	С	D		Α	В		Α	В	Α
Approach Delay		24.5			32.7			12.3			11.8	
Approach LOS		С			С			В			В	

Area Type: Other

Cycle Length: 110
Actuated Cycle Length: 84.1
Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53 Intersection Signal Delay: 17.6 Intersection Capacity Utilization 48.0% Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 3: Anthony Rd & Pio Nono Ave / SR 247



	•	-	*	1	4	•	1	<b>†</b>	1	1	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	3	5	2	7	3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	12.0	5.0	5.0	12.0	5.0	5.0	12.0	5.0	5.0	12.0	5.0
Minimum Split (s)	11.9	37.3	11.7	11.6	39.3	11.5	11.7	50.0	11.6	11.5	47.0	11.9
Total Split (s)	11.9	35.1	13.6	13.4	36.6	11.5	13.6	50.0	13.4	11.5	47.9	11.9
Total Split (%)	10.8%	31.9%	12.4%	12.2%	33.3%	10.5%	12.4%	45.5%	12.2%	10.5%	43.5%	10.8%
Maximum Green (s)	5.0	28.8	6.9	6.8	30.3	5.0	6.9	43.0	6.8	5.0	40.9	5.0
Yellow Time (s)	3.0	4.1	3.1	3.0	4.1	3.0	3.1	4.3	3.0	3.0	4.3	3.0
All-Red Time (s)	3.9	2.2	3.6	3.6	2.2	3.5	3.6	2.7	3.6	3.5	2.7	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.3	6.7	6.6	6.3	6.5	6.7	7.0	6.6	6.5	7.0	6.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		26.0			28.0			38.0			35.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	5.0	31.5	44.7	6.6	35.3	46.6	6.9	20.1	33.7	5.0	15.5	27.6
Actuated g/C Ratio	0.06	0.36	0.51	0.08	0.40	0.53	0.08	0.23	0.39	0.06	0.18	0.32
v/c Ratio	0.36	0.26	0.07	0.36	0.25	0.09	0.53	0.51	0.15	0.40	0.65	0.14
Control Delay	46.1	20.6	0.7	43.2	18.8	1.8	47.0	32.7	4.8	47.0	38.5	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	20.6	0.7	43.2	18.8	1.8	47.0	32.7	4.8	47.0	38.5	3.8
LOS	D	С	Α	D	В	Α	D	С	Α	D	D	Α
Approach Delay		21.6			20.0			31.5			34.9	
Approach LOS		С			С			С			С	

Area Type: Other

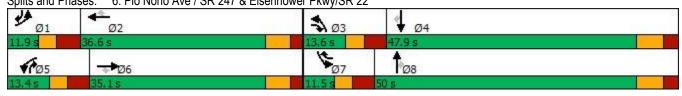
Cycle Length: 110
Actuated Cycle Length: 87.2
Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65 Intersection Signal Delay: 26.8 Intersection Capacity Utilization 51.5% Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service A

Splits and Phases: 6: Pio Nono Ave / SR 247 & Eisenhower Pkwy/SR 22



	•	-	7	1		•	1	<b>†</b>	1	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		5.0	15.0	15.0	6.0	12.0	
Minimum Split (s)	12.1	31.2		12.1	36.2		11.7	40.4	40.4	12.6	40.4	
Total Split (s)	13.0	38.0		22.0	47.0		12.3	43.4	43.4	16.6	47.7	
Total Split (%)	10.8%	31.7%		18.3%	39.2%		10.3%	36.2%	36.2%	13.8%	39.8%	
Maximum Green (s)	6.9	31.8		15.9	40.8		5.6	37.0	37.0	10.0	41.3	
Yellow Time (s)	3.1	4.0		3.1	4.0		3.1	3.8	3.8	3.0	3.8	
All-Red Time (s)	3.0	2.2		3.0	2.2		3.6	2.6	2.6	3.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.1	6.2		6.1	6.2		6.7	6.4	6.4	6.6	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		20.0			25.0			29.0	29.0		29.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	6.7	24.2		12.2	35.3		43.0	37.6	37.6	51.4	44.1	
Actuated g/C Ratio	0.06	0.22		0.11	0.32		0.39	0.35	0.35	0.47	0.40	
v/c Ratio	0.31	0.66		0.60	0.77		0.19	0.36	0.16	0.36	0.38	
Control Delay	60.8	42.3		60.6	38.3		19.5	29.5	0.5	20.4	26.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	60.8	42.3		60.6	38.3		19.5	29.5	0.5	20.4	26.1	
LOS	Е	D		Е	D		В	С	Α	С	С	
Approach Delay		43.5			41.0			23.2			24.8	
Approach LOS		D			D			С			С	

Area Type: Other

Cycle Length: 120

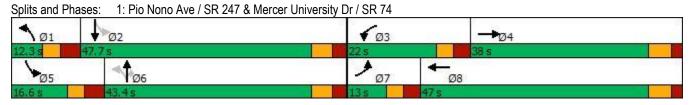
Actuated Cycle Length: 108.9

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77 Intersection Signal Delay: 33.6 Intersection Capacity Utilization 70.2% Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C



	•		*	1	+-	•	1	Ť	1	1	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0		5.0	12.0		5.0	12.0	12.0
Minimum Split (s)	11.0	36.5	36.5	11.0	36.5		11.0	28.9		11.0	29.9	29.9
Total Split (s)	13.0	42.0	42.0	14.0	43.0		19.0	51.0		13.0	45.0	45.0
Total Split (%)	10.8%	35.0%	35.0%	11.7%	35.8%		15.8%	42.5%		10.8%	37.5%	37.5%
Maximum Green (s)	7.5	35.5	35.5	8.0	36.5		13.1	45.1		7.2	39.1	39.1
Yellow Time (s)	3.3	4.2	4.2	3.0	4.2		3.1	4.3		3.0	4.3	4.3
All-Red Time (s)	2.2	2.3	2.3	3.0	2.3		2.8	1.6		2.8	1.6	1.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	6.5	6.5	6.0	6.5		5.9	5.9		5.8	5.9	5.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	5.0
Flash Dont Walk (s)		25.0	25.0		25.0			18.0			19.0	19.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)	20.4	12.2	12.2	22.7	15.9		53.6	46.7		49.1	42.3	42.3
Actuated g/C Ratio	0.21	0.13	0.13	0.24	0.17		0.56	0.49		0.52	0.44	0.44
v/c Ratio	0.24	0.38	0.52	0.35	0.53		0.24	0.30		0.12	0.34	0.10
Control Delay	27.7	42.9	11.0	30.0	40.5		10.5	16.1		9.9	18.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	27.7	42.9	11.0	30.0	40.5		10.5	16.1		9.9	18.8	0.2
LOS	С	D	В	С	D		В	В		Α	В	Α
Approach Delay		22.5			36.3			15.0			15.9	
Approach LOS		С			D			В			В	

Area Type: Other

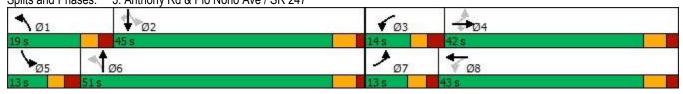
Cycle Length: 120 Actuated Cycle Length: 95.1 Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53 Intersection Signal Delay: 19.7 Intersection Capacity Utilization 51.7% Analysis Period (min) 15

Intersection LOS: B ICU Level of Service A

Splits and Phases: 3: Anthony Rd & Pio Nono Ave / SR 247



	•	-	7	1	+	•	1	1	1	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	3	5	2	7	3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	12.0	5.0	5.0	12.0	5.0	5.0	12.0	5.0	5.0	12.0	5.0
Minimum Split (s)	11.9	37.3	24.7	11.6	39.3	24.5	24.7	50.0	11.6	24.5	47.0	11.9
Total Split (s)	16.0	44.0	26.0	19.0	47.0	25.0	26.0	52.0	19.0	25.0	51.0	16.0
Total Split (%)	11.4%	31.4%	18.6%	13.6%	33.6%	17.9%	18.6%	37.1%	13.6%	17.9%	36.4%	11.4%
Maximum Green (s)	9.1	37.7	19.3	12.4	40.7	18.5	19.3	45.0	12.4	18.5	44.0	9.1
Yellow Time (s)	3.0	4.1	3.1	3.0	4.1	3.0	3.1	4.3	3.0	3.0	4.3	3.0
All-Red Time (s)	3.9	2.2	3.6	3.6	2.2	3.5	3.6	2.7	3.6	3.5	2.7	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.3	6.7	6.6	6.3	6.5	6.7	7.0	6.6	6.5	7.0	6.9
Lead/Lag	Lead	Lag	Lead									
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	None	None	Max	None						
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		26.0			28.0			38.0			35.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	8.2	39.2	57.4	10.2	40.9	56.9	11.9	27.0	44.2	9.7	24.6	39.8
Actuated g/C Ratio	0.07	0.35	0.51	0.09	0.36	0.51	0.11	0.24	0.39	0.09	0.22	0.35
v/c Ratio	0.39	0.29	0.14	0.50	0.40	0.16	0.55	0.53	0.16	0.44	0.76	0.20
Control Delay	56.7	28.6	5.4	55.8	28.7	3.4	54.8	39.7	4.4	55.1	48.5	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	28.6	5.4	55.8	28.7	3.4	54.8	39.7	4.4	55.1	48.5	10.7
LOS	Е	С	Α	Е	С	Α	D	D	Α	Е	D	В
Approach Delay		28.7			29.4			38.5			44.2	
Approach LOS		С			С			D			D	

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 112.6

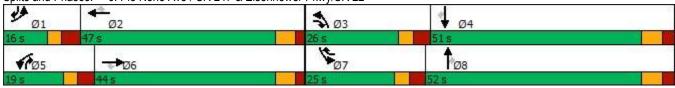
Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76 Intersection Signal Delay: 35.0 Intersection Capacity Utilization 59.1% Analysis Period (min) 15

Intersection LOS: C ICU Level of Service B

Splits and Phases: 6: Pio Nono Ave / SR 247 & Eisenhower Pkwy/SR 22



Works	heet 2A General Information and Input	Data for Urban and Suburban A	rterial Interse	ctions				
General Informa	tion		Location	on Information				
Analyst	AKL	Roadway		SR 247				
Agency or Company	Arcadis	Intersection		SR 74				
Date Performed	11/14/19	Jurisdiction		Bibb County				
		Analysis Year		2018				
Input Data		Base Conditions		Site Conditions				
Intersection type (3ST, 3SG, 4ST, 4SG)				4SG				
AADT <sub>major</sub> (veh/day)	$AADT_{MAX} = 67,700  (veh/day)$			23,700				
AADT <sub>minor</sub> (veh/day)	$AADT_{MAX} = 33,400  (veh/day)$			14,400				
Intersection lighting (present/not present)	-	Not Present	Not Present					
Calibration factor, C <sub>i</sub>		1.00	1.00					
Data for unsignalized intersections only:								
Number of major-road approaches with left-turn lan	es (0,1,2)	0		0				
Number of major-road approaches with right-turn la	nes (0,1,2)	0		0				
Data for signalized intersections only:								
Number of approaches with left-turn lanes (0,1,2,3,	4) [for 3SG, use maximum value of 3]	0		4				
Number of approaches with right-turn lanes (0,1,2,3	(,4) [for 3SG, use maximum value of 3]	0		0				
Number of approaches with left-turn signal phasing	[for 3SG, use maximum value of 3]			4				
Type of left-turn signal phasing for Leg #1		Permissive		Protected / Permissive				
Type of left-turn signal phasing for Leg #2				Protected				
Type of left-turn signal phasing for Leg #3				Protected / Permissive				
Type of left-turn signal phasing for Leg #4 (if application)				Protected				
Number of approaches with right-turn-on-red prohib		0		0				
Intersection red light cameras (present/not present)		Not Present		Not Present				
Sum of all pedestrian crossing volumes (PedVol)	· ·			75				
Maximum number of lanes crossed by a pedestrian	( 12.112.11)		6					
Number of bus stops within 300 m (1,000 ft) of the i		0	1					
Schools within 300 m (1,000 ft) of the intersection (		Not Present	Present					
Number of alcohol sales establishments within 300	m (1,000 ft) of the intersection	0		2				

Worksheet 2L Summary R	esults for Urban and Suburban Arterial Intersections
(1)	(2)
Crash severity level	Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)
	(Total) from Worksheet 2K
Total	4.7
Fatal and injury (FI)	1.7
Property damage only (PDO)	3.0

Works	heet 2A General Information and Input	Data for Urban and Suburban Art	terial Interse	ctions				
General Informa	tion		Location	on Information				
Analyst	AKL	Roadway		SR 247				
Agency or Company	Arcadis	Intersection		Anthony Rd				
Date Performed	11/14/19	Jurisdiction		Bibb County				
		Analysis Year		2018				
Input Data		Base Conditions		Site Conditions				
Intersection type (3ST, 3SG, 4ST, 4SG)		4SG (veh/day) 16,400						
AADT <sub>major</sub> (veh/day)	$AADT_{MAX} = 67,700  (veh/day)$			16,400				
AADT <sub>minor</sub> (veh/day)	$AADT_{MAX} = 33,400  (veh/day)$			8,260				
Intersection lighting (present/not present)		Not Present	Not Present					
Calibration factor, C <sub>i</sub>		1.00	1.00					
Data for unsignalized intersections only:								
Number of major-road approaches with left-turn lan	es (0,1,2)	0		2				
Number of major-road approaches with right-turn la	nes (0,1,2)	0		1				
Data for signalized intersections only:								
Number of approaches with left-turn lanes (0,1,2,3,	i) [for 3SG, use maximum value of 3]	0		4				
Number of approaches with right-turn lanes (0,1,2,3	,4) [for 3SG, use maximum value of 3]	0		2				
Number of approaches with left-turn signal phasing	[for 3SG, use maximum value of 3]			4				
Type of left-turn signal phasing for Leg #1		Permissive		Protected / Permissive				
Type of left-turn signal phasing for Leg #2				Protected / Permissive				
Type of left-turn signal phasing for Leg #3				Protected / Permissive				
Type of left-turn signal phasing for Leg #4 (if application)				Protected / Permissive				
Number of approaches with right-turn-on-red prohib	ited [for 3SG, use maximum value of 3]	0		0				
Intersection red light cameras (present/not present)		Not Present		Not Present				
Sum of all pedestrian crossing volumes (PedVol)	,			95				
Maximum number of lanes crossed by a pedestrian	( idilock)	6						
Number of bus stops within 300 m (1,000 ft) of the i		0	3					
Schools within 300 m (1,000 ft) of the intersection (		Not Present	Present					
Number of alcohol sales establishments within 300	m (1,000 ft) of the intersection	0		3				

Worksheet 2L Summary Results for Urban and Suburban Arterial Intersections				
(1)	(2)			
Crash severity level	Predicted average crash frequency, N <sub>predicted int</sub> (crashes/year)			
	(Total) from Worksheet 2K			
Total	3.0			
Fatal and injury (FI)	1.1			
Property damage only (PDO)	1.9			

	heet 2A General Information and Input	Data for Urban and Suburban	Arterial Interse	ctions	
General Information			Locati	on Information	
Analyst	AKL	Roadway		SR 247	
Agency or Company	Arcadis	Intersection		SR 22	
Date Performed	11/14/19	Jurisdiction Analysis Year		Bibb County	
				2018	
Input Data		Base Conditions		Site Conditions	
Intersection type (3ST, 3SG, 4ST, 4SG)			4SG		
AADT <sub>major</sub> (veh/day)	$AADT_{MAX} = 67,700  (veh/day)$			24,950	
AADT <sub>minor</sub> (veh/day)	$AADT_{MAX} = 33,400  (veh/day)$			17,500	
Intersection lighting (present/not present)		Not Present		Not Present	
Calibration factor, C <sub>i</sub>		1.00		1.00	
Data for unsignalized intersections only:					
Number of major-road approaches with left-turn lan	es (0,1,2)	0	2		
Number of major-road approaches with right-turn la	nes (0,1,2)	0	1		
Data for signalized intersections only:					
Number of approaches with left-turn lanes (0,1,2,3,4	0	4			
Number of approaches with right-turn lanes (0,1,2,3	,4) [for 3SG, use maximum value of 3]	0	4		
Number of approaches with left-turn signal phasing		4			
Type of left-turn signal phasing for Leg #1		Permissive	Protected		
Type of left-turn signal phasing for Leg #2			Protected		
Type of left-turn signal phasing for Leg #3			Protected		
Type of left-turn signal phasing for Leg #4 (if application)			Protected		
Number of approaches with right-turn-on-red prohib	0	0			
Intersection red light cameras (present/not present)	Not Present	Not Present			
Sum of all pedestrian crossing volumes (PedVol)		35			
Maximum number of lanes crossed by a pedestrian		9			
Number of bus stops within 300 m (1,000 ft) of the i	0	4			
Schools within 300 m (1,000 ft) of the intersection (	Not Present	Present			
Number of alcohol sales establishments within 300	0		5		

Worksheet 2L Summary Results for Urban and Suburban Arterial Intersections				
(1)	(2)			
Crash severity level	Predicted average crash frequency, N <sub>predicted int</sub> (crashes/year)			
	(Total) from Worksheet 2K			
Total	4.0			
Fatal and injury (FI)	1.5			
Property damage only (PDO)	2.5			

Worksheet	1A General In	formation	and Input D	ata for Urban and Suburba	n Roadway	Segments	
General Information			Location Information				
Analyst		AKL		Roadway		SR 247	
Agency or Company		Arcadis		Roadway Section		from SR 22 to Anthony Rd	
Date Performed		11/14/19		Jurisdiction		Bibb	
				Analysis Year		2018	
Input Data	•			Base Conditions	Site Conditions		
Roadway type (2U, 3T, 4U, 4D, ST)				-		5T	
Length of segment, L (mi)				-		0.322	
AADT (veh/day)	AADT <sub>MAX</sub> =	53,800	(veh/day)			16,400	
Type of on-street parking (none/parallel/angle)				None		None	
Proportion of curb length with on-street parking					0		
Median width (ft) - for divided only				15		Not Present	
Lighting (present / not present)				Not Present		Not Present	
Auto speed enforcement (present / not present)				Not Present	Not Present		
Major commercial driveways (number)				-	6		
Minor commercial driveways (number)				-	14		
Major industrial / institutional driveways (number)					0		
Minor industrial / institutional driveways (number)				-	0		
Major residential driveways (number)				-	5		
Minor residential driveways (number)				2			
Other driveways (number)			-	0			
Speed Category			-	Posted Speed Greater than 30 mph			
Roadside fixed object density (fixed objects / mi)			0	60			
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	10			
Calibration Factor, Cr			1.00		1.00		

Worksheet 1L Summary Results for Urban and Suburban Roadway Segments							
(1)	(2)	(3)	(4)				
Crash Severity Level	Predicted average crash frequency, N predicted rs (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)				
	(Total) from Worksheet 1K		(2) / (3)				
Total	5.1	0.32	15.8				
Fatal and injury (FI)	1.5	0.32	4.6				
Property damage only (PDO)	3.6	0.32	11.2				

Worksheet	1A General Ir	nformation	and Input D	ata for Urban and Suburba	n Roadway	Segments	
General Information			Location Information				
Analyst		AKL		Roadway		SR 247	
Agency or Company		Arcadis		Roadway Section		From SR 74 to anthony Rd	
Date Performed		11/14/19		Jurisdiction		Bibb	
				Analysis Year		2018	
Input Data				Base Conditions	Site Conditions		
Roadway type (2U, 3T, 4U, 4D, ST)						4U	
Length of segment, L (mi)						0.33	
AADT (veh/day)	AADT <sub>MAX</sub> =	40,100	(veh/day)			14,400	
Type of on-street parking (none/parallel/angle)				None		None	
Proportion of curb length with on-street parking					0		
Median width (ft) - for divided only				15	Not Present		
Lighting (present / not present)			Not Present		Not Present		
Auto speed enforcement (present / not present)				Not Present	Not Present		
Major commercial driveways (number)					2		
Minor commercial driveways (number)					11		
Major industrial / institutional driveways (number)					0		
Minor industrial / institutional driveways (number)					0		
Major residential driveways (number)					7		
Minor residential driveways (number)				5			
Other driveways (number)				0			
Speed Category				Posted Speed Greater than 30 mph			
Roadside fixed object density (fixed objects / mi)			0	50			
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]			30	10			
Calibration Factor, Cr			1.00		1.00		

Worksheet 1L Summary Results for Urban and Suburban Roadway Segments								
(1)	(2)	(3)	(4)					
Crash Severity Level	Predicted average crash frequency, N predicted rs (crashes/year)	Roadway segment length, L (mi)	Crash rate (crashes/mi/year)					
	(Total) from Worksheet 1K		(2) / (3)					
Total	3.3	0.33	10.1					
Fatal and injury (FI)	1.1	0.33	3.3					
Property damage only (PDO)	2.2	0.33	6.7					

# **Appendix E: Signal Warrant Analysis**

## **Traffic Signal Warrant Summary Worksheet**

Based on Manual of Uniform Traffic Control Devices (MUTCD) Warrant Analysis

#### **Intersection Data:**

Intersection: SR 247/ Pio Nono Ave @ SR 74/ Mercer University Dr

County: Bibb City: Macon

### **Warrant Analysis Conducted By:**

Date: 11/15/2019

Project ID:

Agency: Arcadis Analyst: AKL

Major Street: Minor Street:

Name: SR 247/ Pio Nono Ave Name: SR 74/ Mercer University Dr

Speed: 40 MPH
Lanes: 2 or more lane

Speed: 40 MPH
Lanes: 2 or more lane

Direction: N/S Major Rd Left Turn No as Minor Approach?

Is intersection in a built-up area of isolated

community of < 10,000 population? No
Total number of approaches at intersection? 4 or more
If T-intersection, inflate minor threshold to 150%? No
Volume Threshold used in analysis: 100%

Manually set volume level?

100%

Warrant Evaluation Summary	<b>Warrant Met:</b>
Warrant 1: Eight - Hour Vehicular Volume	Yes
Condition A: Minimum Vehicular Volume	Yes
Condition B: Interruption of Continuous Traffic	Yes
Condition C: Combination: 80% of A and B	Yes
Warrant 2: Four-Hour Volume	Yes
Warrant 3: Peak Hour Volume	Yes
Warrant 4: Pedestrian Volume	No
Criterion A: Four-Hour	No
Criterion B: Peak-Hour	No
Warrant 5: School Crossing	No
Warrant 6: Coordinated Signal System	No
Warrant 7: Crash Experience	Yes
Warrant 8: Roadway Network	N/A
Warrant 9: Intersection Near a Grade Crossing	N/A

% Right Turns Inc. (Default 0%)

From South (NB) 0%
From North (SB) 50%
From West (EB) 50%
From East (WB) 50%

									Hour	ly Volun	ne Data	Input									
0 11	SR 247/ Pio Nono Ave						SR 74/ Mercer University Dr						T								
One Hour Time Period		Е	astboun	ıd			W	/estbour	nd			N	orthbou	nd			S	outhbou	nd		Total Entering
Start Time	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Volume
6:30	0	9	494	16	519	0	29	346	111	486	0	14	211	67	292	0	104	195	16	315	1,612
7:30	0	14	815	23	852	0	62	523	122	707	0	48	353	130	531	0	153	335	33	521	2,611
8:30	0	20	530	21	571	0	53	450	114	617	0	26	324	76	426	0	123	323	30	476	2,090
9:30	0	16	441	22	479	0	81	415	90	586	0	29	270	81	380	0	85	294	28	407	1,852
10:30	0	24	402	30	456	0	82	480	90	652	0	40	311	77	428	0	90	312	37	439	1,975
11:30	0	29	449	30	508	0	93	501	88	682	0	40	325	86	451	0	108	400	53	561	2,202
12:30	0	43	539	40	622	0	69	499	105	673	0	50	366	100	516	0	120	385	44	549	2,360
13:30	0	20	503	26	549	0	90	534	96	720	0	42	388	94	524	0	122	421	46	589	2,382
14:30	0	29	505	39	573	0	94	566	119	779	0	59	430	119	608	0	145	449	41	635	2,595
15:30	0	39	456	37	532	0	97	684	99	880	0	68	458	134	660	0	158	505	56	719	2,791
16:30	0	34	519	42	595	0	102	802	130	1,034	0	57	391	109	557	0	153	426	39	618	2,804
17:30	0	25	528	38	591	1	65	568	111	745	0	55	322	84	461	0	145	412	31	588	2,385
18:30					0					0					0					0	0
19:30					0					0					0					0	0
20:30					0					0					0					0	0
21:30					0					0					0					0	0
16-hr total	0	302	6,181	364	6,847	1	917	6,368	1,275	8,561	0	528	4,149	1,157	5,834	0	1,506	4,457	454	6,417	27,659

## Warrant 1: Eight - Hour Vehicular Volume

Time

Period

1

2

3

6

9

10

11

12

13

14

15

16

From

6:30

7:30

8:30

9:30

10:30

11:30

12:30

13:30

14:30

15:30

16:30

17:30

18:30

To

7:30

8:30

9:30

10:30

11:30

12:30

13:30

14:30

15:30

16:30

17:30

18:30

19:30

100%

Yes

Total

1,233

1,963

1,556

1,377

1,435

1,624

1,708

1,738

1,848

1,989

2,101

1,800

0

warrant Evaluated? Yes						
Condition A :						
Min. Veh	Min. Veh. Volume					
Volume Level	100%	80%				
Major Rd. Req	600	480				
Minor Rd. Req	200	160				
No. of Hours	12	12				

Condition A:					
Min. Veh. Volume					
Volume Level	100%	80%			
Major Rd. Req	600	480			
Minor Rd. Req	200	160			
No. of Hours	12	12			

Condition A Satisfied? Yes
----------------------------

Condition B:					
Interruption of Continuous Traffic					
Volume Level	100%	80%			
Major Rd. Req	900	720			
Minor Rd. Req	100	80			
No. of Hours	12	12			

Condition B Satisfied? Yes

Condition C:
Combination of A & B at 80%
Condition C Satisfied? Yes

19:30	20:30	0	0	0
20:30	21:30	0	0	0
21:30	22:30	0	0	0

Warrant Satisfied?

Warrant Satisfied?

Warrant Satisfied?

Warrant 1 Satisfied?

Maj Road:

Both App.

(VPH)

934

1,475

1,110

998

1,033

1,116

1,203

1,195

1,254

1,326

1,522

1,243

0

Min

Road:

High App.

299

488

446

379

402

508

505

543

594

663

579

557

0

## **Warrant 2: Four-Hour Volume**

100% Yes

Warrant Evaluated? Yes								
Hour Start	16:30	15:30	7:30	14:30				
Major Rd Vol.	1522	1326	1475	1254				
Minor Rd Vol.	579	663	488	594				

## **Warrant 3: Peak Hour Volume**

100% Yes

**Warrant Evaluated? Yes** Condition justifying use of warrant:

Write in response here Met? <u>Criteria</u> Delay on Minor Approach 5 Yes Volume on Minor Approach 150 Yes Total Entering Volume (veh/h) 800 Major Road Vol. Minor Road Vol. Peak Hour (Both Approch) (High Approach)

## **Warrant 4: Pedestrian Volume**

1522

100% No

Warrant Evaluated? Yes

16:30

**Criterion A: Four Hour** 

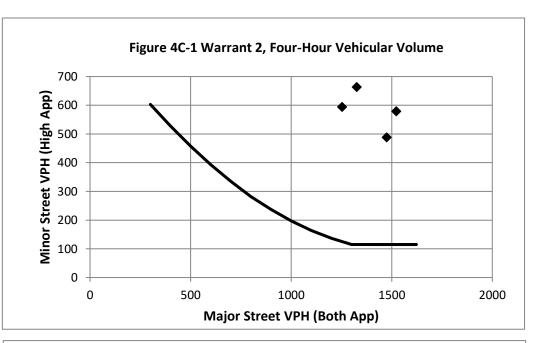
Ped Data					
Hour	Ped				
(Start)	Volume				
6:00	3				
7:00	1				
8:00	5				
9:00	2				
10:00	2				
11:00	4				
12:00	3				
13:00	6				
14:00	4				
15:00	3				
16:00	2				
17:00	5				
18:00	0				
19:00	0				
20:00	0				
21:00	0				

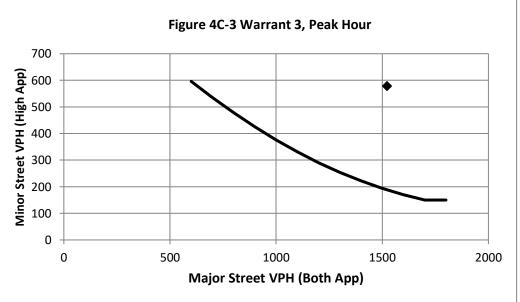
•	- Indiritation								
	Hour	Ped	Maj Rd						
	(Start)	Volume	Volume						
	13:00	6	1203						
	8:00	5	1475						
	17:00	5	1522						
	11:00	4	1033						

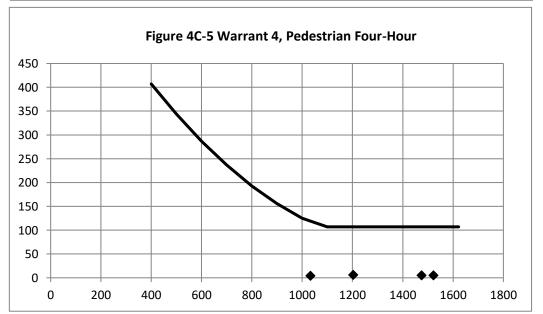
**Criterion A Satisfied?** Criterion B: Peak Hour

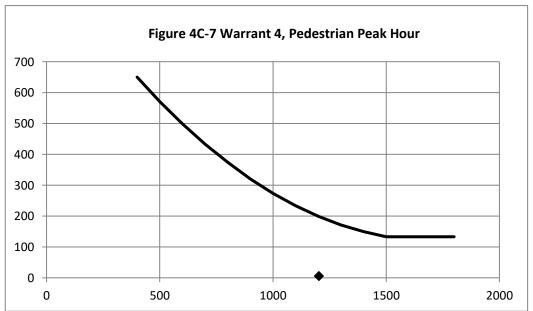
ion bi i cak moai							
Peak	Ped	Maj Rd					
Hour	Volume	Volume					
13.00	6	1203					

**Criterion B Satisfied?** 









## **Warrant 5: School Crossing**

100%

Warrar	nt Evaluated? Yes Warrant Satisfied?	No
Criteria		Fulfilled?
	There are a MINIMUM of 20 school children during the highest crossing hour.	No
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	No
	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	No

**Warrant 6: Coordinated Signal System** 

100%

Warra	nt Evaluated? Yes Warrant Satisfied?	No
Criteria		
1	Signal spacing > 1000 ft	Yes
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	No
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	No

**Warrant 7: Crash Experience** 

100%

Warrar	nt Evaluated? Yes		Wa	rrant Sa	tisfied?	Yes		
Criteria					Met?	Fulfilled?		
Adequate trial of other remedial measures has failed to reduce crash frequency.								
1	Measures Tried:					Yes		
2	Five or more reported crashes, of types susceptible to correction by signal,	# of correctible	141	Period	5	Yes		
	have occurred within a 12 month period	crashes	141	(Years)	<u>,                                    </u>	163		
	Warrant 1, Condition A (80%)				Yes			
3	Warrant 1, Condition B (80%)				Yes	Yes		
3	Warrant 4, Criterion A (80%)				No	163		
	Warrant 4, Criterion B (80%)		•		No			

Warrant Satisfied? N/A

**Warrant 8: Roadway Network** 

100%

Warrar	nt Evalua	valuated? No Warrant Satisfied?							N/A
Criteria							Volume	Met?	Fulfilled?
1	Total en during t	tal entering volume of at least 1,000 veh/h ring typical weekday peak hour						Yes	Yes
2	5-yr vol	ol projections satisfy Warrants 1, 2, or 3					1	Yes	
	Hour								
	Volume								

Answer YES if all intersecting routes have following characteristics:

Fulfilled?

1	Part of hwy system serving as principal roadway for thru traffic?	No
2	Rural or suburban hwy outside of, entering, or traversing city	No
3	Appears as a major route on an official plan	No

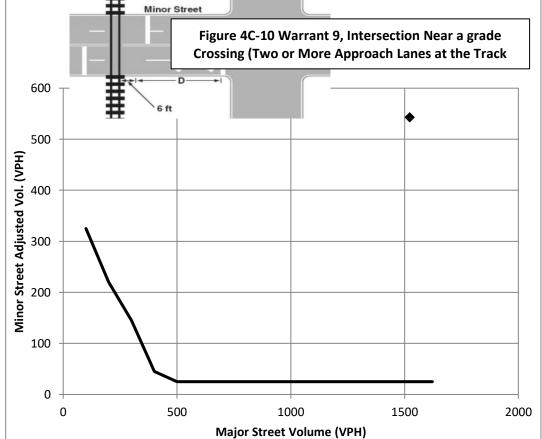
## **Warrant 9: Intersection Near a Grade Crossing**

100%

Adjustment Factors								
Trains per Day	% Buses on Minor Road	%Trucks on Minor Road	D	Peak Hour	Maj Rd Vol.	Min Rd Vol.	Adj Min Vol.	
9 to 11	0.02	2.6% to 7.5%	660	16:30	1522	579	543	

**Warrant Analysis Conclusions/Comments:** 

Warrant Evaluated? No



Major Street

## **Traffic Signal Warrant Summary Worksheet**

Based on Manual of Uniform Traffic Control Devices (MUTCD) Warrant Analysis

### **Intersection Data:**

Intersection: SR 247/ Pio Nono Ave @ Anthony Rd

County: Bibb City: Macon

### **Warrant Analysis Conducted By:**

Date: 11/15/2019

Project ID:

Agency: Arcadis Analyst: AKL

Major Street:Minor Street:Name: SR 247/ Pio Nono AveName: Anthony RdSpeed: 40 MPHSpeed: 35 MPHLanes: 2 or more laneLanes: 2 or more lane

Direction: N/S Major Rd Left Turn No as Minor Approach?

Is intersection in a built-up area of isolated

community of < 10,000 population? No
Total number of approaches at intersection? 4 or more
If T-intersection, inflate minor threshold to 150%? No
Volume Threshold used in analysis: 100%

Manually set volume level? 100%

Warrant Evaluation Summary	<b>Warrant Met:</b>
Warrant 1: Eight - Hour Vehicular Volume	Yes
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	Yes
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	No
Warrant 3: Peak Hour Volume	Yes
Warrant 4: Pedestrian Volume	No
Criterion A: Four-Hour	No
Criterion B: Peak-Hour	No
Warrant 5: School Crossing	No
Warrant 6: Coordinated Signal System	No
Warrant 7: Crash Experience	Yes
Warrant 8: Roadway Network	N/A
Warrant 9: Intersection Near a Grade Crossing	N/A

% Right Turns Inc. (Default 0%)

From South (NB) 50%
From North (SB) 0%
From West (EB) 0%
From East (WB) 50%

									Hour	ly Volu	me Data	Input									
0 11	SR 247/ Pio Nono Ave Anthony Rd																				
One Hour Time Period		N	orthboui	nd			S	outhbou	nd			Е	astboun	ıd			V	Vestbour	nd		Total Entering
Start Time	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Volume
6:30	0	62	224	21	307	1	11	212	28	252	0	30	46	99	175	0	14	31	16	61	795
7:30	0	118	376	86	580	0	40	355	89	484	0	58	92	147	297	0	61	85	34	180	1,541
8:30	0	78	331	86	495	0	29	322	39	390	0	34	92	130	256	0	88	71	57	216	1,357
9:30	0	79	317	31	427	1	19	357	44	421	0	40	45	127	212	0	46	44	17	107	1,167
10:30	0	94	359	36	489	1	23	376	37	437	0	43	52	106	201	0	54	47	26	127	1,254
11:30	0	106	375	49	530	0	33	450	49	532	1	51	55	141	248	0	72	53	43	168	1,478
12:30	0	102	444	54	600	0	41	438	42	521	0	53	77	125	255	0	72	74	36	182	1,558
13:30	0	113	441	57	611	0	31	461	65	557	0	52	76	176	304	0	76	77	47	200	1,672
14:30	0	147	496	70	713	0	55	508	62	625	0	61	86	170	317	0	74	74	54	202	1,857
15:30	0	131	506	65	702	0	56	564	84	704	0	73	80	197	350	0	130	112	48	290	2,046
16:30	0	128	443	60	631	0	39	501	72	612	0	67	96	170	333	0	112	110	53	275	1,851
17:30	0	146	417	62	625	0	45	475	55	575	0	52	74	177	303	0	60	65	46	171	1,674
18:30					0					0					0					0	0
19:30					0					0					0					0	0
20:30					0					0					0					0	0
21:30					0					0					0					0	0
16-hr total	0	1,304	4,729	677	6,710	3	422	5,019	666	6,110	1	614	871	1,765	3,251	0	859	843	477	2,179	18,250

## Warrant 1: Eight - Hour Vehicular Volume

Time

From

To

100%

Yes

Total

Warrant Evaluated? Yes								
Condition A:								
Min. Veh	. Volume	2						
Volume Level	100%	80%						
Major Rd. Req	600	480						
Minor Rd. Req	200	160						
No. of Hours	2	2						

vvariant Evaluateu:							
Condition A :							
Min. Veh. Volume							
100%	80%						
600	480						
200	160						
2	2						
	ion A : . Volume 100% 600 200						

Condition A Satisfied? No

Condition B:							
Interruption of Continuous Traffic							
Volume Level	100%	80%					
Major Rd. Req	900	720					
Minor Rd. Req	100	80					
No. of Hours	8	11					

**Condition B Satisfied?** Yes

Condition C:
Combination of A & B at 80%
Condition C Satisfied? No

Period	From	То	Both App.	Road:	Total
			(VPH)	High App.	
1	6:30	7:30	521	76	597
2	7:30	8:30	932	150	1,082
3	8:30	9:30	803	159	962
4	9:30	10:30	789	90	879
5	10:30	11:30	871	101	972
6	11:30	12:30	989	125	1,114
7	12:30	13:30	1,052	146	1,198
8	13:30	14:30	1,075	153	1,228
9	14:30	15:30	1,241	148	1,389
10	15:30	16:30	1,290	242	1,532
11	16:30	17:30	1,141	222	1,363
12	17:30	18:30	1,114	126	1,240
13	18:30	19:30	0	0	0
14	19:30	20:30	0	0	0
15	20:30	21:30	0	0	0
16	21:30	22:30	0	0	0

Warrant Satisfied?

Warrant Satisfied?

Warrant 1 Satisfied?

Maj Road:

Both App.

Min

Road:

## **Warrant 2: Four-Hour Volume**

100% No

Warrant Evaluated? Yes							
Hour Start	15:30	14:30	16:30	13:30			
Major Rd Vol.	1290	1241	1141	1075			
Minor Rd Vol.	242	148	222	153			

## **Warrant 3: Peak Hour Volume**

100% Yes

**Warrant Evaluated? Yes** Condition justifying use of warrant:

Write in respons	e here			
<u>Criteria</u> <u>Met?</u>				
Delay on Minor	5	Yes		
Volume on Mind	or Approach	150	Yes	
Total Entering V	800	res		
Peak Hour	Major Road Vol. (Both Approch)	Minor Road Vol. (High Approach)		
15:30 1290 242				

## **Warrant 4: Pedestrian Volume**

**Ped Data** 

100%

No

Warrant Evaluated? Yes

Warrant Satisfied? **Criterion A: Four Hour** 

Hour	Ped
(Start)	Volume
6:00	1
7:00	2
8:00	9
9:00	16
10:00	6
11:00	16
12:00	5
13:00	0
14:00	9
15:00	18
16:00	6
17:00	6
18:00	1
19:00	0
20:00	0

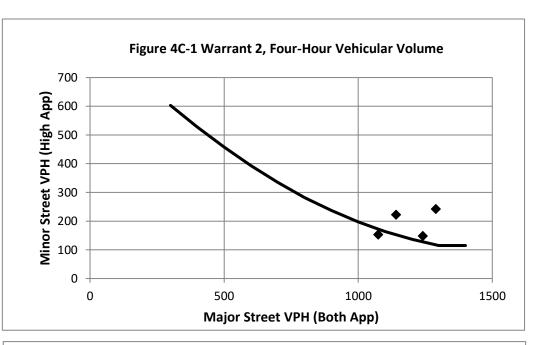
21:00

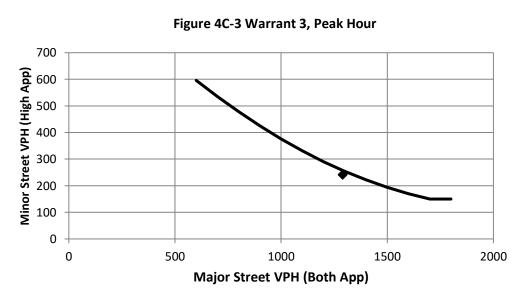
•	ilon A. I oui Iloui						
	Hour	Ped	Maj Rd				
	(Start)	Volume	Volume				
	15:00	18	1241				
	9:00	16	803				
	11:00	16	871				
	8:00	9	932				

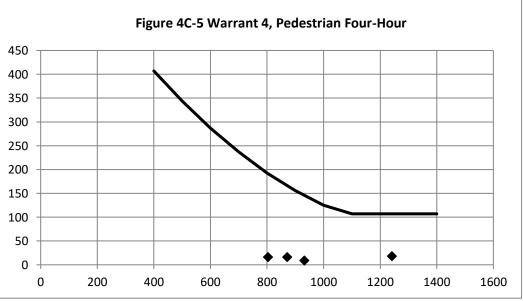
Criterion A Satisfied? No **Criterion B: Peak Hour** 

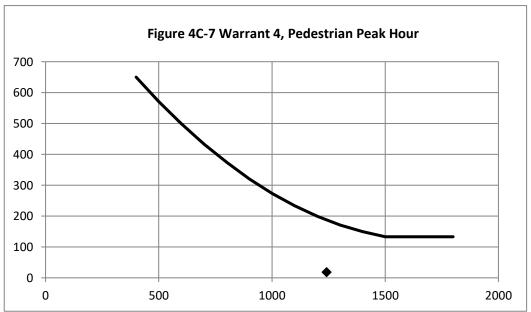
ion bi i can iicai						
Peak	Ped	Maj Rd				
Hour	Volume	Volume				
15.00	12	12/1				

**Criterion B Satisfied?** 









## **Warrant 5: School Crossing**

100%

Warra	nt Evaluated? Yes Warrant Satisfied?	No No
Criteria		Fulfilled?
	There are a MINIMUM of 20 school children during the highest crossing hour.	No
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	No
	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	No

## **Warrant 6: Coordinated Signal System**

100%

Wa	ant Evaluated? Yes Warrant S	atisfied?	No
Crite	a		
1	Signal spacing > 1000 ft		Yes
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far appropriate the necessary degree of vehicle platooning.	part that	No
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed an adjacent signals will collectively provide a progressive operation.	d the	No

### **Warrant 7: Crash Experience**

100%

Warra	nt Evaluated? Yes		Wa	rrant Sat	tisfied?	Yes
Criteria					Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.					Yes
	Measures Tried:					163
2	Five or more reported crashes, of types susceptible to correction by signal,	# of correctible	79	Period	5	Voc
	have occurred within a 12 month period	crashes	79	(Years)	ה	Yes
	Warrant 1, Condition A (80%)				No	
3	Warrant 1, Condition B (80%)				Yes	Yes
3	Warrant 4, Criterion A (80%)				No	165
	Warrant 4, Criterion B (80%)				No	]

Warrant Satisfied? N/A

### **Warrant 8: Roadway Network**

100%

Warrar	nt Evalua	ated?	No			Wa	rrant Sa	tisfied?	N/A
Criteria							Volume	Met?	Fulfilled?
1	Total en during t	Fotal entering volume of at least 1,000 veh/h during typical weekday peak hour					1532	Yes	Yes
2	5-yr vol	5-yr vol projections satisfy Warrants 1, 2, or 3				or 3	1	Yes	
	Hour								
	Volume								

## Answer YES if all intersecting routes have following characteristics:

Fulfilled?

1	Part of hwy system serving as principal roadway for thru traffic?	No
2	Rural or suburban hwy outside of, entering, or traversing city	No
3	Appears as a major route on an official plan	No

## **Warrant 9: Intersection Near a Grade Crossing**

2.6% to 7.5%

100%

227

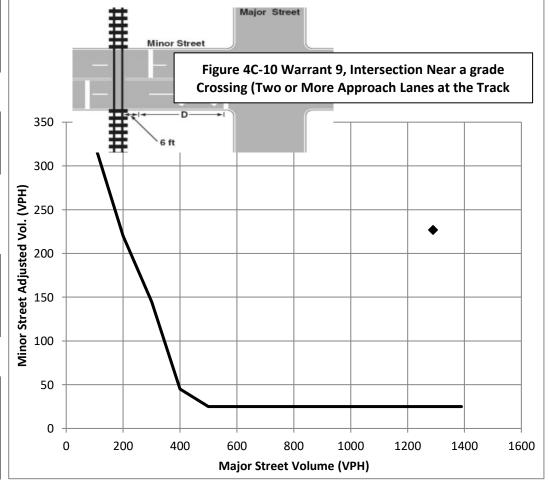
	Adjustment Factors						
Trains	% Buses on	%Trucks on	D	Peak	Maj Rd	Min Rd	Adj Min
per Day	Minor Road	Minor Road	D	Hour	Vol.	Vol.	Vol.

15:30

1290

Marrar	+ Analysis Can	clusions/Comm	ontc.
vvarrar	IL Alialysis Colic	.1u510115/	ents:

Warrant Evaluated? No



## **Traffic Signal Warrant Summary Worksheet**

Based on Manual of Uniform Traffic Control Devices (MUTCD) Warrant Analysis

### **Intersection Data:**

Intersection: SR 22/Eisenhower Pkwy @ SR 247/ Pio Nono Ave

County: Bibb City: Macon

### **Warrant Analysis Conducted By:**

Date: 9/4/2018

Project ID:

Agency: Arcadis Analyst: PK

Major Street: Minor Street:

Name: SR 22/Eisenhower Pkwy Name: SR 247/ Pio Nono Ave

Speed: 45 MPH Speed: 40 MPH
Lanes: 2 or more lane Lanes: 2 or more lane

Direction: E/W Major Rd Left Turn No as Minor Approach?

Is intersection in a built-up area of isolated

community of < 10,000 population? No
Total number of approaches at intersection? 4 or more

If T-intersection, inflate minor threshold to 150%? No Volume Threshold used in analysis: 1009

me Threshold used in analysis: **100%**Manually set volume level? 100%

<b>Warrant Evaluation Summary</b>	<b>Warrant Met:</b>
Warrant 1: Eight - Hour Vehicular Volume	Yes
Condition A: Minimum Vehicular Volume	Yes
Condition B: Interruption of Continuous Traffic	Yes
Condition C: Combination: 80% of A and B	Yes
Warrant 2: Four-Hour Volume	Yes
Warrant 3: Peak Hour Volume	Yes
Warrant 4: Pedestrian Volume	No
Criterion A: Four-Hour	No
Criterion B: Peak-Hour	No
Warrant 5: School Crossing	No
Warrant 6: Coordinated Signal System	No
Warrant 7: Crash Experience	Yes
Warrant 8: Roadway Network	N/A
Warrant 9: Intersection Near a Grade Crossing	N/A

% Right Turns Inc. (Default 0%)

From West (EB) 0%
From East (WB) 0%
From South (NB) 0%
From North (SB) 0%

									Hourly	/ Volum	e Data I	nput									
0	SR 22/Eisenhower Pkwy					SR 247/ Pio Nono Ave															
One Hour Time Period		E	astboun	d			V	/estbour	nd			N	orthbou	nd			S	outhbou	nd		Total Entering
Start Time	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Volume
6:30	0	19	351	53	423	2	75	253	39	369	0	66	214	96	376	0	71	210	19	300	1,468
7:30	0	58	493	60	611	2	85	497	79	663	1	141	377	104	623	0	68	357	61	486	2,383
8:30	0	81	364	76	521	0	101	501	60	662	0	126	328	94	548	0	66	311	80	457	2,188
9:30	0	50	349	84	483	0	105	495	66	666	0	124	268	119	511	0	77	353	61	491	2,151
10:30	0	71	394	89	554	0	89	502	92	683	0	164	295	94	553	0	85	347	82	514	2,304
11:30	0	94	463	92	649	2	123	613	91	829	0	153	322	91	566	0	112	395	114	621	2,665
12:30	3	107	556	131	797	4	148	601	97	850	0	211	338	120	669	0	129	415	103	647	2,963
13:30	1	113	503	113	730	2	137	581	97	817	0	192	380	150	722	0	129	471	118	718	2,987
14:30	0	95	461	122	678	1	114	560	101	776	0	173	469	128	770	0	118	472	104	694	2,918
15:30	2	97	477	113	689	2	142	613	112	869	0	170	460	114	744	0	142	584	138	864	3,166
16:30	0	93	525	131	749	3	162	732	107	1,004	0	197	387	101	685	0	117	507	104	728	3,166
17:30	0	92	524	121	737	5	116	576	103	800	0	165	360	122	647	0	103	447	108	658	2,842
18:30					0					0					0					0	0
19:30					0					0					0					0	0
20:30					0					0					0					0	0
21:30					0					0					0					0	0
16-hr total	6	970	5,460	1,185	7,621	23	1,397	6,524	1,044	8,988	1	1,882	4,198	1,333	7,414	0	1,217	4,869	1,092	7,178	31,201

## Warrant 1: Eight - Hour Vehicular Volume

Time

15

20:30

21:30 22:30

21:30

100%

Yes

Warrant Evaluated? Yes					
Condit	Condition A :				
Min. Veh	Min. Veh. Volume				
Volume Level	100%	80%			
Major Rd. Req	600	480			
Minor Rd. Req	200	160			
No. of Hours	12	12			

Wallant Evaluated. 163					
Condition A :					
Min. Veh. Volume					
Volume Level	100%	80%			
Major Rd. Req	600	480			
Minor Rd. Req	200	160			
No. of Hours	12	12			

**Condition A Satisfied?** Yes

Condition B:				
Interruption of Continuous Traffic				
Volume Level	100%	80%		
Major Rd. Req	900	720		
Minor Rd. Req	100	80		
No. of Hours	11	11		

**Condition B Satisfied?** Yes

Condition C:			
Combination of A & B at 80%			
Condition C Satisfied? Yes			

Daniad	From	To	Both App.	Road:	Total
Period			(VPH)	High App.	
1	6:30	7:30	700	281	981
2	7:30	8:30	1,135	518	1,653
3	8:30	9:30	1,047	454	1,501
4	9:30	10:30	999	430	1,429
5	10:30	11:30	1,056	459	1,515
6	11:30	12:30	1,295	507	1,802
7	12:30	13:30	1,419	549	1,968
8	13:30	14:30	1,337	600	1,937
9	14:30	15:30	1,231	642	1,873
10	15:30	16:30	1,333	726	2,059
11	16:30	17:30	1,515	624	2,139
12	17:30	18:30	1,313	550	1,863
13	18:30	19:30	0	0	0
14	19:30	20:30	0	0	0

Warrant 1 Satisfied?

Maj Road: Min

## **Warrant 2: Four-Hour Volume**

100% Yes

0

0

0

0

Warrant Satisfied?

Warrant Satisfied? Yes

Warrant Evaluated? Yes							
Hour Start	16:30	15:30	12:30	13:30			
Major Rd Vol.	1515	1333	1419	1337			
Minor Rd Vol.	624	726	549	600			

## **Warrant 3: Peak Hour Volume**

100%

Warrant Evaluated? Yes

Condition justifying use of warrant:

Write in response here						
<u>Criteria</u>			Met?			
Delay on Minor	5	Yes				
Volume on Mind	150	Yes				
Total Entering Vo	800	res				
Peak Hour	Minor R (High Ap					
16:30	62	24				

## **Warrant 4: Pedestrian Volume**

100%

No

Warrant Evaluated? Yes **Ped Data** 

Warrant Satisfied? **Criterion A: Four Hour** 

rea Data				
Ped				
Volume				
0				
0				
0				
1				
2				
3				
1				
2				
0				
6				
1				
1				
0				
0				
0				

21:00

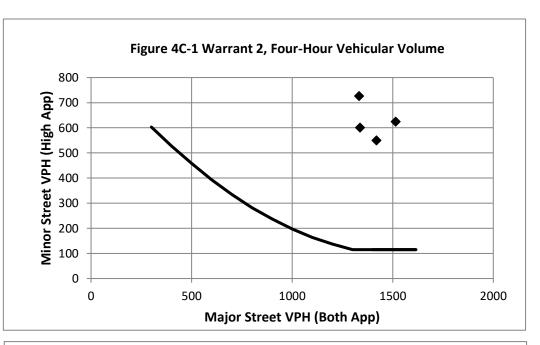
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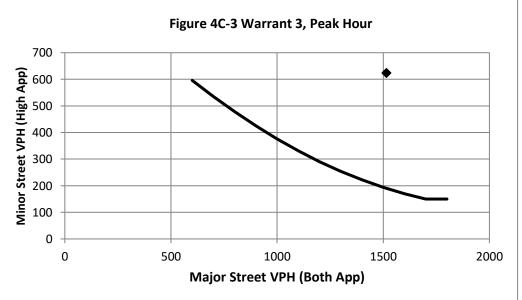
•									
	Hour	Ped	Maj Rd						
	(Start)	Volume	Volume						
	15:00	6	1231						
	11:00	3	1056						
	10:00	2	999						
	13:00	2	1419						

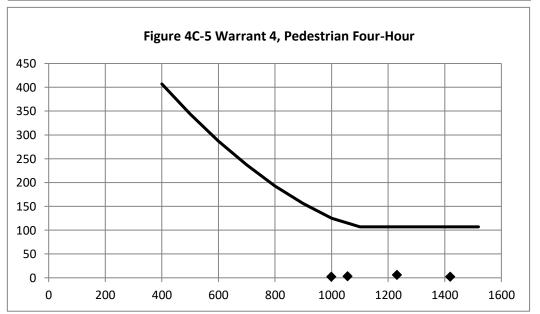
Criterion A Satisfied? No **Criterion B: Peak Hour** 

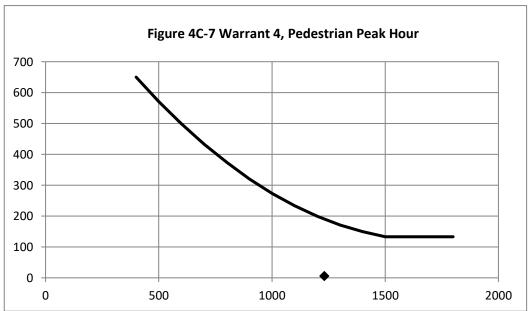
Peak	Ped	Maj Rd
Hour	Volume	Volume
15:00	6	1231

**Criterion B Satisfied?** 









### **Warrant 5: School Crossing**

100%

Warra	nt Evaluated? Yes Warrant Satisfied?	No
Criteria		Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	No
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	No
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	No

## **Warrant 6: Coordinated Signal System**

100%

Warra	nt Evaluated? Yes Warrant Satisfied?	No
Criteria		
1	Signal spacing > 1000 ft	Yes
	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	No
	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	No

### **Warrant 7: Crash Experience**

100%

Warra	nt Evaluated? Yes	Wa	rrant Sa	tisfied?	Yes	
Criteria					Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash freque				Yes	
1	Measures Tried:					163
2	Five or more reported crashes, of types susceptible to correction by signal,	# of correctible	38	Period	_	Yes
	have occurred within a 12 month period	rred within a 12 month period crashes				
	Warrant 1, Condition A (80%)				Yes	
3	Warrant 1, Condition B (80%)				Yes	Yes
3	Warrant 4, Criterion A (80%)				No	165
	Warrant 4, Criterion B (80%)			·	No	1

### **Warrant 8: Roadway Network**

100%

Warra	nt Evalua	ated?	No		Wa	rrant Sa	tisfied?	N/A	
Criteria	l						Volume	Met?	Fulfilled?
1	Total en during t	Total entering volume of at least 1,000 veh/ during typical weekday peak hour						Yes	Yes
2	5-yr vol	projectio	ns satisf	fy Warra	nts 1, 2,	or 3	1	Yes	
	Hour								
	Malinesa								

Answer YES if all intersecting routes have following characteristics:

Fulfilled?

1	Part of hwy system serving as principal roadway for thru traffic?	No
2	Rural or suburban hwy outside of, entering, or traversing city	No
3	Appears as a major route on an official plan	No

## **Warrant 9: Intersection Near a Grade Crossing**

2.6% to 7.5%

100%

585

Warrant Satisfied?

1515

624

	Adjustment Factors												
Trains	% Buses on	%Trucks on	7	Peak	Maj Rd	Min Rd	Adj Min						
per Day	Minor Road	Minor Road	D	Hour	Vol.	Vol.	Vol.						

660

16:30

## **Warrant Analysis Conclusions/Comments:**

Warrant Evaluated? No

0.02

9 to 11

Figure 4C-10 Warrant 9, Intersection Near a grade Crossing (Two or More Approach Lanes at the Track

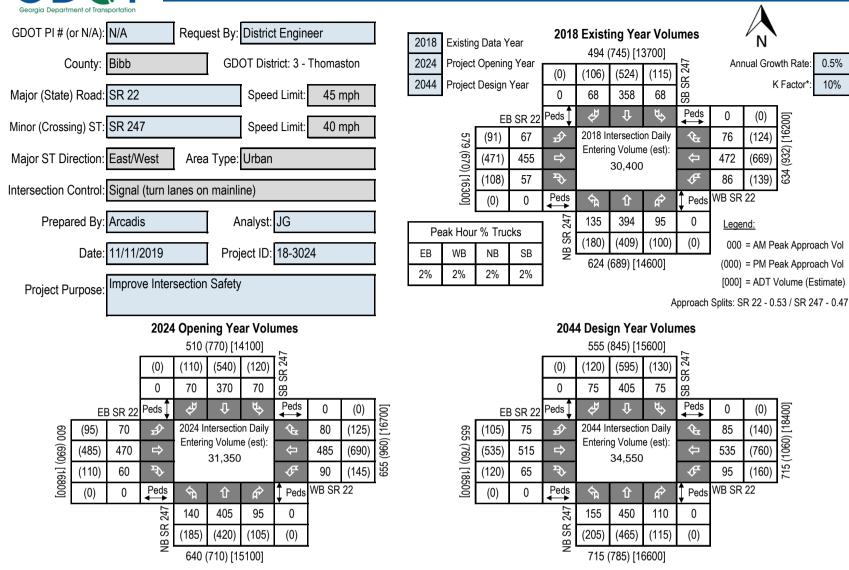
700
600
600
100
100
1500
2000
Major Street Volume (VPH)

Major Street

Appendix F: Intersection Control Evaluation (ICE)	

## **GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL**

ICE Version 2.15 | Revised 07/01/2019



In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

**Tool Goal:** The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not

required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the Process: magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves

Screening as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should

Decision use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily

Record eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced Alternative to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

**Documentation:** A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.



## **GDOT ICE STAGE 1: SCREENING DECISION RECORD**

ICE Version 2.15 | Revised 07/01/2019

GDO1	TPI#	N/A	Note: U	p to 5 alte	rnatives					ICE Version 2.13   Neviseu 07/01/2013		
Projec	t Location:	SR 22 @ SR 247										
	ng Control:	Signal (turn lanes on mainline)	evaluated; Use this IUE  Stage 1 to screen 5 or  Stage 1 to screen 5 or									
<u> </u>	red by:	Arcadis	may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 to screen 5 or fewer alternatives t									
Date:	() / II	11/11/2019	evaluate in Stage 2 10 11 11 11 12 12 12 12 12 12 12 12 12 12									
		r "No" to each policy question for pe to identify which alternatives										
	-	ed in the Stage 2 Decision Record;		. Sol	and III	Saleto Inc.	of Segg Sittle	gion, Sag	Serially 8 9	Se cti Mentino		
onour		ation in the rightmost column		SINATURALIN	arnative no	arrative ity	ottofino de	allative of	or dine	of the said water		
Inte	rsection Alt	ernatives (see Intersections tab for	Q.	allo di	Alle Gorge	ALCO SELL	diens	dillo istr	Salto Co.	Wat of the contract of the con		
		each intersection/interchange type)	100	Mar 1 Joseph	12 3.0 M	7, V 100	840 2 JOR	940 O. O.	55° \ 1000	Screening Decision Justification:		
	Conventiona	I (Minor Stop)	No	No	No	No	No	No	No	Multilane approaches, intersection is signalized		
	Conventiona	I (All-Way Stop)	No	No	No	No	No	No	No	Multilane approaches, intersection is signalized		
	Mini Rounda	bout	No	No	No	No	No	No	No	High traffic volume for a mini roundabout		
	Single Lane	Roundabout	No	No	No	No	No	No	No	High traffic volume for a single lane roundabout		
Unsignalized Intersections	Multilane Ro	undabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential solution to evaluate		
terse	RCUT (stop	control)	No	No	No	No	No	No	No	Significant impact to create wide median		
l pa:	RIRO w/dow	n stream U-Turn	No	No	No	No	No	No	No	Significant impact to create wide median		
gnaliz	High-T (unsi	gnalized)	No	No	No	No	No	No	No	Not a T-intersection		
Unsi	Offset-T Intersections		No	No	No	No	No	No	No	Significant through volume		
	Diamond Interch (Stop Control)		No	No	No	No	No	No	No	Not an interchange		
		erch (RAB Control)	No	No	No	No	No	No	No	Not an interchange		
	No LT Lane Ir No RT Lane Ir		No	No	No	No	No	No	No	N/A		
	Other unsign	alized (provide description):	No	No	No	No	No	No	No	N/A		
	Traffic Signa	I	Yes	Yes	No	No	Yes	Yes	No	Existing Condition		
	Median U-Τι	ırn (Indirect Left)	No	No	No	No	No	No	No	High traffic volume		
	RCUT (signa	alized)	No	No	No	No	No	No	No	High traffic volume		
St	Displaced Le	eft Turn (CFI)	No	No	No	No	No	No	No	Significant impact to create wide median		
ection	Continuous (	Green-T	No	No	No	No	No	No	No	Not a T-intersection		
Inters	Jughandle		No	No	No	No	No	No	No	Significant impact in multiple quadrants		
Signalized Intersections	Quadrant Ro	adway	No	No	No	No	No	No	No	Significant impact in multiple quadrants and low left turning volume demand		
Signa	Diamond Into	erch (Signal Control)	No	No	No	No	No	No	No	Not an interchange		
	Diverging Dia	amond	No	No	No	No	No	No	No	Not an interchange		
	Single Point	· ·	No	No	No	No	No	No	No	Not an interchange		
	No LT Lane In No RT Lane In	•	No	No	No	No	No	No	No	N/A		
	Signal Impro	vement - Install FYAs	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Road Diet with Existing Condition; Will add Retroreflective Background		
		- Intersection type selected for				•						



**Opening / Design Year Traffic Operations** 

Intersection meets signal/AWS warrants?

Traffic Analysis Measure of Effectiveness

### **GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD**

ICE Version 2.15 | Revised 07/01/2019

21%

GDOT PI # (or N/A) N/A GDOT District: 3 - Thomaston Date: 11/11/2019 County: Bibb Area Type: Urban Agency/Firm: Arcadis Analyst: JG

> Complete Streets Warrants Met?

Project Location: SR 22 @ SR 247

Existing Intersection Control: Signal (turn lanes on mainline)

Meets Signal Warrants

Intersection Delay

Type of Analysis: Safety Funded Project

PDO

38

Crash Severity

Injury Crash\* Fatal Crash\*

Crash Data: Enter most

recent 5 years of crash data

Angle

Traile Allarysis Wedsure of Electiveness	11110130011	on Delay			7 tt 1910	50	17	0	21/0
Traffic Analysis Software Used	Sync	hro 9	PEDE	STRIANS &	Head-On	3	0	0	1%
Analysis Time Period	AM Peak Hr	PM Peak Hr	✓ BICY	=	Rear End	96	34	0	53%
2024 Opening Yr No-Build Peak Hr Intersection Delay	34.8 sec	40.3 sec	☐ TRAN	as <i>h</i>	Sideswipe - same	41	10	0	21%
2024 Opening Yr No-Build Peak Hr Intersection V/C	0.72	0.78		Ö	Sideswipe - opposite	4	1	0	2%
2044 Design Yr No-Build Peak Hr Intersection Delay	34.9 sec	41.2 sec			Not Collision w/Motor Veh	1	1	0	1%
2044 Design Yr No-Build Peak Hr Intersection V/C ratio	0.73	0.79			TOTALS:	183	60	0	243
			1		* Number of crashes resulting	in injuries / fata	lities, not numb	er of persons	
Alternatives Analysis:	Altern	ative 1	Altern	ative 2	Alternative 3	Altern	ative 4	Altern	ative 5
Proposed Control Type/Improvement:	Multilane R	oundabout		rovement - FYAs	N/A	N.	/A	N/A	
Project Cost: (From CostEst Worksheet)			IIIStali	FIAS					
Construction Cost	\$2,80	0,000	\$200	,000					
ROW Cost	\$750	,000	\$	0					
Environmental Cost	\$66,	000	\$	0					
Reimbursable Utility Cost	\$150	,000	\$25,	000					
Design & Contingency Cost	\$650	,000	\$50,	000					
Cost Adjustment (justification req'd)	0,	%	0'	%					
Total Cost	\$4,410	6,000	\$275	,000					
Traffic Operations:	User Cost	Override	User Cos	t Override		•		•	
Traffic Analysis Software Used	SIDI	RA 7	Sync	hro 9					
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr					
2044 Design Yr Build Intersection Delay	9.3 sec	28.3 sec	36.4 sec	44.1 sec					
2044 Design Yr Build Intersection V/C	0.50	0.92	0.68	0.82					
Safety Analysis:									
Predefined CRF: PDO	26	3%	0%						
Predefined CRF: Fatal/Inj	71	%	0%						
Predefined CRF Source:	FHWA Clear 4196		Please pro defined d	ovide user ata below					
User Defined CRF: PDO			6	%					
User Defined CRF: Fatal/Inj				5%					
User Defined CRF Source			CMF	IDs:					
(write in if applicable):			8927,8928	,7690,7691					
Environmental Impacts:1									
Historic District/Property	Min	mal	No	ne					
Archaeology Resources	No			ne					
Graveyard	No	ne	No	ne					
Stream	No	ne	No	ne					
Underground Tank/Hazmat	No	ne	No	ne					
Park Land	No	ne	No	ne					
EJ Community	No	ne	No	ne					
Wooded Area	No		No	ne					
Wetland	No			ne					
Stakeholder Posture:		•	-		justification impact won't jeopa tailed environmental impact doc				ept report
Local Community Support	Neu	ıtral	Neu	utral					
GDOT Support	Neutral		Neutral						
						1			
Final ICE Stage 2 Secret	1	2	A	0	I	I		I	

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

4.8

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

Final ICE Stage 2 Score:

Rank of Control Type Alternatives:

4.2

## **GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL**

Request By: District Engineer GDOT PI # (or N/A): N/A GDOT District: 3 - Thomaston County: Bibb Major (State) Road: SR 247 Speed Limit: 40 mph Minor (Crossing) ST: Anthony Rd 40 mph Speed Limit: Major ST Direction: North/South Area Type: Urban Intersection Control: Signal (turn lanes on mainline) Prepared By: Arcadis Analyst: JG Date: 11/11/2019 Project ID: Improve Instersection Safety Project Purpose:

2018	Existing	g (currer		1	ı							
2024	1	Openin	•	(0)	(70)	(610) [8 (486)	(54)	Annual Growth Rate:  K Factor*:				0.5%
2044	Project	Design	Year	0	68	296	34	SB SI	K Factor*: 12°			
EB Anthony Rd (67) 48				Peds	<b>A</b>	Û	∌	Peds	0	(0)	[00]	
				Ð		ntersectio	,	<b>₽</b>	47	(44)	96] (1	
	ිසු (86) 96			⇧		ring Volu 27,200		Û	0 (0) [0] 47 (44) (£) 84 (97) (£) 73 (93) 20			
	(336) [4900]	(183)	142	₩		21,200		4	73	(93)		
	[00	(0)	0	Peds	<del>Æ</del>	Û	Ŷ£	Peds	WB Ant	hony Ro	Ī	
Do	ak Hour	r % Truc	ske	247	92	356	86	0	Lege	nd:		
		, , , , , , ,		3 SR	(117)	(451)	(56)	(0)	000	= AM Pe	eak Appro	ach Vol
EB	WB	NB	SB	NB	534 (	(624) [10	03001	•	(000) = PM Peak Approach Vol			
2%	2%	2%	2%		534 (624) [10300] (000) = PM Peak Appr [000] = ADT Volume (							

Approach Splits: SR 247 - 0.67 / Anthony Rd - 0.33

2024 Openi	ing Yea	ar Volu	mes	es 410 (625) [8800]							
	(0)	(70)	(500)	(55)	SR 247	5R 24					
					305	35	SB S				
	EB Anthony Rd		Peds 🖡	Ð	Û	Ð	Peds	0	(0)	[00]	
295	(70)	50	Ð		tersection	,	₩,	50	(45)	(240) [3700]	
295 (350) [5000]	(90)	100	<b>⊕</b>		ring Volu 28,000		1	<= 85 (100)			
)) [50	(190)	145	₹		20,000		₩.	75	(95)	210	
[000	(0)	0	Peds	₽	Û	क्रे	Peds	WB Ant	hony Rd	ĺ	
•			247	95	365	90	0				
			3 SR	(120)	(465)	(55)	(0)				
550 (640) [10500]											

4 Desi	gn Yea	r Voluı	nes							
			(0)	(80)	(555)	(60)	SR 24			
			0	75	335	40	SB S			
	EB Anth	ony Rd	Peds 🖡	ŶŊ.	Û	<b>€</b>	Peds	0	(0)	[00
325	(75)	55	Ð		ntersectio	,	<b>₽</b>	55	(50)	(265) [4100]
325 (380) [5500]	(95)	110	$\uparrow$		ring Volu 31,000		1	95	(110)	
)) [56	(210)	160	₹		01,000		₩	85	(105)	235
[00	(0)	0	Peds	£	Û	क्रे	Peds	WB Ant	hony Ro	
•			247	105	405	95	0			
			3 SR	(135) (515) (65) (0)						
			NB	605 (	(715) [1 <sup>2</sup>	1700]				

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the Toward Zero Deaths vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

2044

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the Process: magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves Screening as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should Decision use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily Record eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced Alternative to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and Selection stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 Decision alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored Record and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.



## GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.14 | Revised 08/03/2018

GDOT	PI#	N/A	Note: U	p to 5 alte	rnatives					TOE VOISION 2.14   NOVISCO 00/00/2010
	t Location:	SR 247 @ Anthony Rd	may be	selected a	ind		/.0	100	2/	/ / /
	red by:	Arcadis	evaluate Stage 1	ea; Use thi to screen	s ICE 5 or fewer	ding	Suce	Weriter Vile	raffic ?	resit.
Analys	st:	JG	alternati	ves to eva	luate in	The di	Office	COLL DIC,	AS JUNE OF	ner sorie in a dien
Date:	<i>(</i> ), "	11/11/2019	Stage 2		10 10 m	Will Hold by	S Salor	and dos	and side	Stor Special
ea should Inte	ch control typed be evaluate enter justificates	"No" to each policy question for pe to identify which alternatives ed in the Stage 2 Decision Record; ation in the rightmost column ernative (see "Intersections" tab for	08	Mendine de la	s ICE 5 or fewer lluate in of the control of the co	of the state of th	Control of the state of the sta	Sept Constitution of the c	State of the state	And the state of t
deta		on of intersection/interchange type) Il (Minor Stop)	No	No No	No No	No	No No	No No	No No	• •
		ıl (All-Way Stop)	No	No	No	No	No	No	No	signalized  Multilane approaches, intersection is
	Mini Rounda	bout	No	Yes	No	No	No	No	No	signalized  High traffic volume for a mini roundabout
	Single Lane	Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential solution to evaluate
ions	Multilane Ro	undabout	No	Yes	Yes	Yes	No	No	No	Potential solution to evaluate
Unsignalized Intersections	RCUT (stop	control)	No	No	No	No	No	No	No	Significant impact to create wide median
ed Inte	RIRO w/dow	n stream U-Turn	No	No	No	No	No	No	No	Significant impact to create wide median
gnalize	High-T (unsi	gnalized)	No	No	No	No	No	No	No	Not a T-intersection
Unsiç	Offset-T Inte	rsections	No	No	No	No	No	No	No	Significant through volume
	Diamond Into	erch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
		erch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Ir No RT Lane I	•	No	No	No	No	No	No	No	Existing Condition
	Other unigna	alized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signa	l	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Modification to existing signal
	Median U-Τι	urn (Indirect Left)	No	No	No	No	No	No	No	Significant impact to create wide median
	RCUT (signa	alized)	No	No	No	No	No	No	No	Significant impact to create wide median
<u>၂</u>	Displaced Le	eft Turn (CFI)	Yes	Yes	Yes	Yes	Yes	Yes	No	Significant impact to create wide median
ection	Continuous (	Green-T	No	No	No	No	No	No	No	Not a T-intersection
Inters	Jughandle		No	No	No	No	No	No	No	Significant impact in multiple quadrants
jzed	Quadrant Ro	padway	No	No	No	No	No	No	No	Significant impact in one quadrants
Signalized Intersections	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Di	amond	No	No	No	No	No	No	No	Not an interchange
	Single Point	•	No	No	No	No	No	No	No	Not an interchange
	No LT Lane In Add RT Lanes	nprovements s on Both Roads	No	Yes	No	Yes	Yes	Yes	Yes	Potential solution to evaluate
	Other Signal	ized (provide description):	No	No	No	No	No	No	No	N/A
		= Intersection type selected for	r more o	detailed :	analysis	in Stage	2 Altern	ative Se	lection I	Decision Record



**Opening / Design Year Traffic Operations** 

### **GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD**

ICE Version 2.14 | Revised 08/03/2018

GDOT PI # (or N/A) N/A GDOT District: 3 - Thomaston Date: 11/11/2019 County: Bibb Area Type: Urban Agency/Firm: Arcadis Analyst: JG

Project Location: SR 247 @ Anthony Rd

Existing Intersection Control: Signal (turn lanes on mainline)

Type of Analysis: Safety Funded Project

Crash Data: Enter 5 most recent

Crash Severity

Opening / Design Teal Trainic Operation	3				Crash Data: Ent	er 5 most recent	C	rasrı severi	ity	
Intersection meets signal/AWS warrants?	Meets Signal Warrants Untersection Delay		Complete	Streets	years of interse	ction crash data	PDO	Injury Crash*	Fatal Crash*	
Traffic Analysis Measure of Effectiveness	Intersection Delay Synchro 9			Met?	Angle		13	17	0	35%
Traffic Analysis Software Used	Synchro 9  AM Peak Hr PM Peak Hr		☐ PEDE	STRIANS &	Head-On		0	0	0	0%
Analysis Time Period	AM Peak Hr PM Peak Hr 22.1 sec 19.6 sec 0.65 0.62		☐ BICY	CLES 🗦	Rear End		24	16	0	47%
2024 Opening Yr No-Build Peak Hr Intersection Delay	22.1 sec	19.6 sec	☐ TRAN	vsit 👸	Sideswipe -	same	11	1	0	14%
2024 Opening Yr No-Build Peak Hr Intersection V/C	0.65	0.62		S	Sideswipe -	opposite	2	1	0	3%
2044 Design Yr No-Build Peak Hr Intersection Delay	25.3 sec	20.8 sec			Not Collision w	/Motor Veh	0	1	0	1%
2044 Design Yr No-Build Peak Hr Intersection V/C ratio	0.60	0.64				TOTALS:	50	36	0	86
			•		* Number of cr	ashes resulting	in injuries / fata	alities, not numb	er of persons	
Alternatives Analysis:	Altern	ative 1	Altern	ative 2	Altern	ative 3	Altern	ative 4	Alterna	ative 5
Proposed Control Type/Improvement:	Single Round		Traffic	Signal	Add Right	Γurn Lanes	N	/A	N/	/A
Project Cost: (From CostEst Worksheet)	& Road Diet Nor	th of Intersection	Add	FYAs	NB and WB	Apporaches			•	
Construction Cost	\$1,50	0,000	\$175	5,000	\$571	,000		-		
ROW Cost	\$639	,000	\$	0	\$200	,000				
Environmental Cost	\$66,	000	\$	0	\$25,	000				
Reimbursable Utility Cost	\$100,000		\$25,000		\$50,000					
Design & Contingency Cost	\$550,000		\$50,000		\$150,000					
Cost Adjustment (justification req'd)	0%		0%		0%					
Total Cost	\$2,85	\$2,855,000		\$250,000		,000				
Traffic Operations:	User Cos	t Override	User Cos	User Cost Override		Override				
Traffic Analysis Software Used	SIDI	RA 7	Synchro 9		Synchro 9					
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr PM Peak Hr		AM Peak Hr PM Peak Hr					
2044 Design Yr Build Intersection Delay	7.8 sec	9.8 sec	26.2 sec	22.6 sec	24.5 sec 21.6 sec					
2044 Design Yr Build Intersection V/C	0.60	0.65	0.66	0.64	0.58	0.56				
Safety Analysis:										
Predefined CRF: PDO	24	<b>!</b> %	0	%	0	%				
Predefined CRF: Fatal/Inj	71	%	0	%	0'	%				
Predefined CRF Source:	FHWA Clear 4192	inghouse #s / 4255	N	/A	N.	/A				
User Defined CRF: PDO			7	%	4'	%				
User Defined CRF: Fatal/Inj			17	7%	9'	%				
User Defined CRF Source			CMF	IDs:	CME IDou	206 8 200				
(write in if applicable):	3		8927,8928	,7696,7697	CMF IDs:	200 & 200				
Environmental Impacts:1										
Historic District/Property	Min	imal	No	ne	Min	imal				
Archaeology Resources	No	ne	No	ne	No	ne				
Graveyard	None		No	ne	No	ne				
Stream	None		No	ne	No	ne				
1									1	

#### Note: If environmental impact is significant ( RED ), provide justification impact won't jeopardize project delivery using "Env" worksheet Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report Stakeholder Posture:

None

None

None

None

None

Neutral **Local Community Support** Neutral Neutral **GDOT Support** Neutral Neutral Supportive Final ICE Stage 2 Score: 4.6 4.5 3.8 Rank of Control Type Alternatives: 3

None

None

None

None

None

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

None

None

None

None

None

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

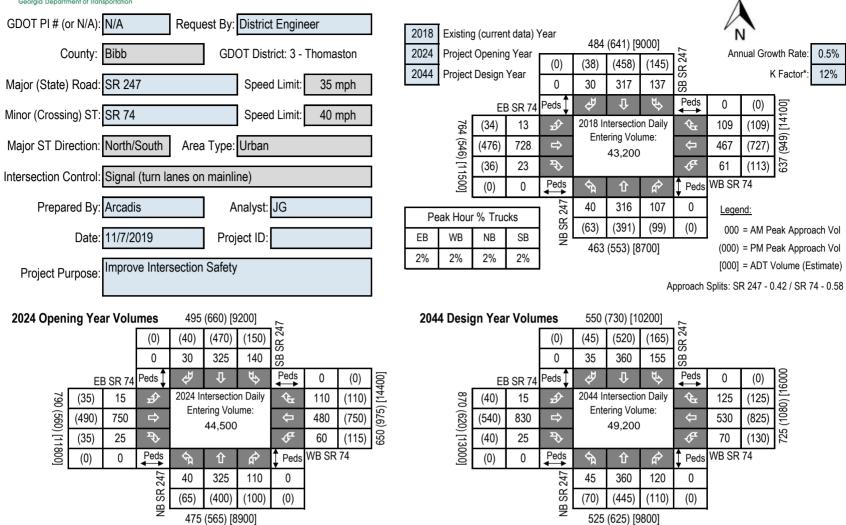
Underground Tank/Hazmat

Park Land

Wetland

**EJ Community** Wooded Area

### **GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL**



Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the Toward Zero Deaths vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the Process: magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves Screening as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should Decision use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily Record eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced Alternative to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and Selection stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 Decision alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored Record and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.



## **GDOT ICE STAGE 1: SCREENING DECISION RECORD**

ICE Version 2.14 | Revised 08/03/2018

GD01	ГРІ#	N/A	Note: U	p to 5 alte	matives					
	ct Location: SR 247 @ SR 74 ared by: Arcadis vst: JG		may be	selected a	nd NCE		/10	100	2 /	/0 / /
<u> </u>	st: JG 11/7/2019 swer "Yes" or "No" to each policy question for		Stage 1	to screen	s ice 5 or fewer	Silver	Sauce	Weller die	raffic ?	ine str. Silve
Analy	st:		alternati	ves to eva	luate in 🏑	TUN OF	Office	COLL PIC,	16 HH. Or	uen orie with Aden
Date:	<i>(</i> ),		Stage 2		ne play	Will Stell be	S Salor	Sun dies	and side	Sigh Sight (Special
		"No" to each policy question for se to identify which alternatives			les in scale	ONE SO CLOSE	Magarina.	One gelay.	84 . W.	St. Tate State
		ed in the Stage 2 Decision Record;		108dl	and le imp	Sololiello	of der le illi	SHOL. 6 SE	L'ANDIL ON	S. S. Maria
		ation in the rightmost column		"SUSTINATIVE	" of Training	refrativity	'Sugar Cour	"Singline"	"SHOUTHE	S. Carille Million
		rnative (see "Intersections" tab for on of intersection/interchange type)	100	selected a ded; Use this to screen ves to eva	12 JOS	78085 OB	CONTROL STATE OF STAT	ala o la	Section Of	And the die of the thirty of t
	Conventiona	I (Minor Stop)	No	No	No	No	No	No	No	Multilane approaches, intersection is signalized
	Conventiona	I (All-Way Stop)	No	No	No	No	No	No	No	Multilane approaches, intersection is signalized
	Mini Rounda	bout	No	Yes	No	No	No	No	No	High traffic volume for a mini roundabout
	Single Lane	Roundabout	No	Yes	No	No	No	No	No	High traffic volume for a single lane roundabout
Unsignalized Intersections	Multilane Ro	undabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential solution to evaluate
terse	RCUT (stop	control)	No	No	No	No	No	No	No	Significant impact to create wide median
ed In	RIRO w/dow	n stream U-Turn	No	No	No	No	No	No	No	Significant impact to create wide median
gnaliz	High-T (unsi	gnalized)	No	No	No	No	No	No	No	Not a T-intersection
Unsi	Offset-T Intersections  Diamond Interch (Stop Control)		No	No	No	No	No	No	No	Significant through volume
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
		erch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Ir No RT Lane I	•	No	No	No	No	No	No	No	Existing Condition
	Other unigna	alized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signa	I	Yes	Yes	Yes	Yes	Yes	Yes	No	Modification to existing signal (Protected left turn)
	Median U-Τι	ırn (Indirect Left)	No	No	No	No	No	No	No	Significant impact to create wide median
	RCUT (signa	alized)	No	No	No	No	No	No	No	Significant impact to create wide median
ဋ	Displaced Le	eft Turn (CFI)	No	Yes	Yes	Yes	Yes	Yes	No	Significant impact to create wide median
ectior	Continuous (	Green-T	No	No	No	No	No	No	No	Not a T-intersection
Inters	Jughandle		No	No	No	No	No	No	No	Significant impact in multiple quadrants
ized	Quadrant Ro	adway	No	No	No	No	No	No	No	Significant impact in one quadrants
Signalized Intersections	Diamond Interch (Signal Control)		No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond		No	No	No	No	No	No	No	Not an interchange
	Single Point	<u> </u>	No	Yes	No	No	No	Yes	No	Significant impact in multiple quadrants
	No LT Lane Ir Add one RT L		No	No	No	Yes	Yes	Yes	Yes	N/A
	Signal Impro	vement	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Road Diet with retroreflective backplate, supplemental signal heads
		= Intersection type selected for	r moro	dotoilad (	analyoia	in Stage	2 Altorn	ativa Sa	laatian I	Decision Record



## **GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD**

ICE Version 2.14 | Revised 08/03/2018

GDOT PI # (or N/A) N/A GDOT District: 3 - Thomaston Date: 11/7/2019 County: Bibb Area Type: Urban Agency/Firm: Arcadis Analyst: JG

Project Location: SR 247 @ SR 74

Existing Intersection Control: Signal (turn lanes on mainline)

Type of Analysis: Safety Funded Project

Existing intersection control.	Signal (tun	i iaiies oii i	naninie)	Type of Allalysis. Dalety I dilaca I Toject				
Opening / Design Year Traffic Operation	s			Crash Data: Enter 5 most recent	С	rash Severi	ty	
Intersection meets signal/AWS warrants?	Meets Signa	al Warrants	Complete Streets	years of intersection crash data	PDO	Injury Crash*	Fatal Crash*	
Traffic Analysis Measure of Effectiveness	Intersection Delay		Warrants Met?	Angle	19	24	0	26%
Traffic Analysis Software Used	Synchro 9		PEDESTRIANS &	Head-On	0	0	0	0%
Analysis Time Period	AM Peak Hr PM Peak Hr		☐ BICYCLES 1	Rear End	59	32	0	56%
2024 Opening Yr No-Build Peak Hr Intersection Delay	30.8 sec 34.8 sec		TRANSIT	Sideswipe - same	23	2	0	15%
2024 Opening Yr No-Build Peak Hr Intersection V/C	Hr Intersection V/C 0.74 0.76		O	Sideswipe - opposite	0	1	0	1%
2044 Design Yr No-Build Peak Hr Intersection Delay	31.0 sec	35.9 sec		Not Collision w/Motor Veh	1	2	0	2%
2044 Design Yr No-Build Peak Hr Intersection V/C ratio	0.80	0.79		TOTALS:	102	61	0	163
	0.00			* Number of crashes resulting	in injuries / fata	alities, not numb	er of persons	
Alternatives Analysis:	Alternative 1		Alternative 2	Alternative 3	Altern	ative 4	Alterna	ative 5
Proposed Control Type/Improvement: Multilane Round		Coundabout	Add Right Turn Lanes	Signal Improvement	nt N/A		N/	A
			4 1 1 1 1 P D' 1 : T					

Alternatives Analysis:	Alternative I		Aitem	ative 2	Altern	ative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Multilane R	oundabout	Add Right	Turn Lanes	Signal Imp	provement	N/A	N/A
Project Cost: (From CostEst Worksheet)			Add WB Rig	ht-Turn Lane	<u>l</u>			
Construction Cost	\$3,500	0,000	\$466	5,000	\$175	,000		
ROW Cost	\$911	,000	\$125	5,000	\$	0		
Environmental Cost	\$119	,000	\$25	,000	\$	0		
Reimbursable Utility Cost	\$200	,000	\$50.	,000	\$25,	000		
Design & Contingency Cost	\$700	,000	\$100,000		\$50,000			
Cost Adjustment (justification req'd)	00	%	0%		0'	%		
Total Cost	\$5,430	0,000	\$766	5,000	\$250	,000		
Traffic Operations:	User Cost	Override	User Cos	t Override	User Cos	t Override		
Traffic Analysis Software Used	SIDF	RA 7	Sync	hro 10	Synch	nro 10		
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr		
2044 Design Yr Build Intersection Delay	9.0 sec	12.3 sec	29.9 sec	30.1 sec	31.6 sec 39.8 sec			
2044 Design Yr Build Intersection V/C	0.48	0.62	0.76	0.72	0.81	0.83		
Safety Analysis:			<del>,</del>					
Predefined CRF: PDO	26	5%	0%		0%			
Predefined CRF: Fatal/Inj	71	%	0	%	0%			
Predefined CRF Source:	FHWA Clearinghouse #s 4196 / 4195		N/A		N/A			
User Defined CRF: PDO			4%		6%			
User Defined CRF: Fatal/Inj			9%		18	3%		
User Defined CRF Source			CMF IDs: 286 & 288			IDs:		
(write in if applicable):			CMF IDs: 286 & 288		7696,8927	,7697,8928		
Environmental Impacts: <sup>1</sup>								
Historic District/Property	Mini	imal	Min	imal	No	ne		
Archaeology Resources	No	ne	No	one	No	ne		
Graveyard	No	ne	No	one	No	ne		
Stream	No	ne	No	one	No	ne		
Underground Tank/Hazmat	Mini	imal	No	one	No	ne		
Park Land	Mini	imal	No	one	No	ne		
EJ Community	No	ne	No	one	No	ne		
Wooded Area	No	ne	No	one	No	ne		
Wetland	No			one	_	ne		
Stakeholder Posture:							rdize project delivery using "El cumentation will be included w	
Local Community Support	Neu	ıtral	Ne	utral	Neu	utral		
GDOT Support	Neu	ıtral	Ne	utral	Neu	utral		
Final ICE Stage 2 Score:				.9	4	.2		
Rank of Control Type Alternatives:	2	2		3	1			

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

explain any unique analysis inputs, or results (as necessary):

Provide additional comments and/or Alternative 3 includes converting the southbound right-turn lane from shared through/right to right-turn only.

# **Appendix G: Alternatives Operation Analysis**

### LANE SUMMARY



∀ Site: [SR 22 at Pio Nono Ave - AM Peak 2044]

#### Roundabout

Lane Use	Lane Use and Performance  Demand Flows Deg. Lane Average Level of 95% Back of Queue Lane Lane Cap. Prob.													
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %	
South: Pio I	Nono Ave /	US 4	1/SR 24	7 NB										
Lane 1 Lane 2 <sup>d</sup>	342 414	2.0	829 1004	0.412 0.412	100 100	9.4 8.1	LOS A LOS A	2.3 2.4	59.7 60.5	Full Full	1600 1600	0.0	0.0	
Approach	755	2.0	1004	0.412	100	8.7	LOSA	2.4	60.5	ı uli	1000	0.0	0.0	
East: Eisen	hower Pkw	y/SF	22 WE	}										
Lane 1	408	2.0	821	0.497	100	11.1	LOS B	3.5	87.8	Full	1600	0.0	0.0	
Lane 2 <sup>d</sup>	494	2.0	995	0.497	100	9.6	LOS A	3.6	91.4	Full	1600	0.0	0.0	
Approach	902	2.0		0.497		10.3	LOS B	3.6	91.4					
North: Pio N	Nono Ave /	US 41	/SR 24	7 SB										
Lane 1	287	2.0	696	0.412	100	10.8	LOS B	2.4	60.6	Full	1600	0.0	0.0	
Lane 2 <sup>d</sup>	363	2.0	879	0.412	100	9.0	LOS A	2.5	64.0	Full	1600	0.0	0.0	
Approach	649	2.0		0.412		9.8	LOSA	2.5	64.0					
West: Eiser	nhower Pkv	vy / SI	R 22 EB	<b>S</b>										
Lane 1	318	2.0	849	0.375	100	8.6	LOS A	2.0	49.6	Full	1600	0.0	0.0	
Lane 2 <sup>d</sup>	382	2.0	1017	0.375	100	7.5	LOS A	2.0	50.9	Full	1600	0.0	0.0	
Approach	700	2.0		0.375		8.0	LOSA	2.0	50.9					
Intersection	3007	2.0		0.497		9.3	LOSA	3.6	91.4					

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

#### d Dominant lane on roundabout approach

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Organisation: ARCADIS U.S., INC. | Processed: Monday, January 20, 2020 2:22:56 PM
Project: G:\Tr\TM160002\_GDOT Safety\04 - Task Orders\TO#1 - TE Studies\19-3007 - SR 22 Eisenhower Pkwy\Traffic Analysis\Sidra\SR 22 at Pio Nono Ave\SR 22 at Pio Nono Ave.sip7

### LANE SUMMARY



₩ Site: [SR 22 at Pio Nono Ave - PM Peak 2044]

#### Roundabout

Lane Use	Lane Use and Performance  Demand Flows Deg. Lane Average Level of 95% Back of Queue Lane Lane Cap. Prob.												
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back o Veh	f Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Pio I					- / •							,,	70
Lane 1 Lane 2 <sup>d</sup>	365 470	2.0	609 782	0.600 0.600	100 100	17.4 14.3	LOS C LOS B	4.8 5.3	121.4 134.6	Full Full	1600 1600	0.0	0.0 0.0
Approach	835	2.0	102	0.600	100	15.6	LOS C	5.3	134.6	Full	1600	0.0	0.0
East: Eisen	hower Pkw	/y / SF	R 22 WE	3									
Lane 1	613	2.0	740	0.829	100	27.9	LOS D	12.4	314.2	Full	1600	0.0	0.0
Lane 2 <sup>d</sup>	756	2.0	913	0.829	100	23.9	LOS C	13.8	349.3	Full	1600	0.0	0.0
Approach	1370	2.0		0.829		25.7	LOS D	13.8	349.3				
North: Pio N	Nono Ave /	US 41	I/SR 24	7 SB									
Lane 1	414	2.0	450	0.921	100	55.1	LOS F	13.3	338.6	Full	1600	0.0	0.0
Lane 2 <sup>d</sup>	569	2.0	617	0.921	100	45.0	LOS E	16.2	411.7	Full	1600	0.0	0.0
Approach	983	2.0		0.921		49.3	LOS E	16.2	411.7				
West: Eiser	nhower Pkv	vy / SI	R 22 EB	3									
Lane 1	460	2.0	618	0.744	100	24.5	LOS C	8.0	202.2	Full	1600	0.0	0.0
Lane 2 <sup>d</sup>	587	2.0	789	0.744	100	20.3	LOS C	9.0	227.4	Full	1600	0.0	0.0
Approach	1047	2.0		0.744		22.2	LOS C	9.0	227.4				
Intersection	4235	2.0		0.921		28.3	LOS D	16.2	411.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

#### d Dominant lane on roundabout approach

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Organisation: ARCADIS U.S., INC. | Processed: Monday, January 20, 2020 2:18:55 PM
Project: G:\Tr\TM160002\_GDOT Safety\04 - Task Orders\TO#1 - TE Studies\19-3007 - SR 22 Eisenhower Pkwy\Traffic Analysis\Sidra\SR 22 at Pio Nono Ave\SR 22 at Pio Nono Ave.sip7

### 1: Pio Nono Ave / SR 247 & Eisenhower Pkwy/SR 22

	۶	<b>→</b>	•	•	•	•	4	<b>†</b>	<b>/</b>	<b>&gt;</b>	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተተ	7	7	<b>^</b>	7	*	<b>^</b>	7	7	<b>^</b>	7
Traffic Volume (vph)	80	600	65	100	760	90	150	455	105	80	405	80
Future Volume (vph)	80	600	65	100	760	90	150	455	105	80	405	80
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	12.0	12.0	5.0	12.0	12.0
Minimum Split (s)	11.9	41.3	41.3	11.6	41.3	41.3	11.5	42.0	42.0	11.7	42.0	42.0
Total Split (s)	12.0	41.0	41.0	12.0	41.0	41.0	16.0	39.0	39.0	18.0	41.0	41.0
Total Split (%)	10.9%	37.3%	37.3%	10.9%	37.3%	37.3%	14.5%	35.5%	35.5%	16.4%	37.3%	37.3%
Yellow Time (s)	3.0	4.1	4.1	3.0	4.1	4.1	3.0	4.3	4.3	3.1	4.3	4.3
All-Red Time (s)	3.9	2.2	2.2	3.6	2.2	2.2	3.5	2.7	2.7	3.6	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.3	6.3	6.6	6.3	6.3	6.5	7.0	7.0	6.7	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	11.4	32.6	32.6	14.9	35.7	35.7	14.8	28.0	28.0	10.6	21.3	21.3
Actuated g/C Ratio	0.10	0.30	0.30	0.14	0.32	0.32	0.13	0.25	0.25	0.10	0.19	0.19
v/c Ratio	0.46	0.42	0.12	0.46	0.50	0.16	0.67	0.54	0.21	0.54	0.68	0.21
Control Delay	55.1	32.2	0.4	52.0	31.6	0.5	61.6	38.9	2.3	62.3	53.5	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	32.2	0.4	52.0	31.6	0.5	61.6	38.9	2.3	62.3	53.5	9.9
LOS	Е	С	Α	D	С	Α	Е	D	Α	Е	D	Α
Approach Delay		31.9			30.8			38.3			48.6	
Approach LOS		С			С			D			D	

#### Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110

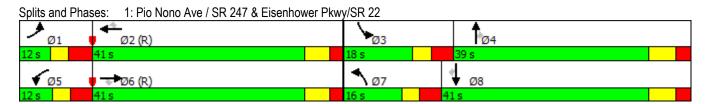
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 36.4 Intersection LOS: D
Intersection Capacity Utilization 60.9% ICU Level of Service B



	•	<b>→</b>	•	•	•	•	4	<b>†</b>	/	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተተ	7	Ţ	ተተተ	7	7	<b>^</b>	7	ሻ	<b>^</b>	7
Traffic Volume (vph)	130	770	140	160	980	155	205	465	115	135	595	125
Future Volume (vph)	130	770	140	160	980	155	205	465	115	135	595	125
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	12.0	12.0	5.0	12.0	12.0
Minimum Split (s)	11.9	37.3	37.3	11.6	39.3	39.3	11.5	47.0	47.0	11.7	50.0	50.0
Total Split (s)	15.0	40.0	40.0	17.0	42.0	42.0	28.0	32.0	32.0	36.0	40.0	40.0
Total Split (%)	12.0%	32.0%	32.0%	13.6%	33.6%	33.6%	22.4%	25.6%	25.6%	28.8%	32.0%	32.0%
Yellow Time (s)	3.0	4.1	4.1	3.0	4.1	4.1	3.0	4.3	4.3	3.1	4.3	4.3
All-Red Time (s)	3.9	2.2	2.2	3.6	2.2	2.2	3.5	2.7	2.7	3.6	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.3	6.3	6.6	6.3	6.3	6.5	7.0	7.0	6.7	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	13.6	33.5	33.5	16.3	35.9	35.9	19.4	32.6	32.6	16.0	29.4	29.4
Actuated g/C Ratio	0.11	0.27	0.27	0.13	0.29	0.29	0.16	0.26	0.26	0.13	0.24	0.24
v/c Ratio	0.73	0.61	0.26	0.77	0.75	0.28	0.82	0.55	0.22	0.67	0.81	0.29
Control Delay	77.2	42.3	2.3	76.1	44.3	3.2	74.0	42.3	0.9	65.9	53.0	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.2	42.3	2.3	76.1	44.3	3.2	74.0	42.3	0.9	65.9	53.0	6.7
LOS	Е	D	Α	Е	D	Α	Е	D	Α	Е	D	Α
Approach Delay		41.3			43.3			44.5			48.3	
Approach LOS		D			D			D			D	

Cycle Length: 125
Actuated Cycle Length: 125

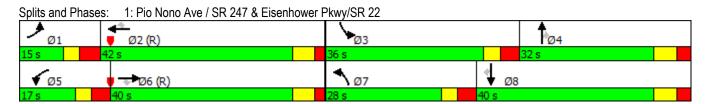
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 44.1 Intersection LOS: D
Intersection Capacity Utilization 76.2% ICU Level of Service D



	•	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<b>/</b>	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	ተተተ	7	77	ተተተ	7	14.54	<b>^</b>	7	14.54	<b>^</b>	7
Traffic Volume (vph)	67	455	57	86	472	76	135	394	95	68	358	68
Future Volume (vph)	67	455	57	86	472	76	135	394	95	68	358	68
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	12.0	5.0	5.0	12.0	5.0	5.0	12.0	5.0	5.0	12.0	5.0
Minimum Split (s)	11.9	41.3	11.5	11.6	41.3	11.7	11.5	42.0	11.6	11.7	42.0	11.9
Total Split (s)	15.0	42.0	15.0	15.0	42.0	15.0	15.0	48.0	15.0	15.0	48.0	15.0
Total Split (%)	12.5%	35.0%	12.5%	12.5%	35.0%	12.5%	12.5%	40.0%	12.5%	12.5%	40.0%	12.5%
Yellow Time (s)	3.0	4.1	3.0	3.0	4.1	3.1	3.0	4.3	3.0	3.1	4.3	3.0
All-Red Time (s)	3.9	2.2	3.5	3.6	2.2	3.6	3.5	2.7	3.6	3.6	2.7	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.3	6.5	6.6	6.3	6.7	6.5	7.0	6.6	6.7	7.0	6.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	7.7	51.6	69.0	9.1	52.7	67.5	11.1	24.2	40.3	8.5	21.8	36.4
Actuated g/C Ratio	0.06	0.43	0.58	0.08	0.44	0.56	0.09	0.20	0.34	0.07	0.18	0.30
v/c Ratio	0.37	0.25	0.07	0.41	0.26	0.10	0.52	0.67	0.19	0.37	0.73	0.16
Control Delay	58.0	23.6	1.3	57.2	23.0	3.0	57.4	48.6	4.9	40.8	54.2	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.0	23.6	1.3	57.2	23.0	3.0	57.4	48.6	4.9	40.8	54.2	10.0
LOS	Е	С	Α	Е	С	Α	Е	D	Α	D	D	В
Approach Delay		25.4			25.3			43.9			46.3	
Approach LOS		С			С			D			D	

Cycle Length: 120 Actuated Cycle Length: 120

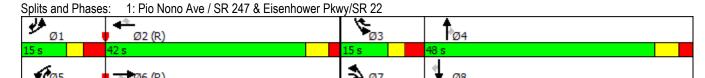
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 34.9 Intersection LOS: C
Intersection Capacity Utilization 53.6% ICU Level of Service A



	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	/	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	ተተተ	7	1,1	ተተተ	7	ሻሻ	<b>^</b>	7	77	<b>^</b>	7
Traffic Volume (vph)	91	471	108	139	669	124	180	409	100	115	524	106
Future Volume (vph)	91	471	108	139	669	124	180	409	100	115	524	106
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	5.0	5.0	12.0	5.0	5.0	12.0	5.0	5.0	12.0	12.0
Minimum Split (s)	11.9	37.3	11.5	11.6	39.3	11.7	11.5	47.0	11.6	11.7	50.0	50.0
Total Split (s)	22.0	44.0	26.0	22.0	44.0	26.0	26.0	48.0	22.0	26.0	48.0	48.0
Total Split (%)	15.7%	31.4%	18.6%	15.7%	31.4%	18.6%	18.6%	34.3%	15.7%	18.6%	34.3%	34.3%
Yellow Time (s)	3.0	4.1	3.0	3.0	4.1	3.1	3.0	4.3	3.0	3.1	4.3	4.3
All-Red Time (s)	3.9	2.2	3.5	3.6	2.2	3.6	3.5	2.7	3.6	3.6	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.3	6.5	6.6	6.3	6.7	6.5	7.0	6.6	6.7	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes									
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	9.4	53.1	73.9	12.5	55.9	73.5	14.5	36.5	55.9	11.3	33.5	33.5
Actuated g/C Ratio	0.07	0.38	0.53	0.09	0.40	0.52	0.10	0.26	0.40	0.08	0.24	0.24
v/c Ratio	0.48	0.30	0.15	0.58	0.42	0.17	0.63	0.56	0.18	0.53	0.79	0.28
Control Delay	69.7	32.9	8.3	68.5	32.8	3.7	68.2	46.5	3.9	68.4	57.0	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.7	32.9	8.3	68.5	32.8	3.7	68.2	46.5	3.9	68.4	57.0	8.1
LOS	Е	С	Α	Е	С	Α	Е	D	Α	Е	Е	Α
Approach Delay		33.9			34.3			46.0			51.8	
Approach LOS		С			С			D			D	

Cycle Length: 140 Actuated Cycle Length: 140

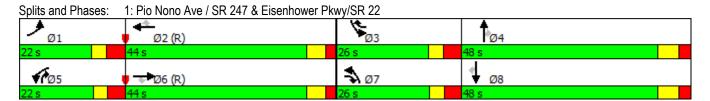
Offset: 90 (64%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 41.2 Intersection LOS: D
Intersection Capacity Utilization 63.5% ICU Level of Service B



### LANE SUMMARY

## \[ \inte{\text{Site: 101 [Pio Nono Ave at Anthony Rd\_2044 AM -Single Lane\_Bypass]} \]

0.5% Growth Rate Roundabout

Design Life Analysis (Practical Capacity): Results for 26 years

Lane Use	and Perfo	ormai	псе										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back ( Veh	of Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Pio I	Nono Ave /	SR 2	47/US 4	.1									
Lane 1 <sup>d</sup>	656	2.0	1098	0.597	100	11.0	LOS B	5.3	133.4	Full	1600	0.0	0.0
Approach	656	2.0		0.597		11.0	LOS B	5.3	133.4				
East: Antho	ny Rd												
Lane 1 <sup>d</sup>	253	2.0	763	0.332	100	8.7	LOS A	2.3	57.5	Full	1600	0.0	0.0
Approach	253	2.0		0.332		8.7	LOSA	2.3	57.5				
North: Pio N	Nono Ave /	SR 24	7/ US 4	1									
Lane 1 <sup>d</sup>	424	2.0	1268	0.334	100	5.9	LOS A	2.3	58.7	Full	1600	0.0	0.0
Lane 2	87	2.0	1364	0.064	100	3.1	LOS A	0.3	8.8	Short	200	0.0	NA
Approach	511	2.0		0.334		5.5	LOSA	2.3	58.7				
West: Antho	ony Rd												
Lane 1 <sup>d</sup>	187	2.0	1089	0.172	100	4.8	LOS A	1.1	28.0	Full	1600	0.0	0.0
Lane 2	184	2.0	1129	0.163	100	4.6	LOS A	1.0	26.0	Short	200	0.0	NA
Approach	371	2.0		0.172		4.7	LOSA	1.1	28.0				
Intersection	1792	2.0		0.597		7.8	LOSA	5.3	133.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Organisation: ARCADIS U.S., INC. | Processed: Monday, November 11, 2019 12:12:43 PM
Project: G:\TRF\TM160002\_GDOT Safety\04 - Task Orders\TO#1 - TE Studies\18-3024 - SR 247 PioNono Ave from SR 22 to SR 74\Traffic Analysis \SIDRA\Pio Nono Ave at Anthony Rd.sip7

### LANE SUMMARY

## \[ \inte{\text{Nono Nono Ave at Anthony Rd\_2044 PM -Single Lane\_Bypass} \]

2044 PM 0.5 Growth Rate Roundabout

Design Life Analysis (Practical Capacity): Results for 26 years

Lane Use	and Perf	ormai	псе										
	Demand F Total veh/h	Flows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back o Veh	of Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Pio I	Nono Ave /	SR 24	47/US 4	.1									
Lane 1 <sup>d</sup>	720	2.0	1111	0.648	100	12.2	LOS B	7.9	200.6	Full	1600	0.0	0.0
Approach	720	2.0		0.648		12.2	LOS B	7.9	200.6				
East: Antho	ny Rd												
Lane 1 <sup>d</sup>	315	2.0	685	0.459	100	11.9	LOS B	3.9	98.2	Full	1600	0.0	0.0
Approach	315	2.0		0.459		11.9	LOS B	3.9	98.2				
North: Pio N	Nono Ave /	SR 24	7/ US 4	1									
Lane 1 <sup>d</sup>	671	2.0	1228	0.546	100	9.1	LOS A	4.8	122.8	Full	1600	0.0	0.0
Lane 2	87	2.0	1361	0.064	100	3.1	LOS A	0.4	9.0	Short	200	0.0	NA
Approach	757	2.0		0.546		8.4	LOSA	4.8	122.8				
West: Antho	ony Rd												
Lane 1 <sup>d</sup>	184	2.0	835	0.220	100	6.6	LOS A	1.7	43.3	Full	1600	0.0	0.0
Lane 2	220	2.0	903	0.244	100	6.5	LOS A	1.9	47.1	Short	200	0.0	NA
Approach	404	2.0		0.244		6.5	LOSA	1.9	47.1				
Intersection	2196	2.0		0.648		9.8	LOSA	7.9	200.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Organisation: ARCADIS U.S., INC. | Processed: Monday, November 11, 2019 12:28:05 PM
Project: G:\TRF\TM160002\_GDOT Safety\04 - Task Orders\TO#1 - TE Studies\18-3024 - SR 247 PioNono Ave from SR 22 to SR 74\Traffic Analysis \SIDRA\Pio Nono Ave at Anthony Rd.sip7

## 2: Anthony Rd & Pio Nono Ave / SR 247

	•	-	•	•	←	1	<b>†</b>	-	ţ	4	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	
Lane Configurations	7	<b>†</b>	7	7	f)	7	<b>∱</b> }	7	44	7	
Traffic Volume (vph)	48	96	142	73	84	92	356	34	296	68	
Future Volume (vph)	48	96	142	73	84	92	356	34	296	68	
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	D.P+P	NA	D.P+P	NA	Perm	
Protected Phases	3	8	1	7	4	1	6	5	2		
Permitted Phases	4		8	8		2		6		2	
Detector Phase	3	8	1	7	4	1	6	5	2	2	
Switch Phase											
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	12.0	5.0	12.0	12.0	
Minimum Split (s)	11.0	36.5	10.9	10.5	36.5	10.9	28.9	10.8	29.9	29.9	
Total Split (s)	15.0	39.0	17.0	15.0	39.0	17.0	41.0	15.0	39.0	39.0	
Total Split (%)	13.6%	35.5%	15.5%	13.6%	35.5%	15.5%	37.3%	13.6%	35.5%	35.5%	
Yellow Time (s)	3.0	4.2	3.1	3.3	4.2	3.1	4.3	3.0	4.3	4.3	
All-Red Time (s)	3.0	2.3	2.8	2.2	2.3	2.8	1.6	2.8	1.6	1.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.5	5.9	5.5	6.5	5.9	5.9	5.8	5.9	5.9	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	C-Min	
Act Effct Green (s)	21.4	13.4	27.8	22.3	14.1	66.0	62.1	67.3	58.1	58.1	
Actuated g/C Ratio	0.19	0.12	0.25	0.20	0.13	0.60	0.56	0.61	0.53	0.53	
v/c Ratio	0.26	0.56	0.35	0.31	0.66	0.18	0.28	0.08	0.21	0.10	
Control Delay	32.0	54.3	5.9	33.0	50.4	14.4	17.2	21.2	32.8	16.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.0	54.3	5.9	33.0	50.4	14.4	17.2	21.2	32.8	16.7	
LOS	С	D	Α	С	D	В	В	С	С	В	
Approach Delay		26.5			44.2		16.8		29.1		
Approach LOS		С			D		В		С		

#### Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow

Natural Cycle: 90

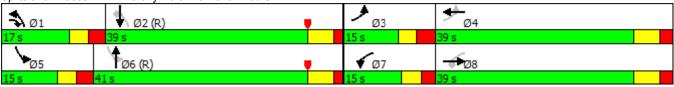
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66 Intersection Signal Delay: 26.2 Intersection Capacity Utilization 51.2%

Intersection LOS: C ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Anthony Rd & Pio Nono Ave / SR 247



## 2: Anthony Rd & Pio Nono Ave / SR 247

	۶	<b>→</b>	•	•	•	4	<b>†</b>	-	ļ	4	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	
Lane Configurations	Ť	<b>†</b>	7	7	f)	7	<b>∱</b> }	7	<b>^</b>	7	
Traffic Volume (vph)	67	86	183	93	97	117	451	54	486	70	
Future Volume (vph)	67	86	183	93	97	117	451	54	486	70	
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	D.P+P	NA	D.P+P	NA	Perm	
Protected Phases	3	8	1	7	4	1	6	5	2		
Permitted Phases	4		8	8		2		6		2	
Detector Phase	3	8	1	7	4	1	6	5	2	2	
Switch Phase											
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	12.0	5.0	12.0	12.0	
Minimum Split (s)	11.0	36.5	10.9	10.5	36.5	10.9	29.9	10.8	29.9	29.9	
Total Split (s)	15.0	39.0	18.0	15.0	39.0	18.0	51.0	15.0	48.0	48.0	
Total Split (%)	12.5%	32.5%	15.0%	12.5%	32.5%	15.0%	42.5%	12.5%	40.0%	40.0%	
Yellow Time (s)	3.0	4.2	3.1	3.3	4.2	3.1	4.3	3.0	4.3	4.3	
All-Red Time (s)	3.0	2.3	2.8	2.2	2.3	2.8	1.6	2.8	1.6	1.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.5	5.9	5.5	6.5	5.9	5.9	5.8	5.9	5.9	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	C-Min	
Act Effct Green (s)	27.5	14.9	30.3	27.3	19.1	69.9	65.3	71.3	61.0	61.0	
Actuated g/C Ratio	0.23	0.12	0.25	0.23	0.16	0.58	0.54	0.59	0.51	0.51	
v/c Ratio	0.31	0.45	0.41	0.37	0.64	0.28	0.31	0.14	0.34	0.10	
Control Delay	34.4	53.7	8.2	35.6	52.8	13.4	17.7	11.1	19.9	1.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.4	53.7	8.2	35.6	52.8	13.4	17.7	11.1	19.9	1.0	
LOS	С	D	Α	D	D	В	В	В	В	Α	
Approach Delay		25.1			46.0		16.9		17.0		
Approach LOS		С			D		В		В		

#### Intersection Summary

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64 Intersection Signal Delay: 22.6 Intersection Capacity Utilization 56.1%

Intersection LOS: C
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Anthony Rd & Pio Nono Ave / SR 247



	۶	<b>→</b>	•	•	•	4	<b>†</b>	<b>&gt;</b>	ţ	4	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	
Lane Configurations	7	<b>†</b>	7	7	ĵ»	*	<b>∱</b> ∱	*	<b>^</b>	7	
Traffic Volume (vph)	48	96	142	73	84	92	356	34	296	68	
Future Volume (vph)	48	96	142	73	84	92	356	34	296	68	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	
Protected Phases	3	8	1	7	4	1	6	5	2		
Permitted Phases	8		8	4		6		2		2	
Detector Phase	3	8	1	7	4	1	6	5	2	2	
Switch Phase											
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	12.0	5.0	12.0	12.0	
Minimum Split (s)	11.0	36.5	10.9	10.5	36.5	10.9	28.9	10.8	29.9	29.9	
Total Split (s)	15.0	44.0	19.0	15.0	44.0	19.0	47.0	14.0	42.0	42.0	
Total Split (%)	12.5%	36.7%	15.8%	12.5%	36.7%	15.8%	39.2%	11.7%	35.0%	35.0%	
Yellow Time (s)	3.0	4.2	3.1	3.3	4.2	3.1	4.3	3.0	4.3	4.3	
All-Red Time (s)	3.0	2.3	2.8	2.2	2.3	2.8	1.6	2.8	1.6	1.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.5	5.9	5.5	6.5	5.9	5.9	5.8	5.9	5.9	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	C-Min	
Act Effct Green (s)	22.7	14.0	28.6	26.8	17.3	75.4	68.5	70.6	64.4	64.4	
Actuated g/C Ratio	0.19	0.12	0.24	0.22	0.14	0.63	0.57	0.59	0.54	0.54	
v/c Ratio	0.25	0.58	0.36	0.32	0.59	0.18	0.28	0.08	0.20	0.10	
Control Delay	35.4	60.1	6.5	36.5	50.0	4.1	11.7	24.7	35.4	18.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	35.4	60.1	6.5	36.5	50.0	4.1	11.7	24.7	35.4	18.1	
LOS	D	Е	Α	D	D	Α	В	С	D	В	
Approach Delay		29.4			45.2		10.4		31.6		
Approach LOS		С			D		В		С		

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 56 (47%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59 Intersection Signal Delay: 25.3 Intersection Capacity Utilization 51.2%

Intersection LOS: C ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Anthony Rd & Pio Nono Ave / SR 247



	۶	<b>→</b>	•	•	<b>←</b>	1	<b>†</b>	-	ļ	4	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	
Lane Configurations	ሻ	<b>†</b>	7	7	f)	7	<b>∱</b> ∱	7	<b>^</b>	7	
Traffic Volume (vph)	67	86	183	93	97	117	451	54	486	70	
Future Volume (vph)	67	86	183	93	97	117	451	54	486	70	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	
Protected Phases	3	8	1	7	4	1	6	5	2		
Permitted Phases	8		8	4		6		2		2	
Detector Phase	3	8	1	7	4	1	6	5	2	2	
Switch Phase											
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	12.0	5.0	12.0	12.0	
Minimum Split (s)	11.0	36.5	10.9	10.5	36.5	10.9	29.9	10.8	29.9	29.9	
Total Split (s)	16.0	39.0	21.0	16.0	39.0	21.0	51.0	14.0	44.0	44.0	
Total Split (%)	13.3%	32.5%	17.5%	13.3%	32.5%	17.5%	42.5%	11.7%	36.7%	36.7%	
Yellow Time (s)	3.0	4.2	3.1	3.3	4.2	3.1	4.3	3.0	4.3	4.3	
All-Red Time (s)	3.0	2.3	2.8	2.2	2.3	2.8	1.6	2.8	1.6	1.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.5	5.9	5.5	6.5	5.9	5.9	5.8	5.9	5.9	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	C-Min	
Act Effct Green (s)	24.2	14.8	30.2	30.2	19.2	73.0	65.3	68.0	61.0	61.0	
Actuated g/C Ratio	0.20	0.12	0.25	0.25	0.16	0.61	0.54	0.57	0.51	0.51	
v/c Ratio	0.31	0.45	0.41	0.38	0.64	0.28	0.31	0.14	0.34	0.10	
Control Delay	34.7	53.9	9.3	35.5	52.6	11.9	17.3	4.9	13.9	3.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.7	53.9	9.3	35.5	52.6	11.9	17.3	4.9	13.9	3.5	
LOS	С	D	Α	D	D	В	В	Α	В	Α	
Approach Delay		25.8			45.8		16.3		11.9		
Approach LOS		С			D		В		В		

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 80 (67%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64 Intersection Signal Delay: 20.8 Intersection Capacity Utilization 56.1%

Intersection LOS: C ICU Level of Service B

Analysis Period (min) 15

2: Anthony Rd & Pio Nono Ave / SR 247 Splits and Phases:



	•	-	•	•	•	•	4	<b>†</b>	/	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>†</b>	7	7	<b>†</b>	7	7	44	7	7	<b>^</b>	7
Traffic Volume (vph)	48	96	142	73	84	47	92	356	86	34	296	68
Future Volume (vph)	48	96	142	73	84	47	92	356	86	34	296	68
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	4		8	8		4	2		6	6		2
Detector Phase	3	8	1	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	7.0	5.0	12.0	12.0	5.0	12.0	12.0
Minimum Split (s)	11.0	36.5	10.9	10.5	36.5	36.5	10.9	28.9	28.9	10.8	29.9	29.9
Total Split (s)	15.0	39.0	17.0	15.0	39.0	39.0	17.0	41.0	41.0	15.0	39.0	39.0
Total Split (%)	13.6%	35.5%	15.5%	13.6%	35.5%	35.5%	15.5%	37.3%	37.3%	13.6%	35.5%	35.5%
Yellow Time (s)	3.0	4.2	3.1	3.3	4.2	4.2	3.1	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	3.0	2.3	2.8	2.2	2.3	2.3	2.8	1.6	1.6	2.8	1.6	1.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	5.9	5.5	6.5	6.5	5.9	5.9	5.9	5.8	5.9	5.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	21.0	12.8	27.2	21.9	13.6	13.6	66.4	62.5	62.5	67.8	58.5	58.5
Actuated g/C Ratio	0.19	0.12	0.25	0.20	0.12	0.12	0.60	0.57	0.57	0.62	0.53	0.53
v/c Ratio	0.23	0.58	0.35	0.32	0.46	0.18	0.18	0.22	0.11	0.07	0.20	0.10
Control Delay	31.7	56.3	6.1	33.6	50.1	1.2	15.9	19.8	7.6	19.7	31.3	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.7	56.3	6.1	33.6	50.1	1.2	15.9	19.8	7.6	19.7	31.3	16.1
LOS	С	Е	Α	С	D	Α	В	В	Α	В	С	В
Approach Delay		27.3			32.9			17.1			27.7	
Approach LOS		С			С			В			С	

Cycle Length: 110
Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 24.5 Intersection LOS: C
Intersection Capacity Utilization 42.3% ICU Level of Service A

Analysis Period (min) 15

	•	<b>→</b>	•	•	←	•	1	<b>†</b>	<b>/</b>	<b>&gt;</b>	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>†</b>	7	Ţ	<b>†</b>	7	7	44	7	ሻ	<b>^</b>	7
Traffic Volume (vph)	67	86	183	93	97	44	117	451	56	54	486	70
Future Volume (vph)	67	86	183	93	97	44	117	451	56	54	486	70
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	4		8	8		4	2		6	6		2
Detector Phase	3	8	1	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	7.0	5.0	12.0	12.0	5.0	12.0	12.0
Minimum Split (s)	11.0	31.5	10.9	10.5	31.5	31.5	10.9	29.9	29.9	10.8	29.9	29.9
Total Split (s)	15.0	36.0	19.0	15.0	36.0	36.0	19.0	54.0	54.0	15.0	50.0	50.0
Total Split (%)	12.5%	30.0%	15.8%	12.5%	30.0%	30.0%	15.8%	45.0%	45.0%	12.5%	41.7%	41.7%
Yellow Time (s)	3.0	4.2	3.1	3.3	4.2	4.2	3.1	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	3.0	2.3	2.8	2.2	2.3	2.3	2.8	1.6	1.6	2.8	1.6	1.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	5.9	5.5	6.5	6.5	5.9	5.9	5.9	5.8	5.9	5.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	24.9	12.0	27.2	24.7	16.4	16.4	72.5	68.0	68.0	73.8	63.8	63.8
Actuated g/C Ratio	0.21	0.10	0.23	0.21	0.14	0.14	0.60	0.57	0.57	0.62	0.53	0.53
v/c Ratio	0.29	0.56	0.43	0.41	0.52	0.18	0.27	0.26	0.07	0.12	0.32	0.10
Control Delay	36.3	62.2	9.1	38.7	56.0	1.2	14.6	19.9	1.2	9.6	17.9	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	62.2	9.1	38.7	56.0	1.2	14.6	19.9	1.2	9.6	17.9	0.9
LOS	D	Е	Α	D	Е	Α	В	В	Α	Α	В	Α
Approach Delay		28.1			38.8			17.3			15.2	
Approach LOS		С			D			В			В	

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 50.5% ICU Level of Service A

Analysis Period (min) 15

### LANE SUMMARY

## $\overline{\mathbb{V}}$ Site: 101 [Pio Nono Ave at Mercer University Dr SR 74\_2044 AM- No Bypass ]

0.5% Growth Rate Roundabout

Design Life Analysis (Practical Capacity): Results for 26 years

Lane Use	and Perf	ormai	nce										
	Demand F Total veh/h	lows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Pio	Nono Ave /	SR 24	47/US 4	.1									
Lane 1	261	2.0	654	0.400	100	11.1	LOS B	2.2	56.1	Full	1600	0.0	0.0
Lane 2 <sup>d</sup>	320	2.0	800	0.400	100	9.5	LOS A	2.3	58.8	Full	1600	0.0	0.0
Approach	581	2.0		0.400		10.2	LOS B	2.3	58.8				
East: Merc	er Universit	y Dr/S	SR 74										
Lane 1	371	2.0	938	0.395	100	8.3	LOS A	2.1	53.8	Full	1600	0.0	0.0
Lane 2 <sup>d</sup>	412	2.0	1042	0.395	100	7.7	LOS A	2.2	55.2	Full	1600	0.0	0.0
Approach	782	2.0		0.395		8.0	LOSA	2.2	55.2				
North: Pio	Nono Ave /	SR 24	7/ US 4	1									
Lane 1	273	2.0	813	0.335	100	8.3	LOS A	1.6	41.1	Full	1600	0.0	0.0
Lane 2 <sup>d</sup>	315	2.0	940	0.335	100	7.4	LOS A	1.7	42.7	Full	1600	0.0	0.0
Approach	588	2.0		0.335		7.8	LOSA	1.7	42.7				
West: Merc	er Universi	ty Dr /	SR 74										
Lane 1	407	2.0	854	0.477	100	10.4	LOS B	3.2	80.0	Full	1600	0.0	0.0
Lane 2 <sup>d</sup>	465	2.0	976	0.477	100	9.4	LOS A	3.2	81.4	Full	1600	0.0	0.0
Approach	872	2.0		0.477		9.8	LOSA	3.2	81.4				
Intersection	n 2824	2.0		0.477		9.0	LOSA	3.2	81.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Organisation: ARCADIS U.S., INC. | Processed: Monday, November 11, 2019 12:46:26 PM
Project: G:\TRF\TM160002\_GDOT Safety\04 - Task Orders\TO#1 - TE Studies\18-3024 - SR 247 PioNono Ave from SR 22 to SR 74\Traffic Analysis \SIDRA\Pio Nono Ave at Mercer University Dr SR 74.sip7

### LANE SUMMARY

## $\overline{\mathbb{V}}$ Site: 101 [Pio Nono Ave at Mercer University Dr SR 74\_2044 PM-No Bypass]

2044 PM 0.5 Growth Rate Roundabout

Design Life Analysis (Practical Capacity): Results for 26 years

Lane Use and Performance													
	Demand F Total veh/h	Flows HV %	Cap.	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Pio	Nono Ave /	'SR 24	47/US 4	·1									
Lane 1	324	2.0	772	0.419	100	10.1	LOS B	2.4	62.2	Full	1600	0.0	0.0
Lane 2 <sup>d</sup>	378	2.0	903	0.419	100	8.9	LOS A	2.5	63.6	Full	1600	0.0	0.0
Approach	702	2.0		0.419		9.5	LOS A	2.5	63.6				
East: Merc	er Universi	ty Dr/S	SR 74										
Lane 1	522	2.0	848	0.615	100	13.9	LOS B	5.8	147.3	Full	1600	0.0	0.0
Lane 2 <sup>d</sup>	595	2.0	967	0.615	100	12.6	LOS B	6.0	153.3	Full	1600	0.0	0.0
Approach	1117	2.0		0.615		13.2	LOS B	6.0	153.3				
North: Pio	Nono Ave /	SR 24	7/ US 4	1									
Lane 1	352	2.0	603	0.584	100	16.9	LOS C	4.4	110.9	Full	1600	0.0	0.0
Lane 2 <sup>d</sup>	435	2.0	745	0.584	100	14.3	LOS B	4.7	120.4	Full	1600	0.0	0.0
Approach	787	2.0		0.584		15.5	LOS C	4.7	120.4				
West: Merc	er Univers	ity Dr /	SR 74										
Lane 1	284	2.0	692	0.410	100	10.8	LOS B	2.4	60.1	Full	1600	0.0	0.0
Lane 2 <sup>d</sup>	339	2.0	827	0.410	100	9.4	LOS A	2.5	62.4	Full	1600	0.0	0.0
Approach	623	2.0		0.410		10.0	LOS B	2.5	62.4				
Intersection	n 3230	2.0		0.615		12.3	LOS B	6.0	153.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies. Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Organisation: ARCADIS U.S., INC. | Processed: Monday, November 11, 2019 12:48:35 PM
Project: G:\TRF\TM160002\_GDOT Safety\04 - Task Orders\TO#1 - TE Studies\18-3024 - SR 247 PioNono Ave from SR 22 to SR 74\Traffic Analysis \SIDRA\Pio Nono Ave at Mercer University Dr SR 74.sip7

#### 3: Pio Nono Ave / SR 247 & Mercer University Dr / SR 74

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	*	<b>↑</b> ↑	7	ħβ	7	<b>^</b>	7	7	<b>†</b>	7	
Traffic Volume (vph)	13	728	61	467	40	316	107	137	317	30	
Future Volume (vph)	13	728	61	467	40	316	107	137	317	30	
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	Perm	D.P+P	NA	Perm	
Protected Phases	3	8	7	4	1	6		5	2		
Permitted Phases					2		6	6		2	
Detector Phase	3	8	7	4	1	6	6	5	2	2	
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0	
Minimum Split (s)	13.1	36.2	13.1	31.2	13.7	40.4	40.4	13.6	40.4	40.4	
Total Split (s)	15.0	38.0	15.0	38.0	14.0	43.1	43.1	13.9	43.0	43.0	
Total Split (%)	13.6%	34.5%	13.6%	34.5%	12.7%	39.2%	39.2%	12.6%	39.1%	39.1%	
Yellow Time (s)	3.1	4.0	3.1	4.0	3.1	3.8	3.8	3.0	3.8	3.8	
All-Red Time (s)	3.0	2.2	3.0	2.2	3.6	2.6	2.6	3.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.1	6.2	6.1	6.2	6.7	6.4	6.4	6.6	6.4	6.4	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min	
Act Effct Green (s)	7.2	33.3	8.7	40.0	46.3	37.6	37.6	45.1	40.8	40.8	
Actuated g/C Ratio	0.07	0.30	0.08	0.36	0.42	0.34	0.34	0.41	0.37	0.37	
v/c Ratio	0.13	0.81	0.55	0.56	0.16	0.33	0.21	0.40	0.56	0.05	
Control Delay	50.8	42.5	63.8	29.9	14.5	21.5	1.5	22.3	34.0	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.8	42.5	63.8	29.9	14.5	21.5	1.5	22.3	34.0	0.1	
LOS	D	D	Е	С	В	С	Α	С	С	Α	
Approach Delay		42.6		33.1		16.3			28.5		
Approach LOS		D		С		В			С		

#### Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow

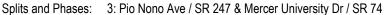
Natural Cycle: 105

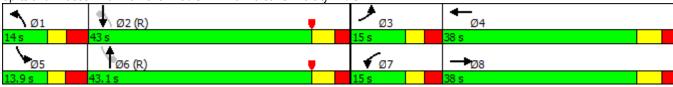
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81 Intersection Signal Delay: 3

Intersection Signal Delay: 31.6 Intersection LOS: C
Intersection Capacity Utilization 75.6% ICU Level of Service D

Analysis Period (min) 15





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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	Ť	<b>↑</b> ↑	7	<b>∱</b> î≽	7	<b>^</b>	7	7	<b>†</b>	7	
Traffic Volume (vph)	34	476	113	727	63	391	99	145	458	38	
Future Volume (vph)	34	476	113	727	63	391	99	145	458	38	
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	Perm	D.P+P	NA	Perm	
Protected Phases	3	8	7	4	1	6		5	2		
Permitted Phases					2		6	6		2	
Detector Phase	3	8	7	4	1	6	6	5	2	2	
Switch Phase											
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	12.0	12.0	5.0	12.0	12.0	
Minimum Split (s)	11.1	36.2	11.1	31.2	11.7	40.4	40.4	11.6	40.4	40.4	
Total Split (s)	15.0	41.0	20.0	46.0	15.0	42.0	42.0	17.0	44.0	44.0	
Total Split (%)	12.5%	34.2%	16.7%	38.3%	12.5%	35.0%	35.0%	14.2%	36.7%	36.7%	
Yellow Time (s)	3.1	4.0	3.1	4.0	3.1	3.8	3.8	3.0	3.8	3.8	
All-Red Time (s)	3.0	2.2	3.0	2.2	3.6	2.6	2.6	3.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.1	6.2	6.1	6.2	6.7	6.4	6.4	6.6	6.4	6.4	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	7.6	31.1	12.6	41.0	51.9	41.2	41.2	50.8	45.8	45.8	
Actuated g/C Ratio	0.06	0.26	0.10	0.34	0.43	0.34	0.34	0.42	0.38	0.38	
v/c Ratio	0.35	0.65	0.72	0.83	0.40	0.41	0.20	0.47	0.80	0.07	
Control Delay	61.9	42.2	73.4	43.1	30.8	31.8	5.8	24.7	45.9	0.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	61.9	42.2	73.4	43.1	30.8	31.8	5.8	24.7	45.9	0.2	
LOS	Е	D	Е	D	С	С	Α	С	D	Α	
Approach Delay		43.4		46.7		27.1			38.4		
Approach LOS		D		D		С			D		

#### Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120

Offset: 110 (92%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow

Natural Cycle: 100

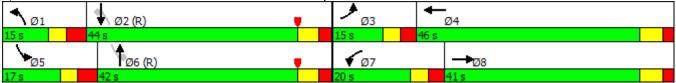
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83 Intersection Signal Delay: 39.8 Intersection Capacity Utilization 83.9%

Intersection LOS: D
ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Pio Nono Ave / SR 247 & Mercer University Dr / SR 74



#### 3: Pio Nono Ave / SR 247 & Mercer University Dr / SR 74

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
Lane Configurations	7	<b>∱</b> }	7	<b>∱</b> î≽	ሻ	<b>^</b>	7	7	<b>↑</b> ↑	
Traffic Volume (vph)	13	728	61	467	40	316	107	137	317	
Future Volume (vph)	13	728	61	467	40	316	107	137	317	
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8	7	4	1	6		5	2	
Permitted Phases					6		6	2		
Detector Phase	3	8	7	4	1	6	6	5	2	
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	12.0	12.0	5.0	12.0	
Minimum Split (s)	11.1	36.2	11.1	31.2	11.7	40.4	40.4	11.6	40.4	
Total Split (s)	11.2	43.0	17.0	48.8	12.0	44.0	44.0	16.0	48.0	
Total Split (%)	9.3%	35.8%	14.2%	40.7%	10.0%	36.7%	36.7%	13.3%	40.0%	
Yellow Time (s)	3.1	4.0	3.1	4.0	3.1	3.8	3.8	3.0	3.8	
All-Red Time (s)	3.0	2.2	3.0	2.2	3.6	2.6	2.6	3.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.1	6.2	6.1	6.2	6.7	6.4	6.4	6.6	6.4	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	6.6	36.9	10.3	45.4	46.0	39.7	39.7	54.3	45.6	
Actuated g/C Ratio	0.06	0.31	0.09	0.38	0.38	0.33	0.33	0.45	0.38	
v/c Ratio	0.15	0.80	0.50	0.54	0.13	0.34	0.22	0.40	0.32	
Control Delay	57.1	44.2	63.0	29.8	9.7	14.9	1.4	24.1	29.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	57.1	44.2	63.0	29.8	9.7	14.9	1.4	24.1	29.3	
LOS	Е	D	Е	С	Α	В	Α	С	С	
Approach Delay		44.4		33.0		11.3			27.8	
Approach LOS		D		С		В			С	

#### Intersection Summary

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 52 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 100

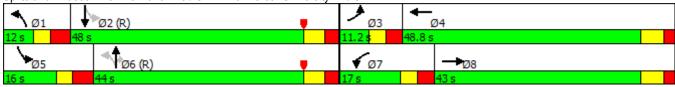
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80 Intersection Signal Delay: 31.0 Intersection Capacity Utilization 67.7%

Intersection LOS: C
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Pio Nono Ave / SR 247 & Mercer University Dr / SR 74



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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
Lane Configurations	7	<b>↑</b> ↑	*	<b>↑</b> ↑	*	<b>^</b>	7	*	<b>↑</b> ↑	
Traffic Volume (vph)	34	476	113	727	63	391	99	145	458	
Future Volume (vph)	34	476	113	727	63	391	99	145	458	
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8	7	4	1	6		5	2	
Permitted Phases					6		6	2		
Detector Phase	3	8	7	4	1	6	6	5	2	
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	12.0	12.0	5.0	12.0	
Minimum Split (s)	11.1	36.2	11.1	31.2	11.7	40.4	40.4	11.6	40.4	
Total Split (s)	13.0	42.0	21.0	50.0	14.0	43.0	43.0	14.0	43.0	
Total Split (%)	10.8%	35.0%	17.5%	41.7%	11.7%	35.8%	35.8%	11.7%	35.8%	
Yellow Time (s)	3.1	4.0	3.1	4.0	3.1	3.8	3.8	3.0	3.8	
All-Red Time (s)	3.0	2.2	3.0	2.2	3.6	2.6	2.6	3.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.1	6.2	6.1	6.2	6.7	6.4	6.4	6.6	6.4	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	6.8	31.7	13.0	42.9	48.4	41.3	41.3	51.9	45.0	
Actuated g/C Ratio	0.06	0.26	0.11	0.36	0.40	0.34	0.34	0.43	0.38	
v/c Ratio	0.39	0.63	0.70	0.79	0.26	0.41	0.19	0.49	0.47	
Control Delay	66.0	41.2	70.6	39.5	17.1	29.3	6.6	27.7	32.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	66.0	41.2	70.6	39.5	17.1	29.3	6.6	27.7	32.0	
LOS	Е	D	Е	D	В	С	Α	С	С	
Approach Delay		42.8		43.2		23.9			31.0	
Approach LOS		D		D		С			С	

#### Intersection Summary

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

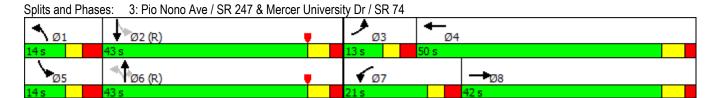
Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79 Intersection Signal Delay: 35.9 Intersection Capacity Utilization 73.6%

Intersection LOS: D
ICU Level of Service D

Analysis Period (min) 15



#### 3: Pio Nono Ave / SR 247 & Mercer University Dr / SR 74

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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	<b>∱</b> ∱	ሻ	<b>^</b>	7	ሻ	<b>^</b>	7	ሻ	<b>∱</b> ⊅	
Traffic Volume (vph)	13	728	61	467	109	40	316	107	137	317	
Future Volume (vph)	13	728	61	467	109	40	316	107	137	317	
Turn Type	Prot	NA	Prot	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	3	8	7	4		1	6		5	2	
Permitted Phases					4	2		6	6		
Detector Phase	3	8	7	4	4	1	6	6	5	2	
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	
Minimum Split (s)	13.1	36.2	13.1	31.2	31.2	13.7	40.4	40.4	13.6	40.4	
Total Split (s)	14.0	39.0	14.0	39.0	39.0	14.0	43.0	43.0	14.0	43.0	
Total Split (%)	12.7%	35.5%	12.7%	35.5%	35.5%	12.7%	39.1%	39.1%	12.7%	39.1%	
Yellow Time (s)	3.1	4.0	3.1	4.0	4.0	3.1	3.8	3.8	3.0	3.8	
All-Red Time (s)	3.0	2.2	3.0	2.2	2.2	3.6	2.6	2.6	3.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.1	6.2	6.1	6.2	6.2	6.7	6.4	6.4	6.6	6.4	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	7.2	35.4	9.8	43.2	43.2	43.0	33.6	33.6	41.9	37.5	
Actuated g/C Ratio	0.07	0.32	0.09	0.39	0.39	0.39	0.31	0.31	0.38	0.34	
v/c Ratio	0.13	0.76	0.48	0.42	0.19	0.13	0.37	0.23	0.43	0.36	
Control Delay	50.9	38.6	57.9	25.8	3.1	19.1	30.9	6.1	25.8	30.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.9	38.6	57.9	25.8	3.1	19.1	30.9	6.1	25.8	30.3	
LOS	D	D	Е	С	Α	В	С	Α	С	С	
Approach Delay		38.8		25.0			24.1			29.0	
Approach LOS		D		С			С			С	

#### Intersection Summary

Cycle Length: 110 Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow

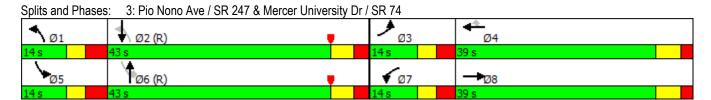
Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76 Intersection Signal Delay: 29.9

Intersection LOS: C Intersection Capacity Utilization 69.3% ICU Level of Service C

Analysis Period (min) 15



#### 3: Pio Nono Ave / SR 247 & Mercer University Dr / SR 74

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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	<b>∱</b> }	7	44	7	7	<b>^</b>	7	Ţ	<b>∱</b> }	
Traffic Volume (vph)	34	476	113	727	109	63	391	99	145	458	
Future Volume (vph)	34	476	113	727	109	63	391	99	145	458	
Turn Type	Prot	NA	Prot	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	3	8	7	4		1	6		5	2	
Permitted Phases					4	2		6	6		
Detector Phase	3	8	7	4	4	1	6	6	5	2	
Switch Phase											
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	12.0	12.0	5.0	12.0	
Minimum Split (s)	11.1	36.2	11.1	31.2	31.2	11.7	40.4	40.4	11.6	40.4	
Total Split (s)	11.2	36.2	11.1	36.1	36.1	11.7	41.1	41.1	11.6	41.0	
Total Split (%)	11.2%	36.2%	11.1%	36.1%	36.1%	11.7%	41.1%	41.1%	11.6%	41.0%	
Yellow Time (s)	3.1	4.0	3.1	4.0	4.0	3.1	3.8	3.8	3.0	3.8	
All-Red Time (s)	3.0	2.2	3.0	2.2	2.2	3.6	2.6	2.6	3.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.1	6.2	6.1	6.2	6.2	6.7	6.4	6.4	6.6	6.4	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	6.2	26.8	10.6	36.1	36.1	38.2	30.8	30.8	37.1	34.1	
Actuated g/C Ratio	0.06	0.27	0.11	0.36	0.36	0.38	0.31	0.31	0.37	0.34	
v/c Ratio	0.36	0.62	0.72	0.68	0.19	0.29	0.46	0.21	0.55	0.51	
Control Delay	54.7	34.4	69.4	31.9	2.2	19.3	29.0	2.2	27.1	28.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	54.7	34.4	69.4	31.9	2.2	19.3	29.0	2.2	27.1	28.1	
LOS	D	С	Е	С	Α	В	С	Α	С	С	
Approach Delay		35.6		32.9			23.1			27.9	
Approach LOS		D		С			С			С	

#### Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Yellow

Natural Cycle: 100

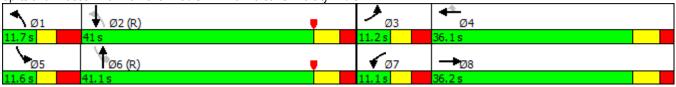
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 30.1 Intersection LOS: C
Intersection Capacity Utilization 69.6% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Pio Nono Ave / SR 247 & Mercer University Dr / SR 74



### **ARTPLAN 2009 Conceptual Planning Analysis**

#### **Project Information**

Analyst	JG	Arterial Name	SR 247	Study Period	K100
Date Prepared	12/18/2019 12:22:06 PM	From	Anthony Road	Modal Analysis	Auto Only
Agency	GDOT D3	То	SR 74	Program	ARTPLAN 2009
Area Type	Other Urbanized	Peak Direction	Northbound	Version Date	12/12/10
Arterial Class	2				
File Name	C:\Users\jcgonzalez\AppData\L	ocal\Temp\preview.xml			
User Notes					

#### **Arterial Data**

K	0.09	PHF	0.92	Control Type	Semiactuated
D	0.55	% Heavy Vehicles	3	Base Sat. Flow Rate	1950

#### **Automobile Intersection and Segment Data**

Segment #	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	LT Storage Length	Left			AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
<b>1</b> (to SR 74)	120	0.44	4	2	12	12	Yes	1	235	0.15	No	1900	12000	594	2	40	Non- Restrictive

#### **Automobile LOS**

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue F	Ratio	Speed (mph)	Segment LOS
1 (to SR 74)	568	3228	0.400	20.17		С	0.26	23.69	С
Arterial Length 0.3	598 Weighted g/C	0.44 FFS	Delay	77 21	reshold Delay 0.00	Auto Speed	23.69	Auto LO	s c

### **ARTPLAN 2009 Conceptual Planning Analysis**

#### **Project Information**

Analyst	JG	Arterial Name	SR 247	Study Period	K100				
Date Prepared	12/18/2019 12:22:06 PM	From	Anthony Road	Modal Analysis	Auto Only				
Agency	GDOT D3	То	SR 74	Program	ARTPLAN 2009				
Area Type	Other Urbanized	Peak Direction	Northbound	Version Date	12/12/10				
Arterial Class	2								
File Name	C:\Users\jcgonzalez\AppData\L	ocal\Temp\preview.xml	•						
User Notes	l Peak								

#### **Arterial Data**

K	0.09	PHF	0.92	Control Type	Semiactuated
D	0.55	% Heavy Vehicles	3	Base Sat. Flow Rate	1950

#### **Automobile Intersection and Segment Data**

Segment	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	# Left Turn Lanes	Storage	Left		Length	AADT	Hourly Vol.	SEG # Dir.Lanes	FFS	Median Type
<b>1</b> (to SR 74)	100	0.31	4	2	11	18	Yes	1	75	0.10	No	1900	14500	718	2	40	Non- Restrictive

#### **Automobile LOS**

Segment #	- 11	hru Mvmt Flow Rate	Adj. Sat Flow Rat	111	Contro Delay	11	Approach LOS	Queue I	Ratio	Speed (mph)	Segment LOS
1 (to SR 74)		695	3	3216 0.69	32	36		С	0.82	19.26	D
Arterial Length	.3598	Weighted g/C	0.31	FFS Delay	34.86	Threshold Delay	0.00	Auto Speed	19.26	Auto LOS	D

# Appendix H: Summary of Right-of-way and Construction Costs Estimates

### SR 247/PIO NONO AVENUE AT ANTHONY ROAD CONSTRUCTION COST ESTIMATE - NOVEMBER 2019

LINE ITEM		DESCRIPTION	UNIT	QUANTITY		PRICE	AMOUNT	
5	150-1000	TRAFFIC CONTROL -	LS	1	\$	,	\$ 150,000	
10		TRAFFIC CONTROL, PORTABLE IMPACT ATTENUATOR	EA	2	\$		\$ 16,028	
15	210-0100	GRADING COMPLETE -	LS	1	\$		\$ 300,000	
20	310-1101	GR AGGR BASE CRS, INCL MATL	TN	4280	\$		\$ 130,513	
25	318-3000	AGGR SURF CRS	TN	150	\$		\$ 4,657	
30	402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	245	\$		\$ 20,927	
35	402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	TN	510	\$		\$ 47,072	
40	402-4510	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATI	TN	95	\$		\$ 8,427	
45	413-0750	TACK COAT	GL SY	370	\$		\$ 962	
55	432-0212	MILL ASPH CONC PVMT, 3 IN DEPTH	SY	5000	\$		\$ 33,500	
60 70	439-0022 441-0104	PLAIN PC CONC PVMT, CL 3 CONC, 10 INCH THK	SY	400 378	\$ \$		\$ 37,650 \$ 24,090	
80	441-0748	CONC SIDEWALK, 4 IN CONCRETE MEDIAN, 6 IN	SY	920	φ \$		\$ 24,090 \$ 61,606	
95	441-5008	CONCRETE HEADER CURB, 6 IN, TP 7	LF	2210	φ \$		\$ 38,183	
100	441-5025	CONCRETE HEADER CURB, 4 IN, TP 9	LF	380	\$		\$ 6,502	
105	441-6222	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	LF	1760	\$		\$ 54,568	
120	441-7012	CURB CUT WHEELCHAIR RAMP, TYPE B	EA	7	\$		\$ 19,364	
130	441-7014	CURB CUT WHEELCHAIR RAMP, TYPE D	EA	1	\$		\$ 2,183	
135	446-1100	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	LF	475	\$		\$ 2,834	
190	632-0003	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	EA	2	\$		\$ 14,279	
195	634-1200	RIGHT OF WAY MARKERS	EA	12	\$		\$ 1,561	
255	550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	700	\$		\$ 37,035	
260	550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	LF	200	\$		\$ 12.022	
265	550-2180	SIDE DRAIN PIPE, 18 IN, H 1-10	LF	100	\$		\$ 3,611	
270	550-2240	SIDE DRAIN PIPE, 24 IN, H 1-10	LF	50	\$		\$ 2,188	
295	668-1100		EA	4	\$		\$ 10,838	
300		DROP INLET, GP 1	EA	4	\$		\$ 10,035	
310	163-0240		TN	10	\$		\$ 3,031	.05
315		CONSTRUCTION EXIT	EA	2	\$		\$ 3,225	
320		CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	EA	2	\$	491.01	\$ 982	.01
330	163-0528	CONSTRUCT AND REMOVE FABRIC CHECK DAM - TYPE C SILT FENCE	LF	750	\$	10.52	\$ 7,892	.00
335	163-0529	CONSTRUCT AND REMOVE TEMPORARY SEDIMENT BARRIER OR BALED STRAW CHECK DAM	LF	500	\$	5.85	\$ 2,926	.72
340	163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	10	\$		\$ 2,118	.69
345	165-0041	MAINTENANCE OF CHECK DAMS - ALL TYPES	LF	500	\$		\$ 3,667	
350	165-0071	MAINTENANCE OF SEDIMENT BARRIER - BALED STRAW	LF	500	\$		\$ 1,381	
355	165-0087	MAINTENANCE OF SILT CONTROL GATE, TP 3	EA	2	\$		\$ 264	
360	165-0101	MAINTENANCE OF CONSTRUCTION EXIT	EA	2	\$		\$ 1,226	
365	165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	8	\$		\$ 636	
370	167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	8	\$		\$ 2,700	
375	167-1500	WATER QUALITY INSPECTIONS	MO	8	\$		\$ 8,458	
380	171-0030	TEMPORARY SILT FENCE, TYPE C	LF	400	\$		\$ 1,462	
400	700-6910	PERMANENT GRASSING	AC	2	\$		\$ 2,481	
405	700-7000 700-8000	AGRICULTURAL LIME FERTILIZER MIXED GRADE	TN TN	3	\$		\$ 389 \$ 829	
410 415	700-8000		IN IB	1 100	\$ \$		\$ 629 \$ 492	
425	500-3101	FERTILIZER NITROGEN CONTENT	CY	47			\$ 52.883	
430	511-1000	CLASS A CONCRETE BAR REINF STEEL	LB	3600	\$ \$		\$ 52,663 \$ 4,454	
435	647-2120	PULL BOX, PB-2	EA	10	\$		\$ 4,454 \$ 4,956	
440	681-4220	LIGHTING STD, 40 FT MH, POST TOP	EA	10	\$		\$ 4,950 \$ 36,253	
445	681-6470	LUMINAIRE, TP 4, 275 W, LED	EA	10	\$		\$ 9,326	
450	682-1406	CABLE, TP XHHW, AWG NO 6	LF	1250	\$		\$ 1,970	
460	682-6233	CONDUIT, NONMETL, TP 3, 2 IN	LF	1200	\$		\$ 7,509	
465	682-9000	MAIN SERVICE PICK UP POINT	LS	1	\$		\$ 7,500	
470	682-9010	SVC POLE RISER	EA	10	\$		\$ 23,354	
475	682-9950	DIRECTIONAL BORE -	LF	500	\$		\$ 7,860	
480	700-9300	SOD	SY	340	\$		\$ 2,808	
485	702-0212	CRATAEGUS VIRIDIS -	EA	3	\$	631.89	\$ 1,895	.67
490	702-0470	ILEX VOMITORIA NANA -	EA	90	\$	53.62	\$ 4,825	.51
495	702-9005	SPRING APPLICATION FERTILIZER	LB	150	\$	11.59	\$ 1,739	.22
500	702-9025	LANDSCAPE MULCH	SY	335	\$	9.99	\$ 3,346	.81
515	636-2070	GALV STEEL POSTS, TP 7	LF	260	\$		\$ 2,200	
530	653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	4	\$		\$ 362	.04
535	653-0130	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	EA	4	\$		\$ 573	.77
595	653-0296	THERMOPLASTIC PVMT MARKING, WORD, TP 15	EA	8	\$		\$ 1,689	.51
600	653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	2750	\$		\$ 2,852	.45
605	653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	3000	\$		\$ 2,965	.03
615	653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	750	\$		\$ 1,815	
640	653-4830	THERMOPLASTIC SKIP TRAF STRIPE, 18 IN, WHITE	GLF	200	\$		\$ 989	
645	653-6004	THERMOPLASTIC TRAF STRIPING, WHITE	SY	20	\$			.52
650	653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	400	\$		\$ 1,843	
655	654-1001	RAISED PVMT MARKERS TP 1	EA	30	\$	5.08	\$ 152	33

SUBTOTAL \$ 1,281,038.65

ENGINEERING AND INSPECTION \$ 64,051.93 10% CONTINGENCY \$ 134,509.06 LIQUID AC \$ 20,000.00

TOTAL \$ 1,500,000.00

## GEORGIA DEPARTMENT OF TRANSPORTATION PRELIMINARY ROW COST ESTIMATE SUMMARY

Project: SR 247 - Pio Nono Avenue

9/23/2019

Date:

Revised	: .	ounty: Bibb	
		PI: NA	
Description	: Intersection Improvements ( Rou	ndabout)	
Project Termini:	: SR 247 / Pio Non Avenue at Anth	ony Road	
		Existing ROW: Var	ies
Parcels	: 5	Required ROW: Var	ies
Land	d and Improvements	\$282,390.00	
	Proximity Damage \$0.00		
	Consequential Damage \$20,000.00		
	Cost to Cures \$0.00		
	Trade Fixtures \$14,200.00		
	Improvements \$65,000.00		
	Valuation Services	\$36,875.00	
	Legal Services	\$40,875.00	
	Relocation	\$75,000.00	
	Demolition	\$153,000.00	
		Net optimed Industrials Training III	
	Administrative	\$50,000.00	
		4520 440 00	
TOTA	AL ESTIMATED COSTS	\$638,140.00	
TOTAL ESTIMATED	COSTS (ROUNDED)	\$639,000.00	
	-1 011 1=	$\Omega$ $\Omega$	012216
Prepared By:	John Albrich!	John allrych	1/25/1
	Print Name	Signature	Date
Cost Estimation Supervisor	:		
NORTHER STATE OF THE STATE OF THE	Print Name	Signature	Date
NOTE: Superviser is only atte	esting that the estimate was complet	ed using the correct information	r provided for
ne the project. The Supervi	isor is not attesting to property value report. No Market Appreciation is in	ncluded in this Preliminary Cost I	estimate.
			- 10
Comments: One of the na	arcels annears to have been used a	as a gas station in the past and	shows signs of

still having gas tanks in place. This estimate assumes that 2 tanks will need to be removed.

# Appendix I: Safety Benefit-Cost Analysis

Safety Benefits SR 247 at SR 22 (Multilane Roundabout)								
Type of Safety Counter-measure	Ek	R	r	Rp	rp			
Install Multilane Roundabout	0.087	0.71	0.29	0.26	0.74			
	Description  Reduction Factor (F, I)  Reduction Factor (PDO)  Capital Recovery Factor  Initial Improvement Cost		Symbol R Rp Ek Ci	Value 0.71 0.26 0.087 \$ 4,416,000				
	PI Fata	ent Data DO alities uries	Symbol P F I	Value 36.6 0.0 12.0				
	Q =		ry collisions 955,500					
	Annual Benefit Annual Cost: Annual B/C Ra		\$ 8,400,647 \$ 404,192 <b>20.78</b>	3				
	<b>Design Life Be</b> B =	nefit \$ 34,444,310						
	<b>Design Life Cost</b> C = \$ 1,657,267							
	Design Life Be	nefit/Cost Ratio	20.8	ı				

Safety Benefits SR 247 at SR 22 (Install FYAs and Improve Intersection Visibility)								
Type of Safety Counter-measure	Ek	R		r	Rp	rp		
Signal, Signing and visibility improvements     Change from protected only to FYA	0.087	0.15		0.85	0.06	0.00		
	Desc	ription		Symbol	Value			
		Factor (F, I)		R	0.15			
		Factor (PDO)		Rp	0.06			
	Capital Rec	covery Factor	1	Ek	0.087			
	Initial Impro	vement Cost		Ci	\$ 275,000			
	Accide	ent Data		Symbol	Value			
	Pl	DO		Р	36.6			
	Fata	alities		F	0.0			
	lnju	ıries		I	12.0			
	Weighted cost	of fatal and in	jury co	ollisions				
	Q =	\$		955,500	)			
	Annual Benefit:		\$	1,768,919	)			
	Annual Cost:		\$	43,925	5			
	Annual B/C Ra	tio:		40.2	7			
	Design Life Be	nefit						
	_	\$ 7,252,917	,					

Design Life Cost

C = \$

B/C =

Design Life Benefit/Cost Ratio

180,101

40.3

#### Safety Benefits SR 247 at Anthony Rd (Single Lane Roundabout)

Type of Safety Counter- measure	Ek	R	r	Rp	rp
Single Lane Roundabout	0.087	0.71	0.29	0.24	0.76

Description	Symbol	Value
Reduction Factor (F, I)	R	0.71
Reduction Factor (PDO)	Rp	0.24
Capital Recovery Factor	Ek	0.087
Initial Improvement Cost	Ci	\$ 2,855,000

Accident Data	Symbol	Value
PDO	Р	10.0
Fatalities	F	0.0
Injuries	I	7.2

#### Weighted cost of fatal and injury collisions

Q = \$ 955,500

 Annual Benefit:
 \$ 4,950,036

 Annual Cost:
 \$ 268,385

 Annual B/C Ratio:
 18.44

#### **Design Life Benefit**

B = \$ 20,296,125

#### **Design Life Cost**

C = \$ 1,100,431

#### Design Life Benefit/Cost Ratio

B/C = **18.4** 

#### Safety Benefits

### SR 247 at Anthony Rd (Signal Visibility Improvements and Install FYAs on all approaches)

Type of Safety Counter-measure	Ek	R	r	R₽	rp
Signal, Signing and visibility improvements      Change from 5-section portected/permissive left turn to FYA protected/permissive left turn	0.087	0.17	0.83	0.07	0.93

Description	Symbol	Value	
Reduction Factor (F, I)	R	0.17	
Reduction Factor (PDO)	Rp 0.07		
Capital Recovery Factor	Ek	0.087	
Initial Improvement Cost	Ci	\$ 250,000	

Accident Data	Symbol	Value
PDO	Р	10.0
Fatalities	F	0.0
Injuries	I	7.2

#### Weighted cost of fatal and injury collisions

Q = \$955,500

 Annual Benefit:
 \$ 1,214,477

 Annual Cost:
 \$ 41,750

 Annual B/C Ratio:
 29.09

#### **Design Life Benefit**

B = \$ 4,979,596

#### **Design Life Cost**

C = \$ 171,183

#### **Design Life Benefit/Cost Ratio**

B/C = **29.1** 

Safety Benefits SR 247 at Anthony Road (Install NB and WB Right-Turn Lanes)					
Type of Safety Counter-measure	Ek	R	r	Rp	rp
Provide a right-turn lane on one major-road approach	0.087	0.09	0.91	0.04	0.96

Description	Symbol	Value
Reduction Factor (F, I)	R	0.09
Reduction Factor (PDO)	Rp	0.04
Capital Recovery Factor	Ek	0.087
Initial Improvement Cost	Ci	\$ 996,000

Accident Data	Symbol	Value
PDO	Р	3.2
Fatalities	F	0.0
Injuries	I	1.2

#### Weighted cost of fatal and injury collisions

Q = \$ 955,500

 Annual Benefit:
 \$ 106,688

 Annual Cost:
 \$ 106,652

 Annual B/C Ratio:
 1.00

#### **Design Life Benefit**

B = \$ 437,444

#### **Design Life Cost**

C = \$437,294

#### Design Life Benefit/Cost Ratio

B/C = 1.00

#### Safety Benefits SR 247 at SR 74 (Multilane Roundabout)

Type of Safety Counter- measure	Ek	R	r	Rp	Гр
Install a Multilane Roundabout	0.087	0.71	0.29	0.26	0.74

Description	Symbol	Value
Reduction Factor (F, I)	R	0.71
Reduction Factor (PDO)	Rp	0.26
Capital Recovery Factor	Ek	0.087
Initial Improvement Cost	Ci	\$ 5,470,000

Accident Data	Symbol	Value
PDO	Р	20.4
Fatalities	F	0.0
Injuries	I	12.2

#### Weighted cost of fatal and injury collisions

Q = \$ 955,500

 Annual Benefit:
 \$ 8,421,340

 Annual Cost:
 \$ 495,890

 Annual B/C Ratio:
 16.98

#### **Design Life Benefit**

B = \$ 34,529,157

#### **Design Life Cost**

C = \$ 2,033,247

#### **Design Life Benefit/Cost Ratio**

B/C = 17.0

Safety Benefits SR 247 at SR 74 (Install WB Right-Turn Lane)					
Type of Safety Counter-measure	Ek	R	r	Rp	rp
Provide a right-turn lane on one major-road approach	0.087	0.09	0.91	0.04	0.96

Description	Symbol	Value
Reduction Factor (F, I)	R	0.09
Reduction Factor (PDO)	Rp	0.04
Capital Recovery Factor	Ek	0.087
Initial Improvement Cost	Ci	\$ 766,000

Accident Data	Symbol	Value
PDO	Р	6.0
Fatalities	F	0.0
Injuries	I	2.4

#### Weighted cost of fatal and injury collisions

Q = \$ 955,500

 Annual Benefit:
 \$ 212,940

 Annual Cost:
 \$ 86,642

 Annual B/C Ratio:
 2.46

#### **Design Life Benefit**

B = \$ 873,096

#### **Design Life Cost**

C = \$ 355,249

#### Design Life Benefit/Cost Ratio

B/C = **2.5** 

Safety Benefits SR 247 at SR 74 (Signal Visibility Improvements and Install FYAs on all approaches)					
Type of Safety Counter-measure	Ek	R	r	Rp	rp
Signal, Signing and visibility improvements      Change from 5-section portected/permissive left turn to FYA protected/permissive left turn	0.087	0.18	0.82	0.06	0.94

Description	Symbol	Value
Reduction Factor (F, I)	R	0.18
Reduction Factor (PDO)	Rp	0.06
Capital Recovery Factor	Ek	0.087
Initial Improvement Cost	Ci	\$ 250,000

Accident Data	Symbol	Value
PDO	Р	20.4
Fatalities	F	0.0
Injuries	l	12.2

#### Weighted cost of fatal and injury collisions

Q = \$ 955,500

 Annual Benefit:
 \$ 2,106,142

 Annual Cost:
 \$ 41,750

 Annual B/C Ratio:
 50.45

#### **Design Life Benefit**

B = \$ 8,635,596

#### **Design Life Cost**

C = \$ 171,183

#### Design Life Benefit/Cost Ratio

B/C = **50.4** 

# Safety Benefits SR 247 from SR 22 to Anthony Rd: Road Diet and Resurfacing

Type of Safety Counter- measure	Ek	R	r	Rp	rр
Resurface Pavement	0.087	0.14	0.86	0.07	0.93

Description	Symbol	Value
Reduction Factor (F, I)	R	0.142
Reduction Factor (PDO)	Rp	0.071
Capital Recovery Factor	Ek	0.087
Initial Improvement Cost	Ci	\$ 550,000

Accident Data	Symbol	Value
PDO	Р	13.2
Fatalities	F	0.0
Injuries	I	1.0

#### Weighted cost of fatal and injury collisions

Q = \$ 955,500

Annual Benefit: \$ 161,267 Annual Cost: \$ 67,850 Annual B/C Ratio: 2.38

#### **Design Life Benefit**

B = \$ 661,225

#### **Design Life Cost**

C = \$278,198

#### Design Life Benefit/Cost Ratio

B/C = **2.4** 

# Safety Benefits SR 247 from Anthony Rd to SR 74: Road Diet and Resurfacing

Type of Safety Counter- measure	Ek	R	r	Rp	rp
Convert four-lane roadway to three-lane roadway with center turn lane (Road Diet)	0.087	0.19	0.81	0.19	0.81

Description	Symbol	Value
Reduction Factor (F, I)	R	0.188
Reduction Factor (PDO)	Rp	0.188
Capital Recovery Factor	Ek	0.087
Initial Improvement Cost	Ci	\$ 525,000

Accident Data	Symbol	Value
PDO	Р	8.2
Fatalities	F	0.0
Injuries	1	5.2

#### Weighted cost of fatal and injury collisions

Q = \$ 955,500

 Annual Benefit:
 \$ 976,182

 Annual Cost:
 \$ 65,675

 Annual B/C Ratio:
 14.86

#### **Design Life Benefit**

B = \$ 4,002,541

#### **Design Life Cost**

C = \$269,280

#### Design Life Benefit/Cost Ratio

B/C = **14.9** 

Appendix J: Enviro	nmental Scr	eening Report

#### Memo



GDOT Office of Traffic Operations 935 Confederate Ave., SE Atlanta, GA 30316

Subject: Environmental Screening Memo

SR 247/Pio Nono Avenue From SR 22 to SR 74

P.I. No. N/A, Bibb Co., Georgia

Arcadis U.S., Inc. 2410 Paces Ferry Road #400 Atlanta Georgia 30339 Tel 770 431 8666 Fax 770 435 2666

The Georgia Department of Transportation (GDOT) has identified the need for improvements to State Route (SR) 247 (Pio Nono Avenue) from its intersection with SR 22 (Eisenhower Parkway) north to its intersection with SR 74 (Mercer University Drive) in the City of Macon, Bibb County, Georgia. The proposed project is to be included in the GDOT Safety Lump Sum Program within the Office of Traffic Operations.

The study corridor is approximately 1.13 miles and includes three signalized intersections: SR 247/Pio Nono Avenue at SR 22/Eisenhower Parkway, SR 247/Pio Nono Avenue at Anthony Road, and SR 247/Pio Nono Avenue at SR 74/Mercer University Drive. The remaining intersections along the corridor are unsignalized. The major portion of SR 247/Pio Nono Avenue in the study corridor is a four-lane road, two lanes each direction with a two-way left-turn lane (TWLTL) in the center from SR 22/Eisenhower Parkway to Anthony Road. The remaining section of SR 247/Pio Nono Avenue from Anthony Road to SR 74/Mercer University Drive continues with two lanes in each direction, however there is no TWLTL. State Route 247/Pio Nono Avenue has a posted speed of 35 MPH and is classified as an urban minor arterial throughout the study corridor.

The proposed project would implement a road diet on SR 247/Pio Nono Avenue from Anthony Road to SR 74/Mercer University Drive. The road diet would reduce SR 247/Pio Nono Avenue from two lanes in each direction to one lane in each direction with a TWLTL. Signal improvements at SR 22/Eisenhower Parkway and SR 74/Mercer University Drive are also proposed. Proposed improvements also include a single-lane roundabout at Anthony Road as well as resurfacing, median improvements, and sidewalk connections for improved pedestrian safety along the entire study corridor. Approximately 0.9 acres of right-of-way (ROW) would be required to implement the roundabout at Anthony Road. Table 1 below shows the location and amount of ROW required for the proposed improvements.

Table 1. Location and Quantity of Right-of-Way Required for the Proposed Improvements.

Location	Right-of-Way Required	Address
NE Corner of the Anthony Road and SR 247/Pio Nono Avenue Intersection (Saleems Fish Supreme)	Full Parcel Required 10,500 sq. ft. (0.23 acre) & 1 Structure	2196 Pio Nono Avenue

Location	Right-of-Way Required	Address
SE Corner of the Anthony Road and SR 247/Pio Nono Avenue Intersection (Church's Chicken)	950 sq. ft (0.02 acre) & 1 Sign	2212 Pio Nono Avenue
SW Corner of the Anthony Road and SR 247/Pio Nono Avenue Intersection (Autozone)	625 sq. ft. (0.01 acre) & 3 Parking Spaces	2215 Pio Nono Avenue
NW Corner of the Anthony Road and SR 247/Pio Nono Avenue Intersection (JC Discount Tires)	Full Parcel Required; 26,550 sq. ft. (0.61 acre) & 1 Structure	2195 Pio Nono Avenue

To assist GDOT in understanding the potential environmental constraints within the corridor, Arcadis staff conducted a desktop survey using National Wetland Inventory (NWI) maps, Georgia's Natural, Archaeological, and Historic Geographic Information System (GNAHRGIS), the U.S. Environmental Protection Agency's (USEPA) EnviroMapper, and the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for identifying environmental resources that may be afforded protection under the National Environmental Policy Act (NEPA). Based on the desktop survey, the following environmental concerns/constraints were observed in the corridor:

#### **EPA**

#### Environmental Justice/Community Impact

During this desktop survey, the presence of minority or low-income populations was not readily apparent within the study corridor. Proposed improvements would require approximately 0.9 acre of ROW. The area where ROW would be acquired, at the intersection of SR 247/Pio Nono Avenue and Anthony Road is commercial; residential properties would not be impacted. Given the location and scale of required ROW for the proposed project, disproportionate effects to minority or low-income residents are not likely.

#### Section 4(f) Properties

One public park, Frank Johnson Recreation Center, located at 2227 SR 74/Mercer University Drive is just outside the limits of the study corridor. This facility is a public park, which is owned and operated by Macon-Bibb County Parks and Recreation Department. No impacts or adverse effects to this park from the proposed project are anticipated. Therefore, there are no public parks or refuges that may be afforded protection under Section 4(f) within the project limits. However, during the desktop survey, 28 standing structures were identified that are at least 45 years old. These structures may be afforded protection under Section 4(f) as historic resources. Please see the History discussion on page 4 of this screening memo for more information.

#### Environmental Documentation

Based on the 2018 Programmatic Categorial Exclusion (PCE) Process Agreement, the required ROW for the proposed project exceeds the minor threshold allowance. Because two structures would be displaced, this project does not qualify for a PCE. The project's environmental clearance would be obtained with a Categorical Exclusion (CE).

#### **Ecology**

#### **Protected Species**

The proposed project is located in Macon, GA. Protected species and their habitats may exist but are not likely to exist within the project corridor due to utility easements and proximity to the existing

roadway. An ecology resource survey for protected species and their habitats would be conducted to assess habitat suitability and species presence.

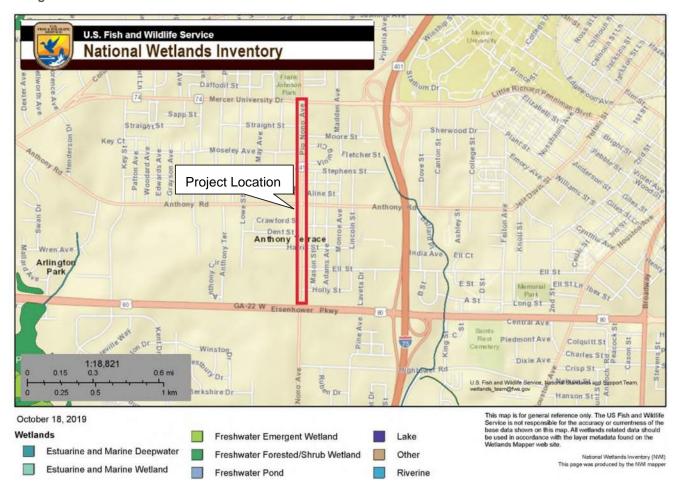
#### **Bats**

All bats are protected under Georgia state law and some species have additional protections under the federal Endangered Species Act of 1973. Bridges and culverts are often potential bat roosting locations and forested areas can serve as roosting and foraging habitat. However, during the desktop review we did not locate any bridges or culverts within the study corridor. Adjacent to the study corridor there are 21 non-maintained parcels with overgrown vegetation that may be bat habitat; however, a bat study is unlikely.

#### Waters of the United States

According to the NWI map (Figure 1), no Waters of the United States are within the study corridor. An ecological resource survey would be necessary to confirm the extent of jurisdictional and state waters within the project corridor and the potential for impacts.

Figure 1. Waters of the United States.



#### Floodplain

FEMA FIRM Panel 13021C0133G, Macon-Bibb County (dated 06/07/2017) was reviewed to identify flood hazard zones within the project corridor. Based on this review, the entirety of the study corridor

is outside the flood zone area. Therefore, no impacts to the floodplain/floodway are anticipated and a hydraulic study is not likely to be necessary.

#### History

A GNAHRGIS query returned no results for historic resources within or adjacent to the required ROW for the proposed project. The same query showed 28 standing structures at least 45 years or older are adjacent to study corridor (Table 2 and Figure 2). Based on a review of aerial imagery and Google Street View, two of the structures listed on the GNAHRGIS website have been demolished prior to 2019 (ID 16 and 28 in Table 2). Two of the standing structures are within the required ROW for the proposed roundabout at Anthony Road (ID 11 and 12 in Table 2). Section 106 Coordination and a Historic Resources Survey Report by a certified historian would be necessary to confirm the full extent of historic resources and their eligibility for listing in the National Register of Historic Places (NRHP). A Cultural Resources Assessment of Effects Report would be necessary if the historic resources are determined to be eligible for listing in the NRHP.

Table 2. Standing Structures Within the Study Corridor Constructed Prior to 1974.

ld Number	Land Use	Additional ROW Proposed	Address	Year Constructed
1	Commercial	No	2490 PIO NONO AVE	1972
2	Commercial	No	2404 PIO NONO AVE	1969
3	Residential	No	2394 PIO NONO AVE	1951
4	Residential	No	2370 PIO NONO AVE	1935
5	Residential	No	2358 PIO NONO AVE	1942
6	Residential	No	2344 PIO NONO AVE	1930
7	Commercial	No	2324 PIO NONO AVE	1968
8	Commercial	No	2281 PIO NONO AVE	1945
9	Commercial	No	2290 PIO NONO AVE	1950
10	Commercial	No	2238 PIO NONO AVE	1969
11	Commercial	Yes – Proposed Roundabout	2196 PIO NONO AVE	1951
12	Commercial	Yes – Proposed Roundabout	2195 PIO NONO AVE	1953
13	Commercial	No	2148 PIO NONO AVE	1970
14	Commercial	No	2146 PIO NONO AVE	1971
15	Commercial	No	2104 PIO NONO AVE	1965
16	Demolished in 2018; Residential	No	2086 PIO NONO AVE	1955
17	Residential	No	2044 PIO NONO AVE	1950
18	Residential	No	2010 PIO NONO AVE	1954
19	Residential	No	2000 PIO NONO AVE	1964
20	Residential	No	1959 VINING CIR	1956
21	Residential	No	1959 VINING CIR	1942
22	Residential	No	1958 VINING CIR	1960
23	Residential	No	1973 PIO NONO AVE	1949
24	Residential	No	1954 PIO NONO AVE	1950
25	Residential	No	1935 PIO NONO AVE	1915
26	Residential	No	1915 PIO NONO AVE	1933
27	Residential	No	1883 PIO NONO AVE	1933
28	Demolished prior to 2018; Residential	No	1780 PIO NONO AVE	1900



No historic markers are located within or near the proposed project.

#### Archaeology

According to GNAHRGIS, no publicly documented archaeological resources are present and the possibility of encountering archaeological resources is low. The areas adjacent to the study corridor have been modified and disturbed by transportation facilities, utilities, and other development. Based on the desktop survey, Section 106 Coordination and an Archaeological Short Report appears to be the likely path for reporting; however, a site file search and field work by certified archaeologists may necessitate the preparation of a Management Summary and a Phase 1 Archaeology Resource Report if previously listed sites or newly uncovered sites are found.

#### **Hazardous Waste/Underground Storage Tanks**

Using the EPA's EnvironMapper, Georgia Environmental Protection Division's (GAEPD) underground storage tank (UST) database, and desktop surveys, five sites with UST(s) are present within or near the study corridor.

- Sunoco; 2510 Pio Nono Avenue. No additional ROW is anticipated.
- Lo Lo Food Mart; 2490 Pio Nono Avenue. No additional ROW is anticipated.
- Exxon; 2311 Pio Nono Avenue. No additional ROW is anticipated.
- Quickway Food (Citgo); 1803 Pio Nono Avenue. No additional ROW is anticipated.
- Quick Zip; 1800 Pio Nono Avenue. No additional ROW is anticipated.

#### **Public Involvement**

A public information letter may be sent to property owners in the vicinity of the study corridor informing them of the proposed project and offering the opportunity to comment. Subsequently, a Public Information Open House (PIOH) may be held.

#### **Anticipated Permits**

None

# Appendix K: Existing and Preferred Alternative Sketches



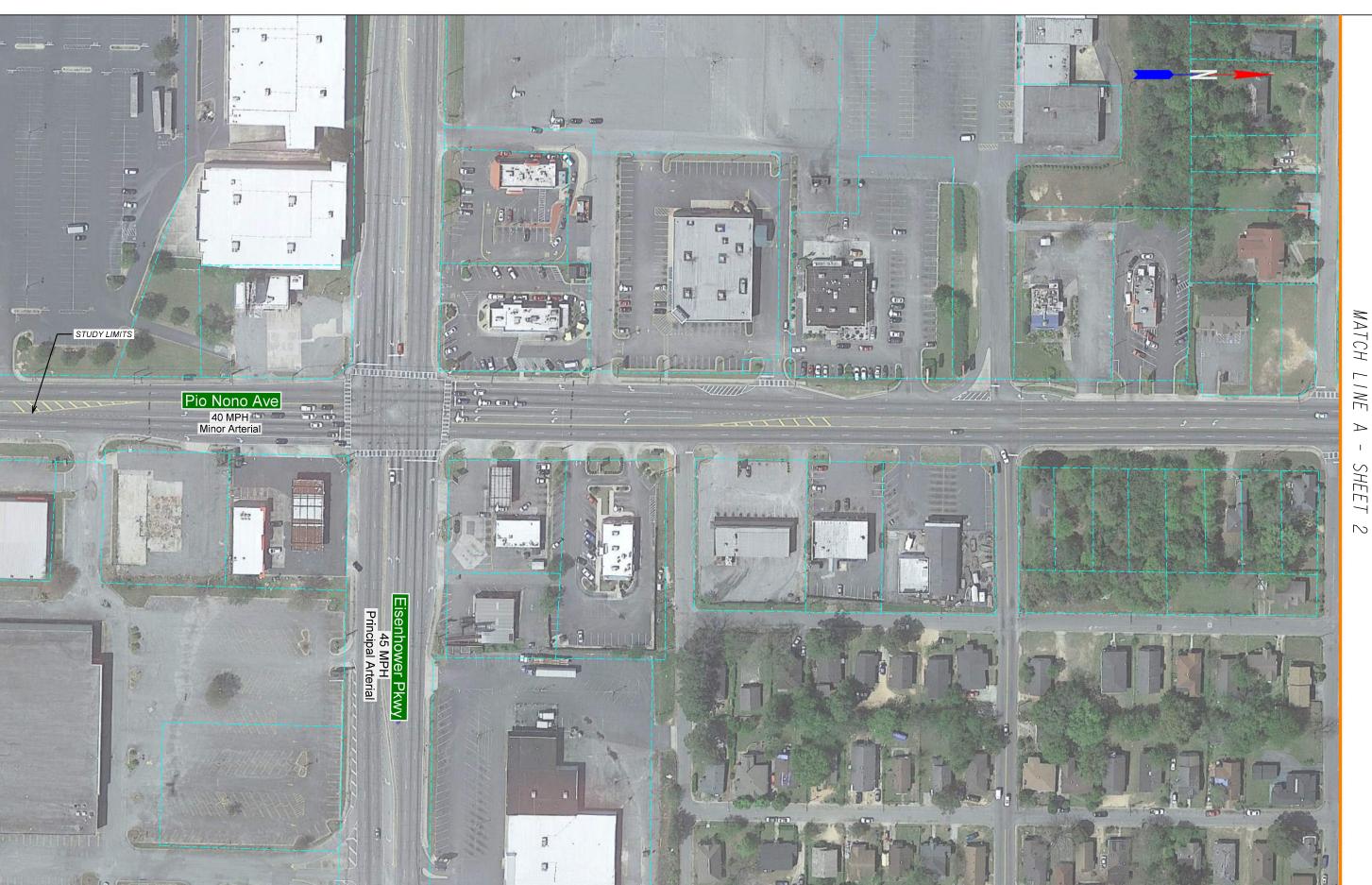
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
SR 247/PIO NONO AVENUE
SR 22 TO SR 74
EXISTING CONDITIONS N/A

SCALE IN FEET

ARCADIS Permitteed

GDQT Georgia
Of Transporte

SHEET 1 OF 3

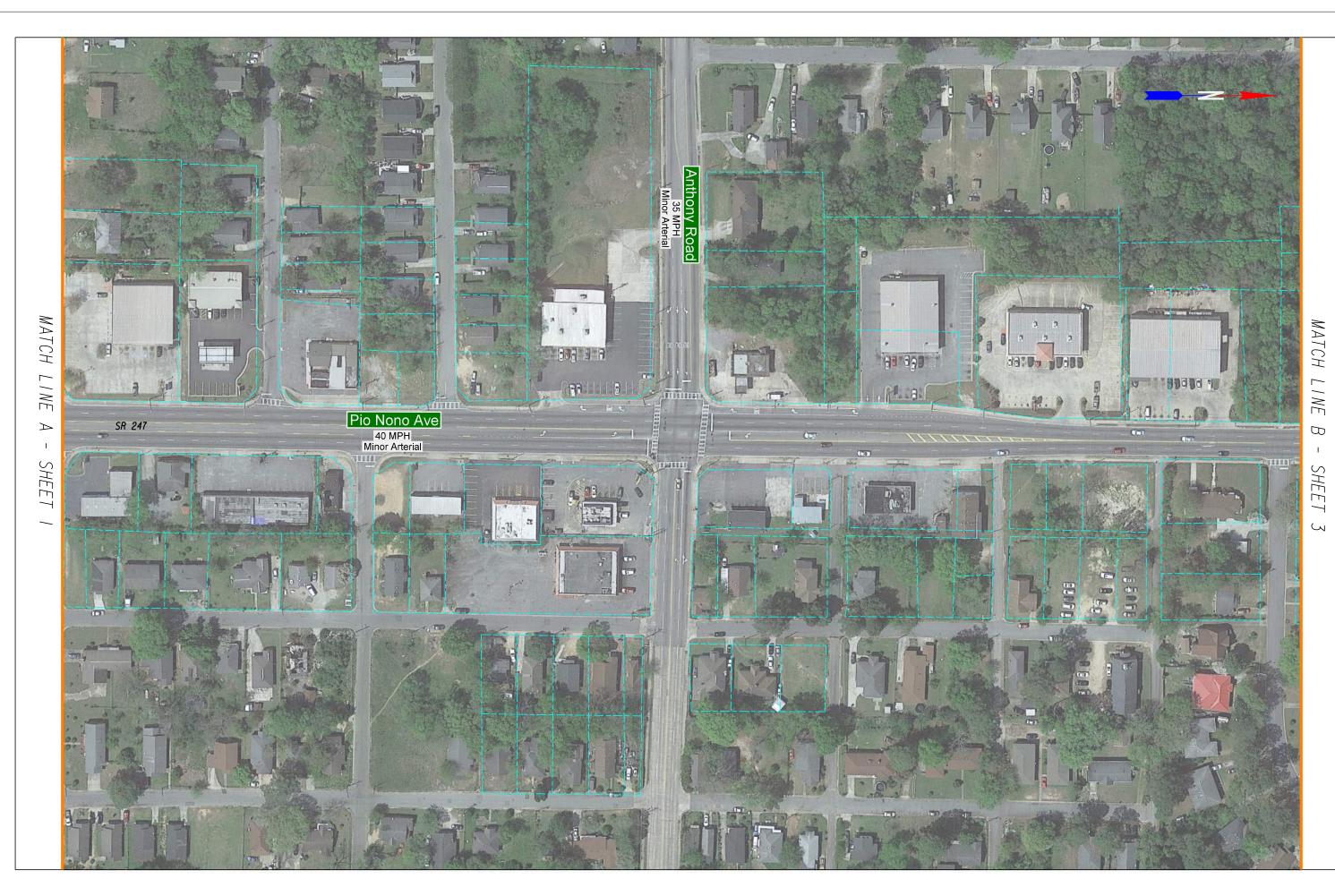


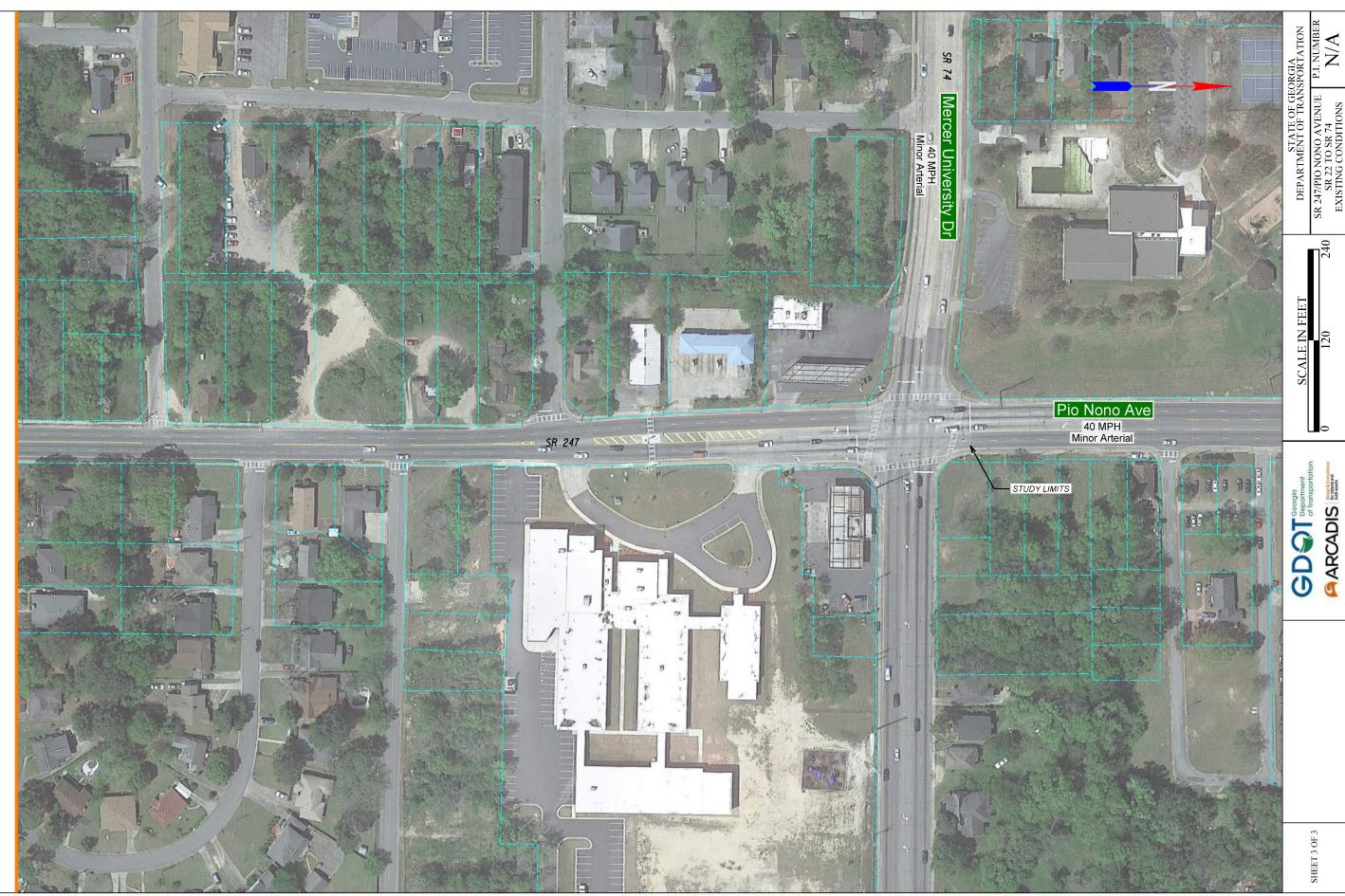


STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
SR 247/PIO NONO AVENUE
SR 22 TO SR 74
EXISTING CONDITIONS N/A

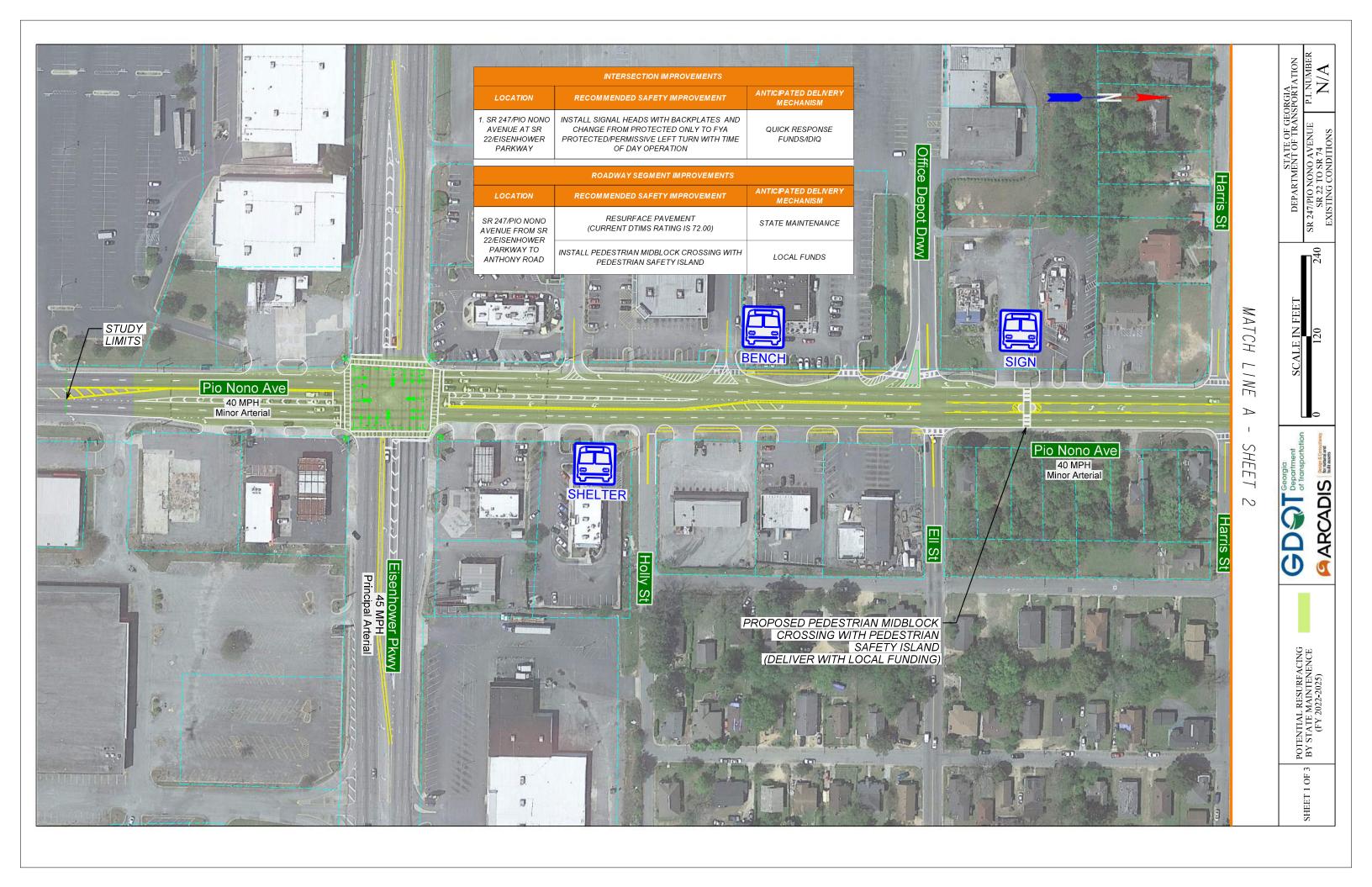
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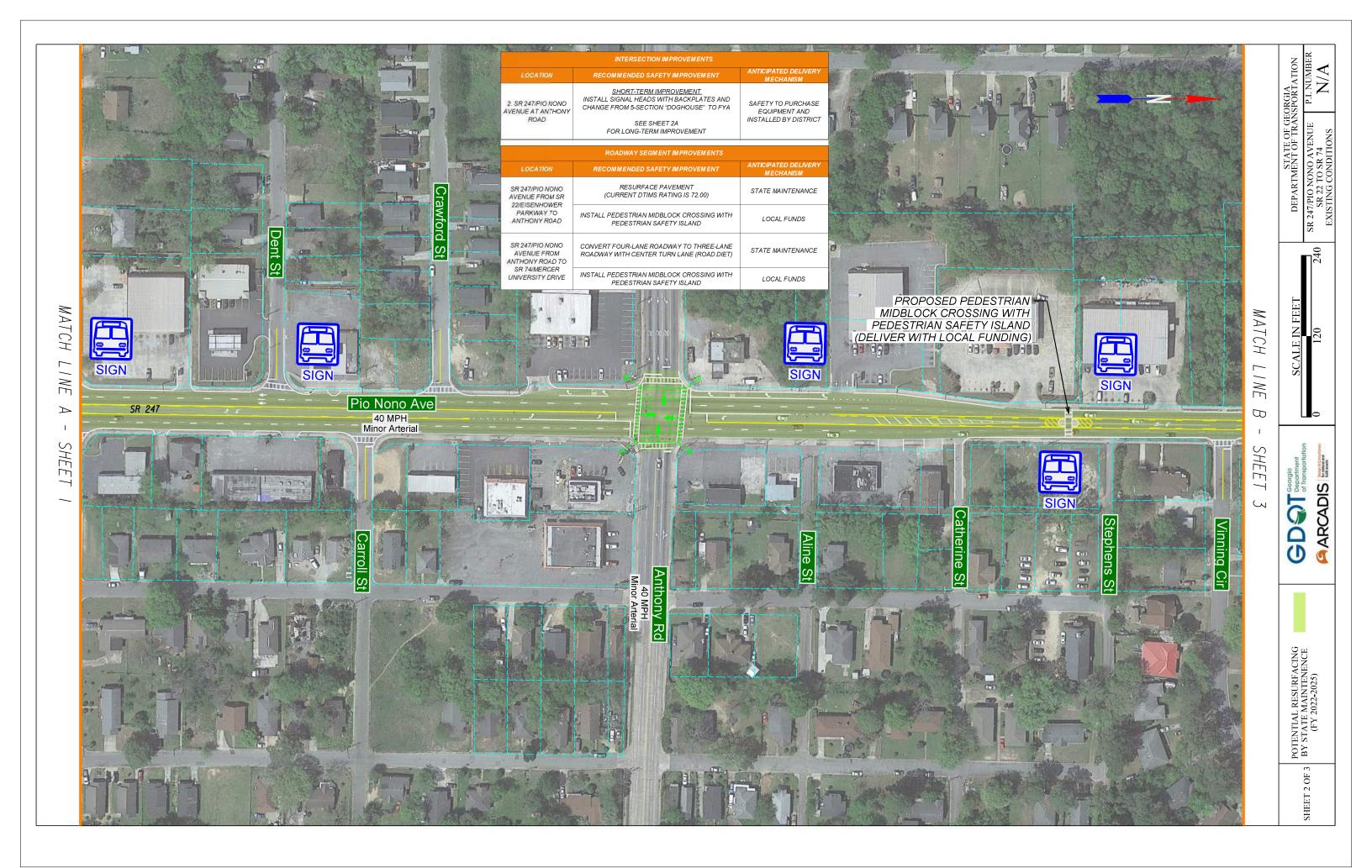
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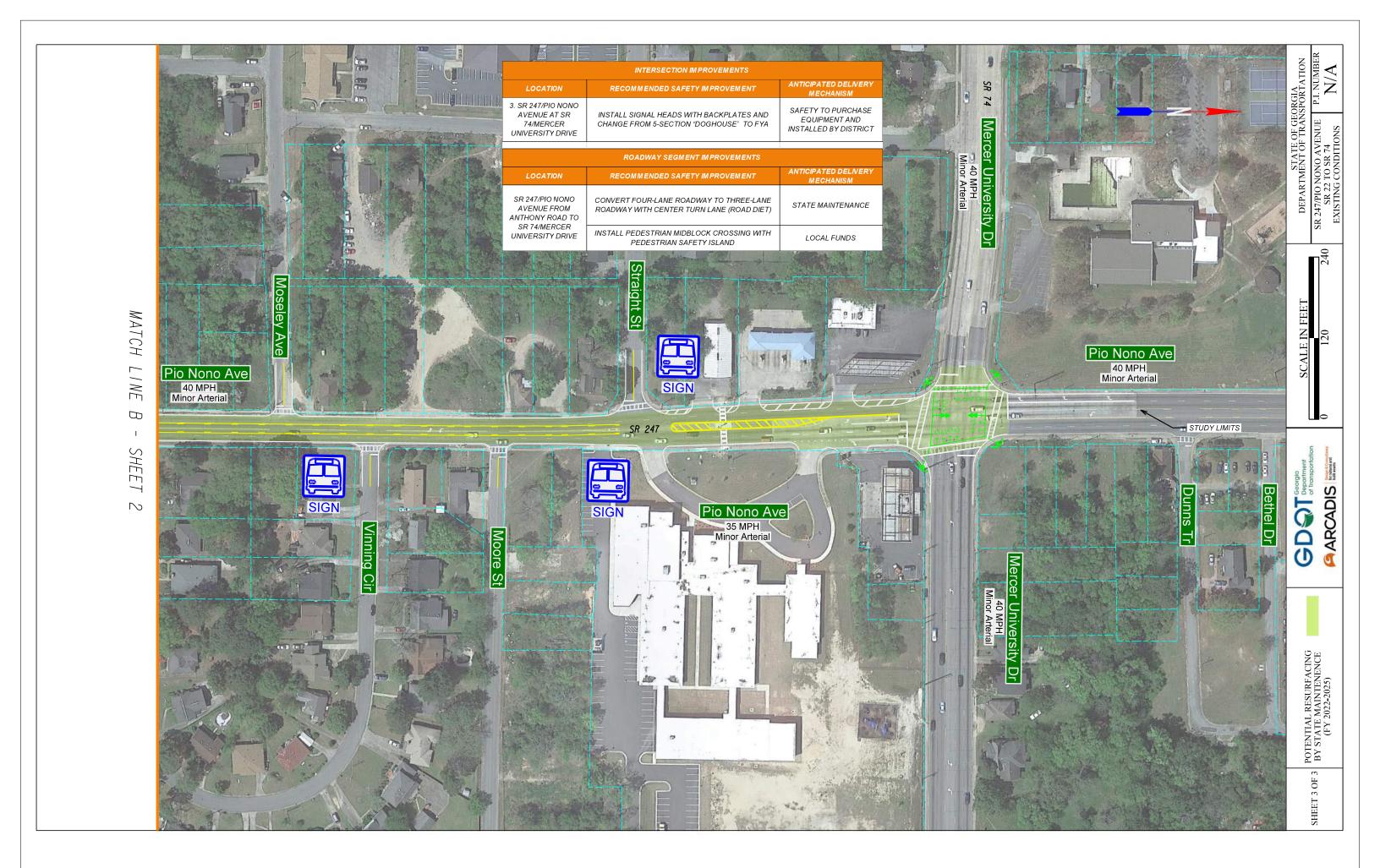


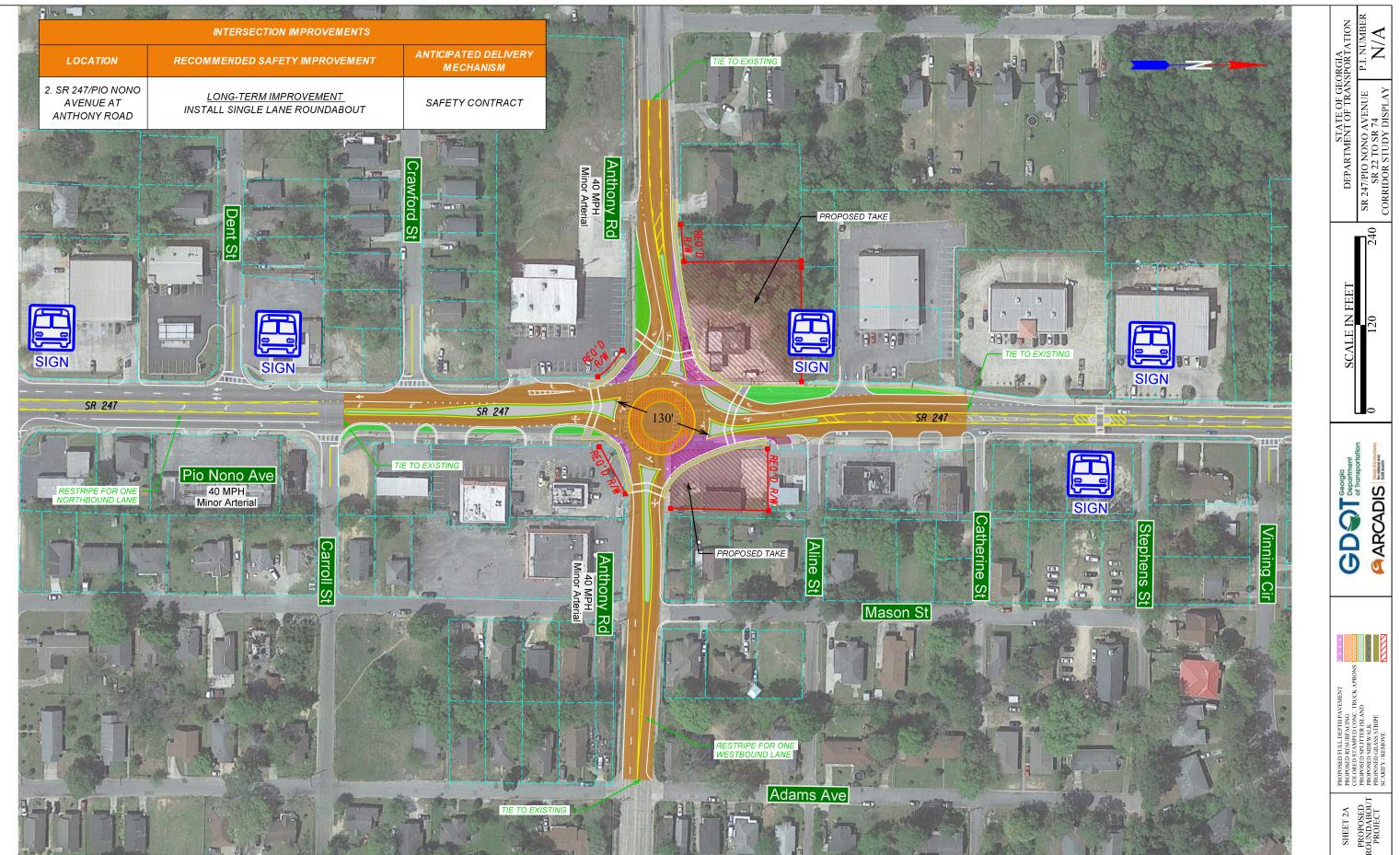


MATCH LINE B - SHEET 2









SCALE IN FEET

GDOT Georgia
Department
of Transportati ARCADIS perpresent



SHEET 2A PROPOSED ROUNDABOUT PROJECT

# **Appendix L: Agency Coordination**

From: Kellett, Ryan

To: Cressman, Norm

Subject: RE: District 3 Resurfacing

**Date:** Thursday, June 6, 2019 8:34:07 AM

Attachments: image001.png

Currently nothing has been submitted to the State Maintenance Office past FY21. Looking at the past ratings I would suspect FY22-25 that route would be going, from MP 8.2-15.29. This would fall in the limits, you are describing. The letting of that just depends on backlogs and funding.

Hopefully that helps...

From: Cressman, Norm < Normand. Cressman@arcadis.com >

**Sent:** Wednesday, June 5, 2019 3:37 PM **To:** Kellett, Ryan <rkellett@dot.ga.gov>

Subject: District 3 Resurfacing

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Ryan. We are looking at a Safety project on SR 247 in Bibb County from SR 22 to Dora Street. I don't see a proposed resurfacing project for FY 20 or 21 here.

Can you tell me if this one is on the radar in the next 3-5 years? Thanks N

Norm Cressman | Normand.Cressman@arcadis.com

ARCADIS , Inc. M: 678.907.9961 www.arcadis.com

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#### Gonzalez, Juan (US)

From: Daniel, Jeremy <jedaniel@dot.ga.gov>
Sent: Thursday, December 5, 2019 9:40 AM

**To:** Gonzalez, Juan (US)

**Cc:** Wallace, Jonathan; Peek, Tyler

**Subject:** FW: TE Studies - Pavement Rating request

Juan,

Please see below. Thanks.

#### Jeremiah Daniel, P.E.

Assistant District Traffic Engineer



District 3 115 Transportation Blvd Thomaston, GA, 30286 706.646.7513 office

From: Kellett, Ryan <rkellett@dot.ga.gov> Sent: Thursday, December 5, 2019 8:27 AM To: Daniel, Jeremy <jedaniel@dot.ga.gov>

Subject: RE: TE Studies - Pavement Rating request

1. SR 247 from SR 22 to SR 74 = dTims 72.00

2. SR 22 from Canterbury Road to I-75 NB Ramps = dTims 79.93 and 74.75

From: Daniel, Jeremy < <a href="mailto:jedaniel@dot.ga.gov">jedaniel@dot.ga.gov</a> Sent: Thursday, December 5, 2019 8:07 AM To: Kellett, Ryan <a href="mailto:rkellett@dot.ga.gov">rkellett@dot.ga.gov</a>

Subject: FW: TE Studies - Pavement Rating request

Do you have this information?

#### Jeremiah Daniel, P.E.

Assistant District Traffic Engineer



District 3 115 Transportation Blvd