

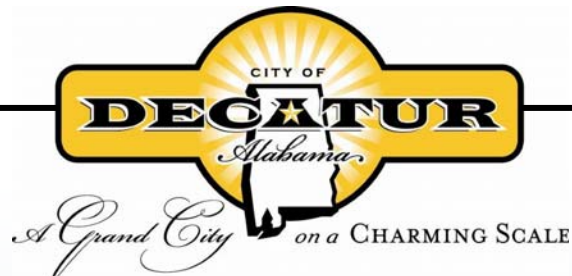


Alabama Highway 20

Roadway Access Management Study

DECATUR, ALABAMA

Prepared for:



Prepared by:



APRIL 2010

Alabama Highway 20 Access Management Study

Decatur, Alabama

Roadway Access Management Plan/
Transportation Planning Strategy

PREPARED FOR:

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April 2010

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Introduction & Background Information

The purpose of this report is to document the findings of a roadway corridor access management evaluation conducted for Alabama Highway 20 in Decatur, Alabama. At the time of this study effort, Alabama Highway 20 is a highly traveled four-lane median divided roadway with documented safety concerns relating to vehicular speeds and crash experience, adjacent vacant land with the potential for development, and concerns regarding the future conversion of Alabama Highway 20 to a controlled access roadway. The City of Decatur is not only concerned with the current roadway conditions, but also future development potential and how it may relate to the future roadway cross section of Alabama Highway 20.

The Alabama Department of Transportation has a roadway corridor study underway to determine the future location of a limited access freeway facility intended to begin where Interstate 565 ends. Pending the results of the Alabama Department of Transportation study; the controlled access facility could be extended along the existing Alabama Highway 20 or would be constructed north of the existing Alabama Highway 20 alignment. It is understood that either alignment alternative under consideration by the Alabama Department of Transportation would have an impact on traffic conditions and adjacent development along the Alabama Highway 20 roadway corridor.

With the above information in mind, the intention of this study effort is to develop both a long term and an intermediate plan for access along the Alabama Highway 20 that would serve the following purposes:

- To preserve roadway capacity/traffic operations along the existing Alabama Highway 20 alignment for existing conditions;
- To maximize/improve roadway safety along the existing Alabama Highway 20 alignment for existing conditions;
- To develop a long term strategic plan to help guide development along the Alabama Highway 20 corridor in a manner that would maximize the development potential as well as coordinate with the future alignment of Alabama Highway 20; and,
- To develop a plan to facilitate intermediate (short term) development access that would comply with future transportation needs while also maximizing development potential.

The project vicinity map is included as Figure 1.

Sources of information used in this report include: area property owners; the Alabama Department of Transportation; the Institute of Transportation Engineers; the American Association of State Highway and Transportation Officials; the Transportation Research Board; and the files and field reconnaissance efforts of Skipper Consulting, Inc.

Project Study Area

The study area for the Alabama Highway 20 Access Management Study is composed of Alabama Highway 20 from its interchange with Interstate 65 to the point of its intersection with U.S. Highway 31. In addition to Alabama Highway 20, there are several adjacent roadways that are considered to be study roadways due to their proximity and relation to the study roadway. Figure 2 illustrates all study roadways considered as a part of this study effort.



Figure 1 Site Location Map

Alabama Highway 20 Access Management Study

April 2010



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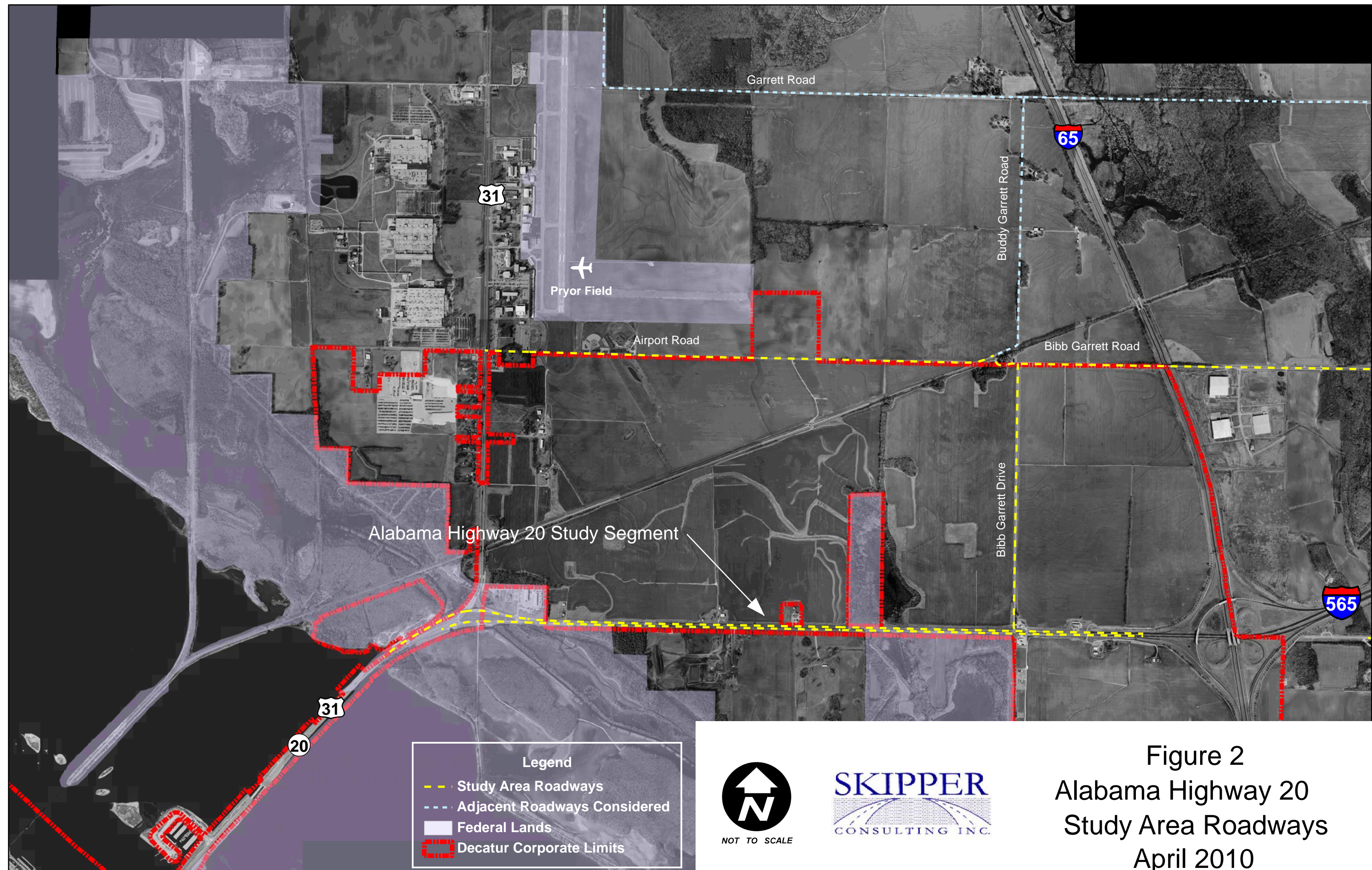


Figure 2
Alabama Highway 20
Study Area Roadways
April 2010

Existing Traffic Conditions

Existing Study Roadways

At the time of this report, Alabama Highway 20 is a four lane median divided arterial roadway. The posted speed limit along Alabama Highway 20 is 55 miles per hour. Figure 3 illustrates the typical roadway cross section along Alabama Highway 20. For the purposes of this report, Alabama Highway 20 is assumed to be an east/west roadway.

In addition to Alabama Highway 20, there are several other roadways that are considered to be a part of the study area. Their description and cross section are as follows:



Figure 3

Typical Alabama Highway 20 Roadway Section

U.S. Highway 31 – At the time of this report, U.S. Highway 31 is a four lane median divided arterial roadway. For the purposes of this report, U.S. Highway 31 is considered to be a north/south roadway. Figure 3a illustrates a typical roadway cross section along U.S. Highway 31.



Figure 3a

Typical U.S. Highway 31 Roadway Section

Bibb Garrett Drive – At the time of this report, Bibb Garrett Drive is a two lane local roadway providing access to Alabama Highway 20 from Bibb Garrett Road. For the purposes of this report Bibb Garrett Drive is assumed to be a north/south roadway. Figure 3b illustrates a typical roadway section along Bibb Garrett Drive.

report, Bibb Garrett Road is a two lane local roadway providing access to Airport Road from the Huntsville/Mooresville area to the east of Interstate 65. Bibb Garrett Road also crosses Interstate 65 in an overpass. For the purposes of this report Bibb Garrett Road is assumed to be a east/west roadway. Figure 3c illustrates a typical roadway section along Bibb Garrett Road.



Figure 3b

Typical Bibb Garrett Drive Roadway Section



Figure 3c

Typical Bibb Garrett Road Roadway Section

Existing Traffic Count Data

In order to evaluate existing traffic conditions along the Alabama Highway 20 roadway corridor, traffic counts were conducted. All traffic counts were taken at study locations on a typical weekday while the area schools were in session, which should represent the typical weekday traffic conditions along the study area. As a part of the traffic counts, daily traffic volumes were collected at various locations throughout the study area. Table 1 illustrates existing daily traffic volumes at study count locations.



Figure 3d

Typical Airport Road Roadway Section

**Table 1:
Existing Daily Traffic Volumes**

Roadway Segment	Average Daily Traffic	Vehicle Classification				85 th Percentile Speed
		Bikes	Cars	Buses / Straight Trucks	Heavy Trucks	
<i>Alabama Highway 20 (west of Interstate 65)</i>	23,076 veh/day					66 MPH
<i>Alabama Highway 20 (east of U.S. Highway 31)</i>	23,699 veh/day					67 MPH
<i>Bibb Garrett Drive</i>	349 veh/day	3 (1%)	262 (75%)	54 (15%)	30 (9%)	
<i>Bibb Garrett Road</i>	554 veh/day	0 (0%)	461 (83%)	67 (12%)	26 (5%)	
<i>Airport Road</i>	474 veh/day					
<i>Buddy Garrett Road</i>	221 veh/day					
<i>Garrett Road</i>	456 veh/day					

As shown in Table 1, there were some traffic counts taken along area roadways that are not considered study roadways. The study limits of this project include the relevant areas within the City Limits of Decatur. Considering there is a large portion of land in this area (outside of Decatur City Limits) that could be developed at some point in the future, traffic counts were conducted along connecting roadways immediately adjacent to study roadways. These traffic counts were conducted to account for potential area traffic patterns related to future development. Existing traffic count volumes are included as Figure 4. Detailed traffic count data is also included as Appendix A.

It should be noted that vehicular classification traffic counts were conducted along Bibb Garrett Drive and Bibb Garrett Road only. Based upon comments from area transportation officials, it was suspected that the two roadways carried a large portion of truck traffic therefore the classification counts were conducted.

Existing Vehicle Speed Analyses

A vehicle speed evaluation was conducted along Alabama Highway 20 in an effort to measure the traffic flow along the study roadway. Speed classification was also conducted along Alabama Highway 20 based upon previously documented high rates of speed recorded along the roadway. Vehicle speed studies are used to evaluate several performance factors for a given roadway such as: posted speed limits, levels of congestion, congested locations, and accident probability. The vehicle speed study was conducted when the daily traffic counts were conducted during the data collection for the project. Daily traffic counters also collected speed information on an hourly basis at study intersection locations. Table 1 illustrates the results of the speed measurements taken along Alabama Highway 20.

As shown in Table 1, the **85th percentile speed** (which can be defined as the speed in which approximately 85% of the motorists are traveling at or below) was determined to be 66-67 miles per hour. This is comparable to the speeds illustrated as a part of the *Alabama Highway 20 Safety Study* (completed by Skipper Consulting in December 2006). It should be noted that the intention of the speed analysis in this report for comparison with that of the measurements taken in the *Alabama Highway 20 Safety Study*. Based on the information shown, the recommendations outlined in that study document should continue to be implemented to address the vehicular speed related concerns within the corridor. Recommendations from the *Alabama Highway 20 Safety Study* are included as Appendix B.

Existing Roadway Capacity Analyses

Using methods as outlined in the *Highway Capacity Manual, 2000 Edition*, the capacity and operation of the existing study roadway segments were evaluated. According to methods of analysis, intersection capacity is expressed as levels of service, ranging from "A" (best) to "F" (worst). In general, a level of service (LOS) "C" is considered desirable, while a level of service "D" is considered acceptable during peak periods of traffic flow. As a part of the analysis, existing daily traffic volumes along study roadways were compared with recommended daily capacity volumes published by the Alabama Department of Transportation. The existing study area roadway segments were then examined to determine at what level of service they are currently operating based upon vehicle to capacity ratios. The determination of level of service was made based upon methods presented in the *Highway Capacity Manual, 2000 Edition*.

The levels of capacity are as follows:

- Level of Service "A" = a vehicle to capacity ratio of 0.35 or less
- Level of Service "B" = a vehicle to capacity ratio of 0.35-0.50

- Level of Service “C” = a vehicle to capacity ratio of 0.50-0.62
- Level of Service “D” = a vehicle to capacity ratio of 0.62-0.75
- Level of Service “E” = a vehicle to capacity ratio of 0.75-1.00
- Level of Service “F” = a vehicle to capacity ratio of 1.00 or greater

Table 2 outlines the results of the existing roadway capacity analysis.

Table 2
Study Roadway Segment Daily Capacity Analysis – Existing Conditions

Roadway Segment	Lanes	ALDOT Capacity	Volume	v/c ratio	LOS
<i>Alabama Highway 20 (west of Interstate 65)</i>	4	33,900 veh/day	23,076 veh/day	0.68	D
<i>Alabama Highway 20 (east of U.S. Highway 31)</i>	4	33,900 veh/day	23,699 veh/day	0.70	D
<i>Bibb Garrett Drive</i>	2	16,600 veh/day	349 veh/day	0.02	A
Bibb Garrett Road	2	16,600 veh/day	554 veh/day	0.03	A
Airport Road	2	16,600 veh/day	474 veh/day	0.03	A
Buddy Garrett Road	2	16,600 veh/day	221 veh/day	0.01	A
Garrett Road	2	16,600 veh/day	456 veh/day	0.03	A

As illustrated in Table 2, the existing study roadway segments currently operate acceptably for daily capacity.

It should be noted that the roadway traffic volumes collected for this study effort were found to be lower than historical traffic volumes along Alabama Highway 20. Upon comparison with historical traffic volumes along Alabama Highway 20, they were determined to be approximately 35% lower than traffic counts conducted in similar locations along the roadway in 2006. Based upon conversations with local transportation officials there were no special conditions that would account for the drop in traffic volumes. Additional traffic counts along Alabama Highway 20 were taken to verify that the existing traffic counts taken in 2009 were valid. The additional traffic counts also verify the original traffic counts conducted for this report. In comparison with other areas throughout the state, traffic counts are on a declining trend, based upon a reduction in vehicular travel statewide.

The lower traffic volumes along Alabama Highway 20 have one important impact on the conclusions of this report. The daily roadway capacity analysis indicates that Alabama Highway 20 operates with acceptable levels of service based upon daily traffic volumes. Based upon historical analyses, the roadway operated over its daily capacity just three years prior. The conclusion that can be drawn from this is that even though the roadway was examined to operate with acceptable daily levels of service for this study effort, based upon historical conditions Alabama Highway 20 typically operates above its daily capacity.

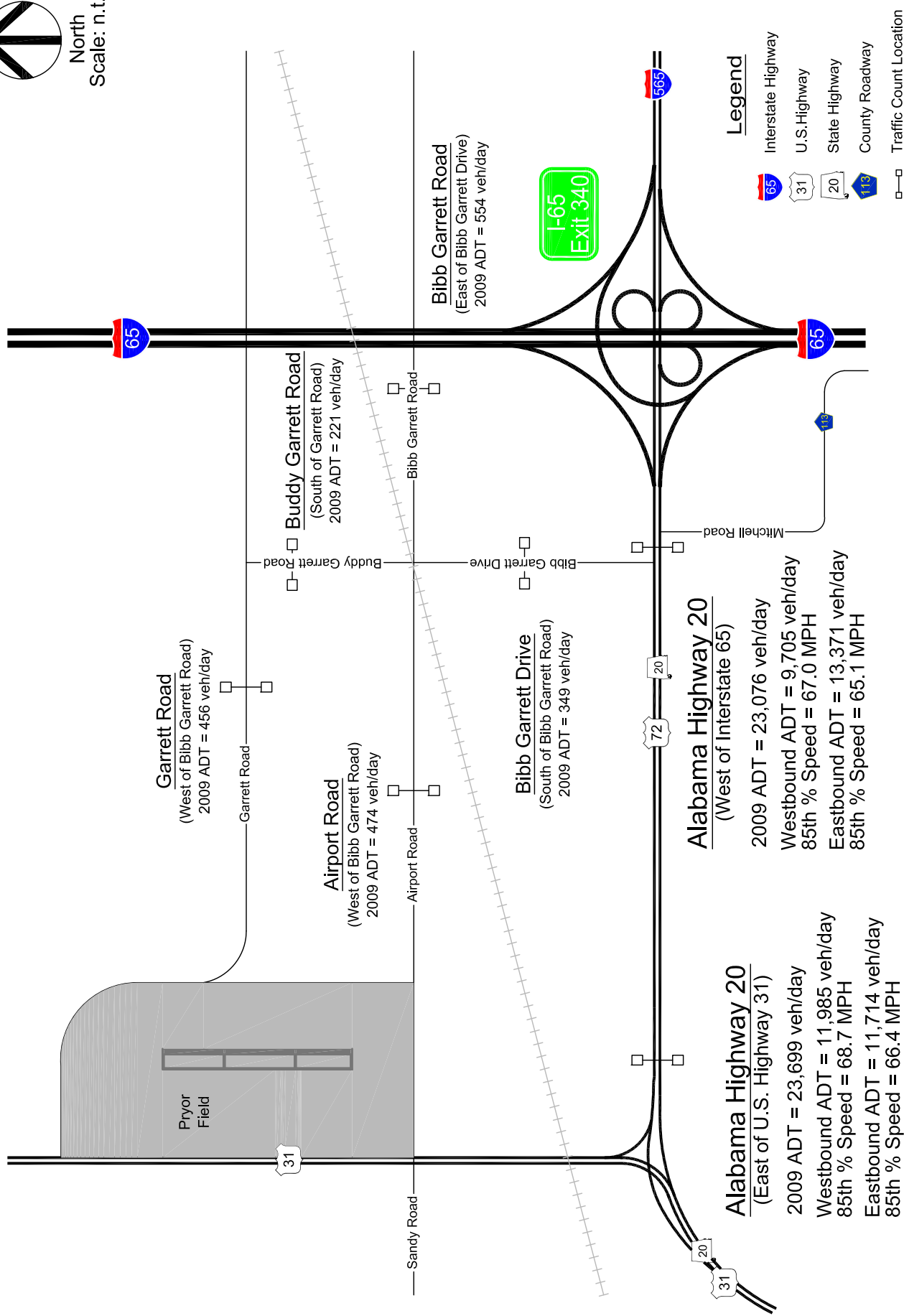
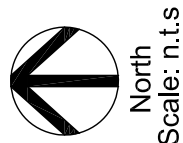


Figure 4 - Existing Traffic Counts

Future Roadway Conditions

As mentioned previously, at the time of this study effort the future roadway cross section of Alabama Highway 20 is uncertain. Currently, the Alabama Department of Transportation is conducting a roadway corridor study to determine the final cross section and location of Alabama Highway 20 as a controlled access roadway. With this in mind, and based upon conversations with the Alabama Department of Transportation, the final alignment location of Alabama Highway 20 is still to be decided. However, the latest plans at this time indicate the final roadway alignment would be adjacent to the current Alabama Highway 20 alignment.

As currently planned, Alabama Highway 20 could have one of two different roadway alignment concepts. The first concept shows that Alabama Highway 20 will become a controlled access facility utilizing standard “diamond” style interchanges within the study limits of this project. Property adjacent to the future alignment would be provided access to the future alignment via a standard diamond interchange at a maximum of two locations. Further access to adjacent properties would have to be provided via a combination of a surface street network and frontage roadways that would provide access from the interchanges.

As an alternative to the standard diamond interchange, an urban style interchange could be utilized. Under this concept, there would be an urban overpass interchange in place of the standard diamond style interchange. An urban style interchange could be described as a roadway overpass where the main roadway would be bridged over the connecting street locations. An urban interchange would not have ramps located at the overpass (as provided in diamond style interchanges). Instead, access to adjacent property would be provided via a network of one way frontage roadways that would have ramps entering the main roadway at locations other than the overpass. An example of the aforementioned concept would be U.S. Highway 431 (Memorial Parkway) in Huntsville. Figures 5 & 6 illustrate the potential roadway alignments to be constructed by the Alabama Department of Transportation.

Adjacent Area Development / Roadway Network

Based upon the information known at the time of this study effort, it could be stated that access to property adjacent to Alabama Highway 20 will likely be provided in two locations. The strategic goal of any development adjacent to Alabama Highway 20 should be to develop in a manner that will maximize the external access and development potential of all property within the area. Therefore, great care should be given to how the adjacent property is accessed and developed. Considering the limited access to Alabama Highway 20, the adjacent property should provide not only access, but also connectivity to other adjacent properties. This goal can be achieved by carefully laying out a network of collector roadways through the adjacent properties that would ensure access to adjacent properties while providing corridors to move traffic effectively. With this in mind, Figures 7 & 8 illustrate a recommended roadway network to accomplish the previously stated goals.

It should be noted the roadways shown in Figures 7 & 8 illustrate roadway desire lines and not exact roadway locations. At the time of this report, much of the adjacent property is undeveloped and is used for agricultural purposes. According to the officials at the City of Decatur there are no current plans to develop the adjacent property that could be considered imminent. Therefore, considering the variable nature of land development, the plans depicted in Figures 7 & 8 should be utilized as strategic goals and principles and not necessarily a blueprint for development. The following sections outline the main principles and goals of each concept.

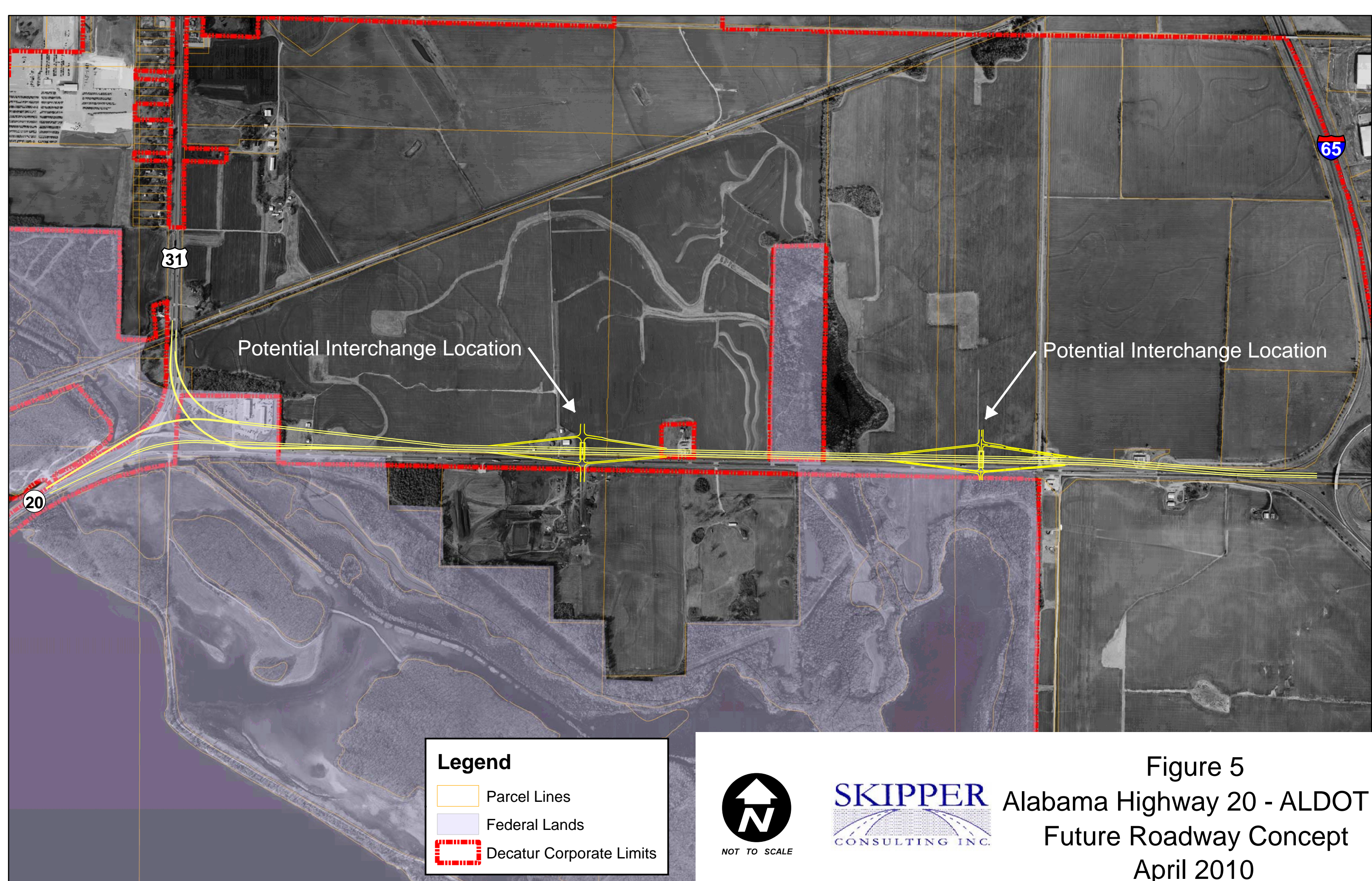
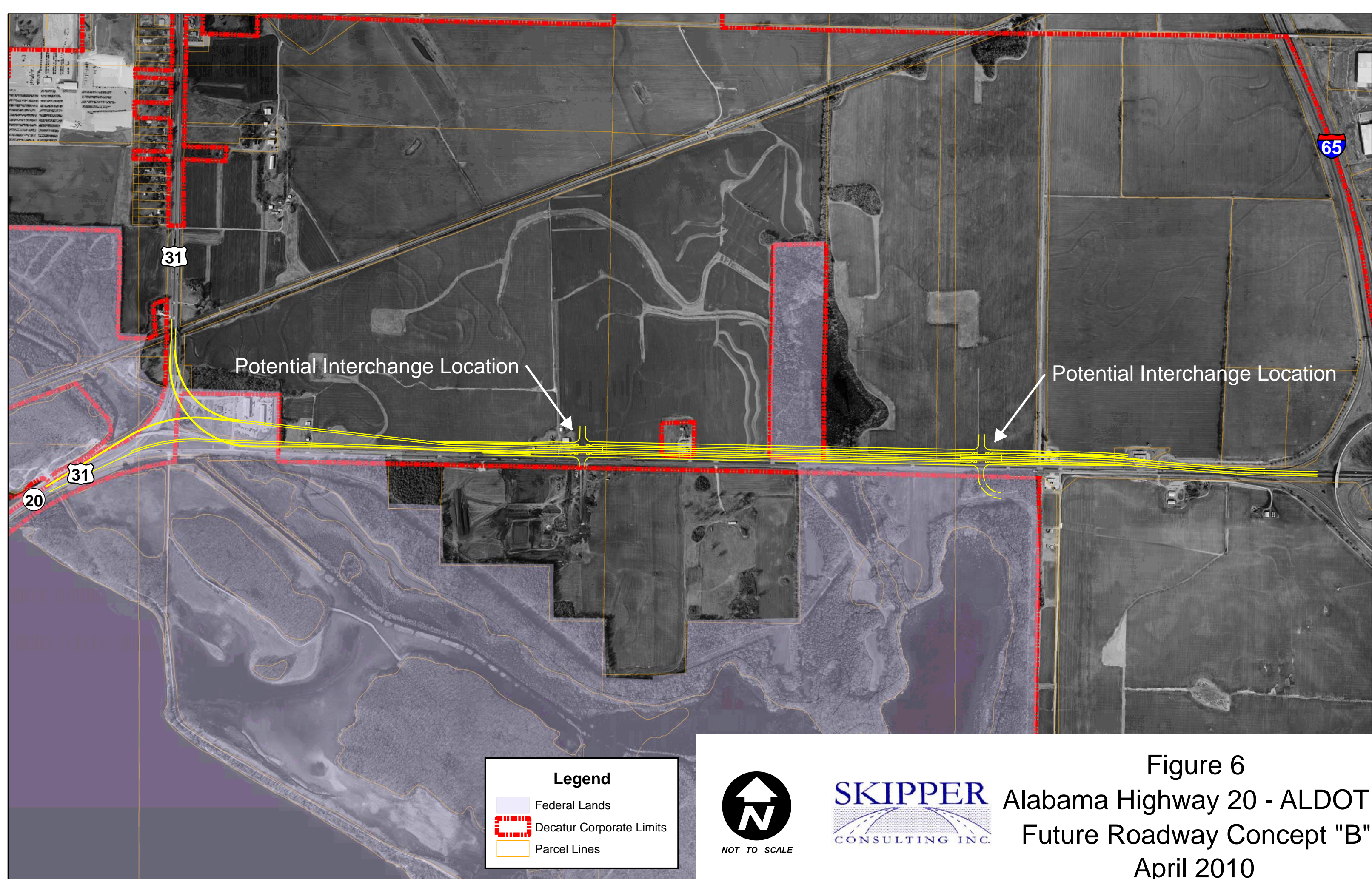


Figure 5
Alabama Highway 20 - ALDOT
Future Roadway Concept
April 2010



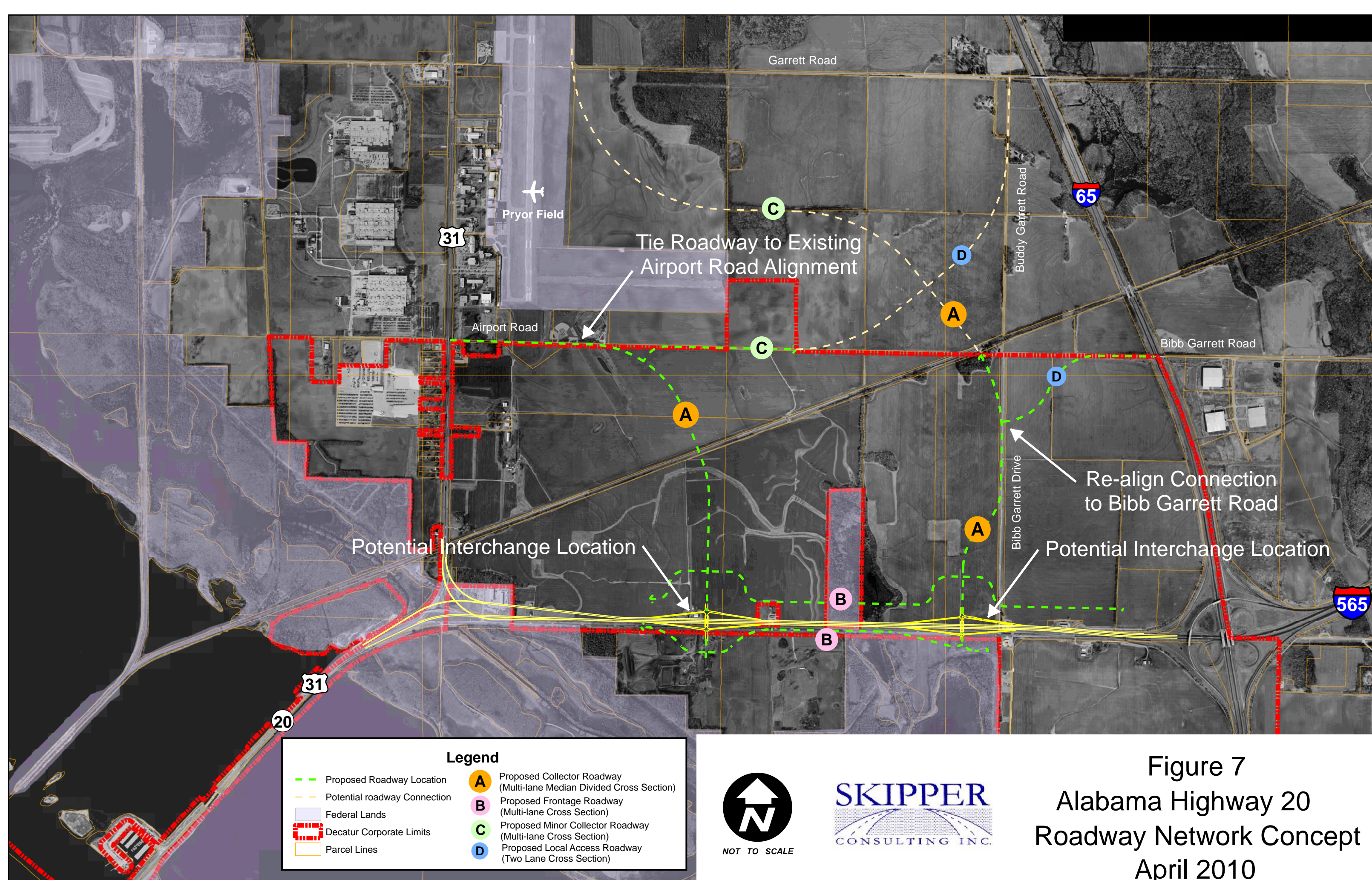


Figure 7
Alabama Highway 20
Roadway Network Concept
April 2010

Figure 7 – Alabama Highway 20 “Diamond Interchange” Concept

The roadway alignment lines depicted in this concept would provide regional access to the Alabama Highway 20 roadway corridor. The roadway network lines shown on the mapping would provide access at the key external points as follows:

- Access to Decatur in the south and Athens to the north via U.S. Highway 31;
- Access to Madison and Huntsville in the East Via Garrett Road and Bibb Garrett Road; and,
- Access to multiple regional directions and destinations via Alabama Highway 20 to the south.

Roadway lines depicted with the letter “A” shown on the map are recommended to be constructed as multi-lane collector roadways. The principal purpose of these roadways would be to collect traffic from local access roadways and transmit the traffic to points of intersection with regional access arterial roadways external to the site. These roadways would be median divided (20’ median width or more) with appropriate width to allow landscaping and left turn lanes at fully directional intersections. The collector roadways would provide a minimum of two through travel lanes in each direction. The need for any additional through capacity should be evaluated based upon actual development conditions at a point when development would be considered imminent.

The following access guidelines are recommended for the collector roadways:

- *Minimum Access/ Side Street Driveway Spacing* – Any access/ side street driveway locations along the collector roadway should be located such that (as a minimum) there would be adequate distance between driveways to provide required turn lane deceleration distances based upon roadway design speeds. The absolute minimum distance between any driveway to be located along a collector roadway shall be 400’. All driveway spacings shall be measured from the end of curb radius along the collector roadway. The minimum spacings for fully directional driveways are as follows:
 - Un-signalized fully directional access driveways/ roadways/ median openings – 750’ minimum
 - Signalized fully directional access driveways/ roadways – 1,500’ minimum
- *Left Turn Lane Requirements* – Any driveway/ roadway intersection to be located along the collector roadway that allows inbound left turns shall provide a left turn deceleration lane. The minimum length of the left turn lane and taper shall be based upon roadway design speed and shall use Alabama Department of Transportation standards (or other method approved by the City of Decatur) for length guidelines.
- *Right Turn Lane Requirements* - Any driveway/ roadway intersection to be located along the collector roadway that allows inbound movements shall provide a right turn deceleration lane. The minimum length of the right turn lane and taper shall be based upon roadway design speed and shall use Alabama Department of Transportation standards (or other method approved by the City of Decatur) for length guidelines.
- *Development Access Driveways* – Any private commercial development driveway that intersects the collector roadway shall have a minimum driveway throat length of 250’. (See Appendix C for definitions and measurement on throat lengths)

Roadway lines depicted with the letter “B” shown on the map are recommended to be constructed as multi-lane frontage roadways. The principal purpose of these roadways would be to collect traffic from local adjacent development and transmit the traffic to points of intersection with collector roadways. Frontage Roadways would also transmit traffic from one interchange area along Alabama Highway 20 to another. The Frontage Roadways should be located either adjacent to the Alabama Highway 20 right of way or offset the

appropriate distance to allow for development between the roadway and Alabama Highway 20 right of way. As a minimum these roadways would be composed of a three lane cross section providing a through travel lane in either direction as well as a center left turn lane. The need for any additional through capacity should be evaluated based upon actual development conditions at a point when development would be considered imminent.

The following access guidelines are recommended for the frontage roadways:

- *Minimum Access/ Side Street Driveway Spacing* – Any access/ side street driveway locations along the frontage roadway should be located such that the maximum offset between driveways would be provided. It is recommended that each development parcel with less than 200' of roadway frontage have one driveway only to access the Frontage Roadway. Joint use driveways as well as development cross access are encouraged to be utilized whenever possible.
- *Right Turn Lane Requirements* – Right turn deceleration lanes shall not be required for all driveways, however, driveways to large traffic generators shall provide right turn deceleration lanes when necessary. A traffic study for the proposed development shall be completed to determine if right turn lanes would be required by volume at development driveways. The minimum length of the right turn lane and taper shall be based upon roadway design speed and shall use Alabama Department of Transportation standards (or other method approved by the City of Decatur) for length guidelines.

Roadway lines depicted with the letter “C” shown on the map are recommended to be constructed as minor collector roadways. The principal purpose of these roadways would be to provide access and connectivity between collector roadways. The minor collector roadways would provide a minimum of one through travel lane in each direction and a center left turn lane. The need for any additional through capacity should be evaluated based upon actual development conditions at a point when development would be considered imminent.

The following access guidelines are recommended for the collector roadways:

- *Minimum Access/ Side Street Driveway Spacing* – Any access/ side street driveway locations along the collector roadway should be located such that (as a minimum) there would be adequate distance between driveways to provide required left turn deceleration distances based upon roadway design speeds. All driveway spacings shall be measured from the end of curb radius along the minor collector roadway. The minimum spacings are as follows:
 - Un-signalized fully directional access driveways/ roadways – 560' minimum
 - Signalized fully directional access driveways/ roadways – 1,100' minimum
- *Right Turn Lane Requirements* - Any driveway/ roadway intersection to be located along the minor collector roadway that allows inbound movements shall provide a right turn deceleration lane. The minimum length of the right turn lane and taper shall be based upon roadway design speed and shall use Alabama Department of Transportation standards (or other method approved by the City of Decatur) for length guidelines.
- *Development Access Driveways* – Any private commercial development driveway that intersects the collector roadway shall have a minimum driveway throat length of 250'. (See Appendix C for definitions and measurement on throat lengths)

Roadway lines depicted with the letter “D” shown on the map are recommended to be constructed as local access roadways. The principal purpose of these roadways would be to provide access to collector roadways

from adjacent development areas as well as external regional roadways of lower importance. The local access roadways would provide a minimum of one through travel lane in each direction. The need for any additional through capacity should be evaluated based upon actual development conditions at a point when development would be considered imminent.

The following access guidelines are recommended for the collector roadways:

- *Minimum Access/ Side Street Driveway Spacing* – Any access/ side street driveway locations along the local access roadway should be located such that (as a minimum) there would be adequate distance between driveways to provide required turn lane deceleration distances based upon roadway design speeds. The absolute minimum distance between any driveway to be located along a local access roadway shall be 300'. All driveway spacings shall be measured from the end of curb radius along the local access roadway. The minimum spacings are as follows:
 - Un-signalized fully directional access driveways/ roadways – 560' minimum
 - Signalized fully directional access driveways/ roadways – 1,100' minimum
- *Left Turn Lane Requirements* – Any public roadway or signalized intersection to be located along the local access roadway that allows left turns shall provide a left turn deceleration lane for major street approaches. For a private development driveway, a traffic study may be conducted to determine if a left turn lane would be required based upon projected traffic volumes associated with the proposed development. In the event a left turn lane would not be required based upon the projected traffic volume, the City of Decatur would have the option of allowing the driveway without left turn lanes. The minimum length of the left turn lane and taper shall be based upon roadway design speed and shall use Alabama Department of Transportation standards (or other method approved by the City of Decatur) for length guidelines.
- *Right Turn Lane Requirements* - Any public roadway or signalized intersection to be located along the local access roadway shall provide a right turn deceleration lane for major street approaches. For a private development driveway, a traffic study may be conducted to determine if a right turn lane would be required based upon projected traffic volumes associated with the proposed development. In the event a right turn lane would not be required based upon the projected traffic volume, the City of Decatur would have the option of allowing the driveway without right turn lanes. The minimum length of the right turn lane and taper shall be based upon roadway design speed and shall use Alabama Department of Transportation standards (or other method approved by the City of Decatur) for length guidelines.
- *Development Access Driveways* – Any private commercial development driveway that intersects the collector roadway shall have a minimum driveway throat length of 250'. (See Appendix C for definitions and measurement on throat lengths)

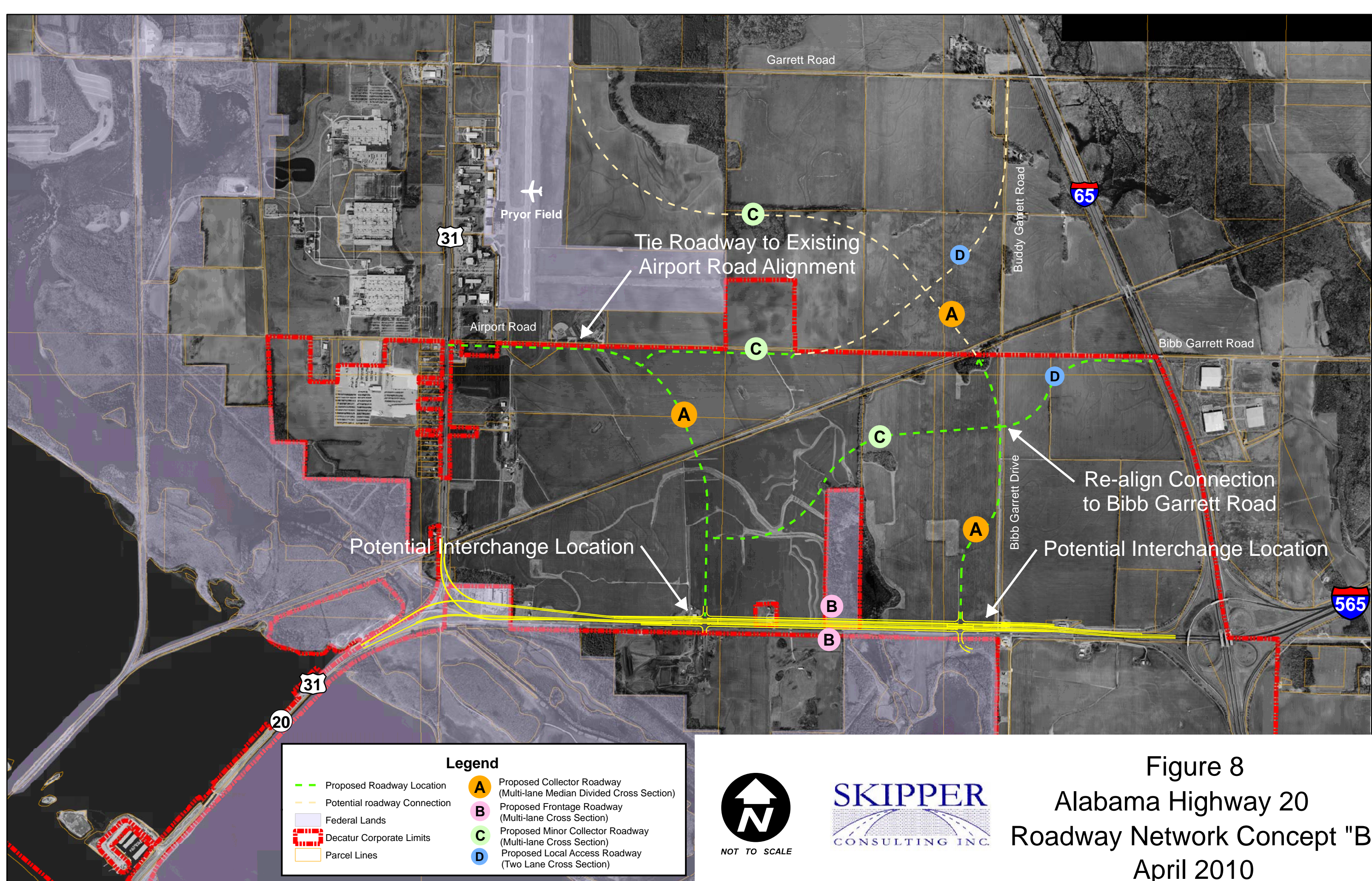


Figure 8 – Alabama Highway 20 “Urban Interchange” Concept

The roadway alignment lines depicted in this concept would provide regional access to the Alabama Highway 20 roadway corridor. As mentioned previously for Figure 7, the roadway network lines shown on the mapping would provide access at the key external points as follows:

- Access to Decatur in the south and Athens to the north via U.S. Highway 31;
- Access to Madison and Huntsville in the East Via Garrett Road and Bibb Garrett Road; and,
- Access to multiple regional directions and destinations via Alabama Highway 20 to the south.

The major difference between the concept depicted in Figure 5 and the concept depicted in Figure 6 would be the design of Alabama Highway 20. The Alabama Highway 20 concept in Figure 6 assumes an urban interchange design in lieu of the standard diamond interchange. Major differences/ impacts associated with the urban style interchange would be as follows:

- The urban interchanges would require less right of way than a standard diamond style interchange.
- The frontage roadways that would parallel Alabama Highway 20 would be one way roadways that would be used primarily for freeway access.
- This design would not allow for development along both sides of the frontage roadway.
- Access along the frontage roadway would be controlled by the Alabama Department of Transportation and not the City of Decatur.

The following sections outline recommendations associated with the recommended roadway network associated with the urban interchange concept.

Roadway lines depicted with the letter “A” shown on the map are recommended to be constructed as multi-lane collector roadways. The principal purpose of these roadways would be to collect traffic from local access roadways and transmit the traffic to points of intersection with regional access arterial roadways external to the site. These roadways would be median divided (20’ median width or more) with appropriate width to allow landscaping and left turn lanes at fully directional intersections. The collector roadways would provide a minimum of two through travel lanes in each direction. The need for any additional through capacity should be evaluated based upon actual development conditions at a point when development would be considered imminent.

The following access guidelines are recommended for the collector roadways:

- *Minimum Access/ Side Street Driveway Spacing* – Any access/ side street driveway locations along the collector roadway should be located such that (as a minimum) there would be adequate distance between driveways to provide required turn lane deceleration distances based upon roadway design speeds. The absolute minimum distance between any driveway to be located along a collector roadway shall be 400’. All driveway spacings shall be measured from the end of curb radius along the collector roadway. The minimum spacings for fully directional driveways are as follows:
 - Un-signalized fully directional access driveways/ roadways/ median openings – 750’ minimum
 - Signalized fully directional access driveways/ roadways – 1,500’ minimum
- *Left Turn Lane Requirements* – Any driveway/ roadway intersection to be located along the collector roadway that allows inbound left turns shall provide a left turn deceleration lane. The minimum length of the left turn lane and taper shall be based upon roadway design speed and shall use Alabama Department of Transportation standards (or other method approved by the City of Decatur) for length guidelines.
- *Right Turn Lane Requirements* - Any driveway/ roadway intersection to be located along the collector roadway that allows inbound movements shall provide a right turn deceleration lane.

The minimum length of the right turn lane and taper shall be based upon roadway design speed and shall use Alabama Department of Transportation standards (or other method approved by the City of Decatur) for length guidelines.

- *Development Access Driveways* – Any private commercial development driveway that intersects the collector roadway shall have a minimum driveway throat length of 250'. (See Appendix C for definitions and measurement on throat lengths)

Roadway lines depicted with the letter “B” shown on the map would be constructed as multi-lane one way frontage roadways. The principal purpose of these roadways would be to facilitate access to/from Alabama Highway 20. The Frontage Roadways would be located adjacent to the Alabama Highway 20. As a minimum these roadways would be composed of a three lane cross section providing three through travel lanes. The need for any additional through capacity should be evaluated based upon actual development conditions at a point when development would be considered imminent.

The following access guidelines are recommended for the frontage roadways:

- Any access/ side street driveway locations along the frontage roadway should be located such that the maximum offset between driveways would be provided. It is recommended that each development parcel with less than 200' of roadway frontage have one driveway only to access the Frontage Roadway. Joint use driveways as well as development cross access are encouraged to be utilized whenever possible.
- *Right Turn Lane Requirements* – Right turn deceleration lanes are shall not be required for all driveways, however, driveways to large traffic generators shall provide right turn deceleration lanes when necessary. A traffic study for the proposed development shall be completed to determine if right turn lanes would be required by volume at development driveways. The minimum length of the right turn lane and taper shall be based upon roadway design speed and shall use Alabama Department of Transportation standards (or other method approved by the City of Decatur) for length guidelines.

Roadway lines depicted with the letter “C” shown on the map are recommended to be constructed as minor collector roadways. The principal purpose of these roadways would be to provide access and connectivity between collector roadways. The minor collector roadways would provide a minimum of one through travel lane in each direction and a center left turn lane. The need for any additional through capacity should be evaluated based upon actual development conditions at a point when development would be considered imminent.

The following access guidelines are recommended for the collector roadways:

- *Minimum Access/ Side Street Driveway Spacing* – Any access/ side street driveway locations along the collector roadway should be located such that (as a minimum) there would be adequate distance between driveways to provide required left turn deceleration distances based upon roadway design speeds. All driveway spacings shall be measured from the end of curb radius along the minor collector roadway. The minimum spacings are as follows:
 - Un-signalized fully directional access driveways/ roadways – 560' minimum
 - Signalized fully directional access driveways/ roadways – 1,100' minimum
- *Right Turn Lane Requirements* - Any driveway/ roadway intersection to be located along the minor collector roadway that allows inbound movements shall provide a right turn deceleration lane. The minimum length of the right turn lane and taper shall be based upon roadway design

speed and shall use Alabama Department of Transportation standards (or other method approved by the City of Decatur) for length guidelines.

- **Development Access Driveways** – Any private commercial development driveway that intersects the collector roadway shall have a minimum driveway throat length of 250'. (See Appendix C for definitions and measurement on throat lengths)

Roadway lines depicted with the letter “D” shown on the map are recommended to be constructed as local access roadways. The principal purpose of these roadways would be to provide access to collector roadways from adjacent development areas as well as external regional roadways of lower importance. The local access roadways would provide a minimum of one through travel lane in each direction. The need for any additional through capacity should be evaluated based upon actual development conditions at a point when development would be considered imminent.

The following access guidelines are recommended for the collector roadways:

- **Minimum Access/ Side Street Driveway Spacing** – Any access/ side street driveway locations along the collector roadway should be located such that (as a minimum) there would be adequate distance between driveways to provide required left turn deceleration distances based upon roadway design speeds. All driveway spacings shall be measured from the end of curb radius along the minor collector roadway. The minimum spacings are as follows:
 - Un-signalized fully directional access driveways/ roadways – 560' minimum
 - Signalized fully directional access driveways/ roadways – 1,100' minimum
- **Left Turn Lane Requirements** – Any public roadway or signalized intersection to be located along the local access roadway that allows left turns shall provide a left turn deceleration lane for major street approaches. For a private development driveway, a traffic study may be conducted to determine if a left turn lane would be required based upon projected traffic volumes associated with the proposed development. In the event a left turn lane would not be required based upon the projected traffic volume, the City of Decatur would have the option of allowing the driveway without left turn lanes. The minimum length of the left turn lane and taper shall be based upon roadway design speed and shall use Alabama Department of Transportation standards (or other method approved by the City of Decatur) for length guidelines.
- **Right Turn Lane Requirements** - Any public roadway or signalized intersection to be located along the local access roadway shall provide a right turn deceleration lane for major street approaches. For a private development driveway, a traffic study may be conducted to determine if a right turn lane would be required based upon projected traffic volumes associated with the proposed development. In the event a right turn lane would not be required based upon the projected traffic volume, the City of Decatur would have the option of allowing the driveway without right turn lanes. The minimum length of the right turn lane and taper shall be based upon roadway design speed and shall use Alabama Department of Transportation standards (or other method approved by the City of Decatur) for length guidelines.
- **Development Access Driveways** – Any private commercial development driveway that intersects the collector roadway shall have a minimum driveway throat length of 250'. (See Appendix C for definitions and measurement on throat lengths).

Interim Access Management Plan

Considering the time it takes for a roadway project to be completed from design to construction, it is reasonable to say that the current alignment of Alabama Highway 20 would likely not be modified prior to the year 2015. However, there is the possibility that development will occur along the roadway corridor prior to 2015. With this in mind, the City of Decatur has determined that there should be some guidelines developed concerning access along the roadway corridor that not only preserves roadway capacity and safety along Alabama Highway 20, but also looks into the future to help coordinate current development with future roadway needs. Therefore, an interim access management plan has been developed to guide roadway access during the interim period. The following sections outline the goals and principles of access management as well as illustrate the recommended access management plan.

Access Management Goals & Basic Principles

As defined by the Transportation Research Board, access management is the *“systematic control of the location, spacing, design, and operation of driveways median openings, interchanges and street connections to a roadway”*. The goal and purpose of access management is a process of balancing the competing needs of traffic movement and land access. General goals and principles related to the application of access management principles are as follows:

- Evaluates the suitability of providing access to a given road, as well as the suitability of a site for land development.
- Is a way to anticipate and prevent safety problems and traffic congestion.
- Addresses the basic questions – when and where access should be located, how it should be designed, and the procedures needed to implement the program.
- Focuses on mitigating traffic problems arising from development and increased traffic volumes attempting to utilize these developments.
- Requires control of driveways and intersections to maintain safety at a roadway’s full traffic carrying capacity.
- Provides reasonable access to land development while simultaneously preserving the safe and efficient flow of traffic on the roadway system.
- Calls upon local planning and zoning to address overall patterns of growth and the aesthetic issues arising from development.

Access management principles are applied to roadway corridors with the following goals in mind:

- To provide a specialized roadway system with components to serve different functions as required by the overall roadway corridor.
- To limit direct access to major roadways in an effort to preserve through traffic capacity along the roadway and intersection functional areas as required by the overall roadway corridor.
- To develop an intersection hierarchy based upon traffic control and intersection movements.
- To determine required traffic signal spacings to preserve roadway capacity and provide adequate access to surrounding properties.
- To limit crash conflict points along the roadway corridor.

Alabama Highway 20 Development Setback Recommendations

Depending on the final cross section selected for Alabama Highway, the width of the right of way required could be between 200’ to 260’. Based upon the required future right of way width it is recommended that any development that would front Alabama Highway 20 be constructed with as large a setback from the existing Alabama Highway 20 as practical. It is recommended that at a minimum of 210’ from the existing edge of pavement along Alabama Highway 20. The preferred offset from Alabama Highway 20 would be 240’ from the existing right of way. These distances should be used as a guide for the required offset to

avoid any conflicts between future development and right of way to be acquired by the Alabama Department of Transportation.

Alabama Highway 20 Interim Access Management Plan

Any driveway/ public roadway to be permitted and constructed along the study area of Alabama Highway 20 shall comply with the following:

Minimum Intersection Spacing:

- There shall be a minimum of 660 feet separation between each driveway (measured end of driveway radius to end of driveway radius)
- There shall be a minimum of 1,250 feet separation between each driveway allowing left turns inbound / median openings (measured end of driveway radius to end of driveway radius)
- There shall be no access or median opening allowed within 1,320' of the Interstate 65 entrance/exit ramp gore points.

Note: The introduction of an unsignalized median opening and/or a traffic signal should only be considered following conducting a comprehensive traffic operational study to determine the potential impact and mitigation measure for such actions.

Left Turn Lane Requirements:

Any driveway/ public roadway along Alabama Highway 20 that allows left turns shall provide a left turn deceleration lane for major street approaches. The minimum length of the left turn lane and taper shall be based upon roadway design speed and shall use Alabama Department of Transportation standards for length guidelines. Additionally, a traffic assessment should be undertaken on proposed left turn lanes to ensure the left turn lane lengths specified are long enough to accomodate project traffic flows.

Right Turn Lane Requirements:

Any driveway/ public roadway along Alabama Highway 20 shall provide a right turn deceleration lane for major street approaches. The minimum length of the right turn lane and taper shall be based upon roadway design speed and shall use Alabama Department of Transportation standards (or other method approved by the City of Decatur) for length guidelines.

Traffic Signals:

There shall be a minimum of 2,500 feet separation between each driveway with a traffic signal (measured between driveway centerlines). Any traffic signal to be constructed along Alabama Highway 20 shall be presented to and approved by the Alabama Department of Transportation prior to construction. The introduction of a signalized median opening should only be considered following conducting a comprehensive traffic operational study to determine the potential impact and mitigation measure for such actions.

Driveway Throat Lengths:

Any private commercial development driveway that intersects Alabama Highway 20 shall have a minimum driveway throat length of 250'. (See Appendix C for definitions and measurement on throat lengths.

Figure 9 illustrates the existing access locations to be used as control points for all future access along Alabama Highway 20.

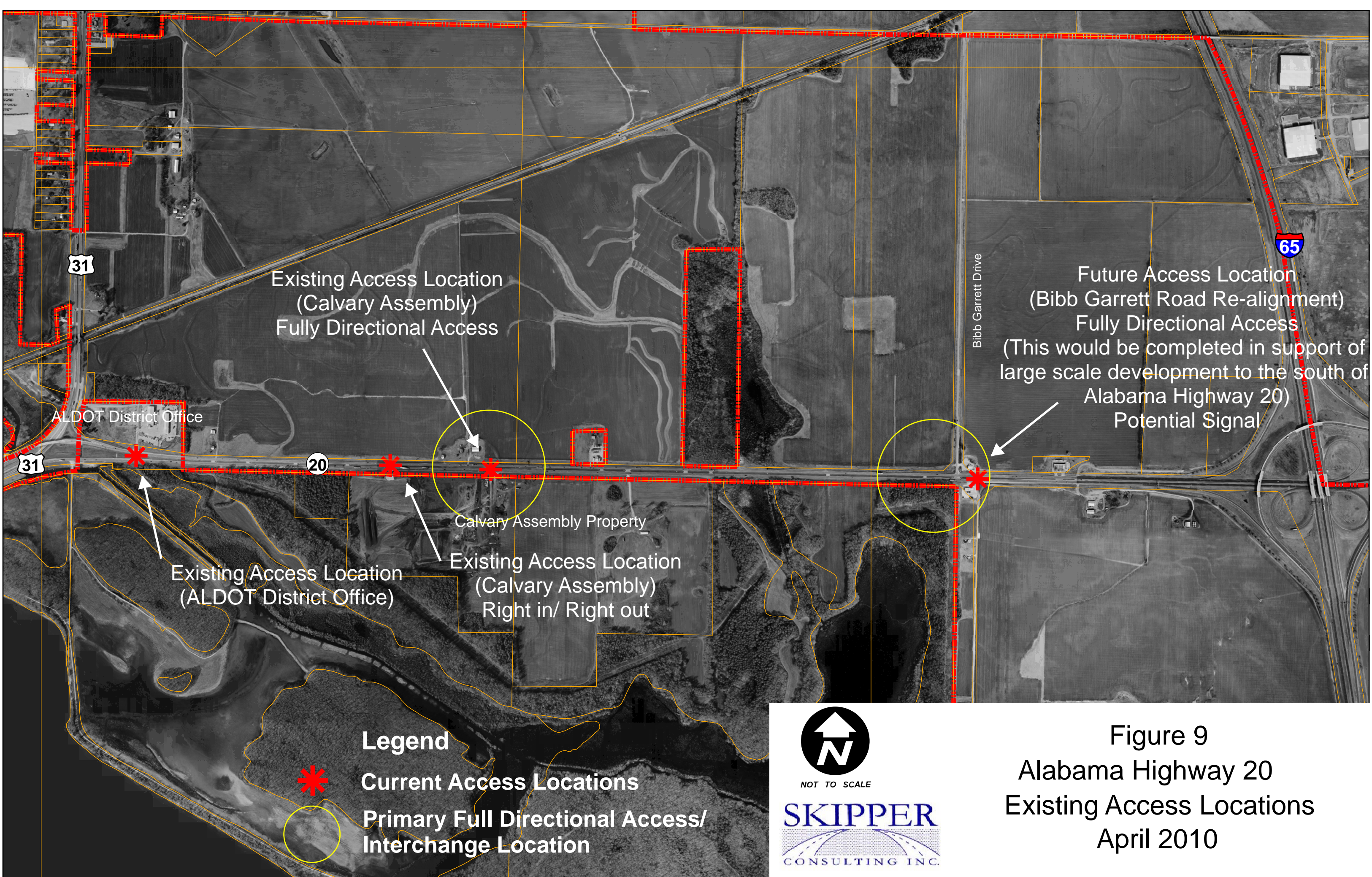


Figure 9
Alabama Highway 20
Existing Access Locations
April 2010

Appendix A

Existing Traffic Count Data

TRAFFIC DATA, LLC 205-824-0125

Location: BUDDY GARRETT RD south of GARRETT RD - DECATUR

Count Interval: 15 minutes

Count Date: Wednesday - April 29, 2009 /Thursday - April 30, 2009

Time	NorthBound Volume	SouthBound Volume	Total Volume
11:00 - 11:14	2	1	3
11:15 - 11:29	0	3	3
11:30 - 11:44	1	1	2
11:45 - 11:59	3	4	7
Hour Total	6	9	15
12:00 - 12:14	3	1	4
12:15 - 12:29	3	2	5
12:30 - 12:44	3	0	3
12:45 - 12:59	3	2	5
Hour Total	12	5	17
13:00 - 13:14	2	1	3
13:15 - 13:29	2	2	4
13:30 - 13:44	2	3	5
13:45 - 13:59	0	1	1
Hour Total	6	7	13
14:00 - 14:14	1	0	1
14:15 - 14:29	1	2	3
14:30 - 14:44	3	1	4
14:45 - 14:59	0	1	1
Hour Total	5	4	9
15:00 - 15:14	3	1	4
15:15 - 15:29	6	3	9
15:30 - 15:44	10	4	14
15:45 - 15:59	1	1	2
Hour Total	20	9	29
16:00 - 16:14	0	1	1
16:15 - 16:29	5	2	7
16:30 - 16:44	9	0	9
16:45 - 16:59	1	0	1
Hour Total	15	3	18
17:00 - 17:14	2	0	2
17:15 - 17:29	2	1	3
17:30 - 17:44	2	0	2
17:45 - 17:59	0	1	1
Hour Total	6	2	8
18:00 - 18:14	0	0	0
18:15 - 18:29	0	1	1
18:30 - 18:44	0	0	0

Location: BUDDY GARRETT RD south of GARRETT RD - DECATUR

Count Date: Wednesday - April 29, 2009 /Thursday - April 30, 2009

Time	NorthBound Volume	SouthBound Volume	Total Volume
18:45 - 18:59	1	1	2
Hour Total	1	2	3
19:00 - 19:14	2	1	3
19:15 - 19:29	0	0	0
19:30 - 19:44	2	0	2
19:45 - 19:59	0	0	0
Hour Total	4	1	5
20:00 - 20:14	1	0	1
20:15 - 20:29	0	0	0
20:30 - 20:44	0	0	0
20:45 - 20:59	0	0	0
Hour Total	1	0	1
21:00 - 21:14	0	0	0
21:15 - 21:29	1	1	2
21:30 - 21:44	0	1	1
21:45 - 21:59	0	0	0
Hour Total	1	2	3
22:00 - 22:14	0	0	0
22:15 - 22:29	0	0	0
22:30 - 22:44	0	1	1
23:45 - 22:59	0	0	0
Hour Total	0	1	1
23:00 - 23:14	0	0	0
23:15 - 23:29	0	0	0
23:30 - 23:44	0	0	0
23:45 - 23:59	0	0	0
Hour Total	0	0	0
Mid - 12:14	0	0	0
12:15 - 12:29	0	1	1
12:30 - 12:44	0	0	0
12:45 - 12:59	0	0	0
Hour Total	0	1	1
1:00 - 1:14	0	0	0
1:15 - 1:29	0	0	0
1:30 - 1:44	0	0	0
1:45 - 1:59	0	0	0
Hour Total	0	0	0
2:00 - 2:14	0	0	0
2:15 - 2:29	0	1	1
2:30 - 2:44	0	0	0
2:45 - 2:59	0	0	0
Hour Total	0	1	1
3:00 - 3:14	0	0	0
3:15 - 3:29	0	0	0
3:30 - 3:44	0	0	0
3:45 - 3:59	0	0	0
Hour Total	0	0	0

Location: BUDDY GARRETT RD south of GARRETT RD - DECATUR
Count Date: Wednesday - April 29, 2009 /Thursday - April 30, 2009

Time	NorthBound Volume	SouthBound Volume	Total Volume
4:00 - 4:14	0	0	0
4:15 - 4:29	0	1	1
4:30 - 4:44	1	0	1
4:45 - 4:59	0	5	5
Hour Total	1	6	7
5:00 - 5:14	0	0	0
5:15 - 5:29	0	1	1
5:30 - 5:44	0	4	4
5:45 - 5:59	0	1	1
Hour Total	0	6	6
6:00 - 6:14	0	1	1
6:15 - 6:29	0	4	4
6:30 - 6:44	1	1	2
6:45 - 6:59	0	3	3
Hour Total	1	9	10
7:00 - 7:14	1	3	4
7:15 - 7:29	1	4	5
7:30 - 7:44	0	3	3
7:45 - 7:59	4	5	9
Hour Total	6	15	21
8:00 - 8:14	1	0	1
8:15 - 8:29	0	3	3
8:30 - 8:44	3	2	5
8:45 - 8:59	4	2	6
Hour Total	8	7	15
9:00 - 9:14	3	4	7
9:15 - 9:29	1	1	2
9:30 - 9:44	3	2	5
9:45 - 9:59	1	2	3
Hour Total	8	9	17
10:00 - 10:14	3	3	6
10:15 - 10:29	2	1	3
10:30 - 10:44	2	2	4
10:45 - 10:59	3	5	8
Hour Total	10	11	21
ADT	111	110	221
AM Peak Time	8:30- 9:30	7:00- 8:00	7:00- 8:00
AM Peak Volume:	11	15	21
PM Peak Time	15:00-16:00	14:45-15:45	15:00-16:00
PM Peak Volume:	20	9	29

TRAFFIC DATA, LLC 205-824-0125

Location: GARRETT RD west of BUDDY GARRETT RD - DECATUR

Count Interval: 15 minutes

Count Date: Wednesday - April 29, 2009 /Thursday - April 30, 2009

Time	EastBound Volume	WestBound Volume	Total Volume
11:00 - 11:14	5	2	7
11:15 - 11:29	3	6	9
11:30 - 11:44	1	3	4
11:45 - 11:59	8	3	11
Hour Total	17	14	31
12:00 - 12:14	3	5	8
12:15 - 12:29	1	4	5
12:30 - 12:44	2	2	4
12:45 - 12:59	4	2	6
Hour Total	10	13	23
13:00 - 13:14	5	3	8
13:15 - 13:29	5	2	7
13:30 - 13:44	5	1	6
13:45 - 13:59	5	4	9
Hour Total	20	10	30
14:00 - 14:14	3	0	3
14:15 - 14:29	2	2	4
14:30 - 14:44	4	7	11
14:45 - 14:59	4	4	8
Hour Total	13	13	26
15:00 - 15:14	8	5	13
15:15 - 15:29	6	4	10
15:30 - 15:44	3	13	16
15:45 - 15:59	9	7	16
Hour Total	26	29	55
16:00 - 16:14	2	8	10
16:15 - 16:29	3	10	13
16:30 - 16:44	3	12	15
16:45 - 16:59	0	5	5
Hour Total	8	35	43
17:00 - 17:14	3	9	12
17:15 - 17:29	3	8	11
17:30 - 17:44	4	6	10
17:45 - 17:59	4	3	7
Hour Total	14	26	40
18:00 - 18:14	2	2	4
18:15 - 18:29	1	3	4
18:30 - 18:44	2	1	3

Location: GARRETT RD west of BUDDY GARRETT RD - DECATUR

Count Date: Wednesday - April 29, 2009 /Thursday - April 30, 2009

Time	EastBound Volume	WestBound Volume	Total Volume
18:45 - 18:59	1	3	4
Hour Total	6	9	15
19:00 - 19:14	1	4	5
19:15 - 19:29	2	1	3
19:30 - 19:44	1	5	6
19:45 - 19:59	2	2	4
Hour Total	6	12	18
20:00 - 20:14	3	2	5
20:15 - 20:29	0	1	1
20:30 - 20:44	0	1	1
20:45 - 20:59	3	0	3
Hour Total	6	4	10
21:00 - 21:14	0	0	0
21:15 - 21:29	4	4	8
21:30 - 21:44	0	0	0
21:45 - 21:59	1	0	1
Hour Total	5	4	9
22:00 - 22:14	0	1	1
22:15 - 22:29	1	1	2
22:30 - 22:44	0	0	0
23:45 - 22:59	1	0	1
Hour Total	2	2	4
23:00 - 23:14	0	1	1
23:15 - 23:29	0	0	0
23:30 - 23:44	0	0	0
23:45 - 23:59	0	0	0
Hour Total	0	1	1
Mid - 12:14	0	0	0
12:15 - 12:29	1	0	1
12:30 - 12:44	0	0	0
12:45 - 12:59	0	0	0
Hour Total	1	0	1
1:00 - 1:14	0	0	0
1:15 - 1:29	0	0	0
1:30 - 1:44	0	0	0
1:45 - 1:59	0	0	0
Hour Total	0	0	0
2:00 - 2:14	0	1	1
2:15 - 2:29	1	1	2
2:30 - 2:44	0	0	0
2:45 - 2:59	0	0	0
Hour Total	1	2	3
3:00 - 3:14	0	0	0
3:15 - 3:29	0	0	0
3:30 - 3:44	0	1	1
3:45 - 3:59	0	0	0
Hour Total	0	1	1

Location: GARRETT RD west of BUDDY GARRETT RD - DECATUR

Count Date: Wednesday - April 29, 2009 /Thursday - April 30, 2009

Time	EastBound Volume	WestBound Volume	Total Volume
4:00 - 4:14	0	0	0
4:15 - 4:29	1	0	1
4:30 - 4:44	1	0	1
4:45 - 4:59	4	0	4
Hour Total	6	0	6
5:00 - 5:14	3	1	4
5:15 - 5:29	4	1	5
5:30 - 5:44	5	1	6
5:45 - 5:59	2	1	3
Hour Total	14	4	18
6:00 - 6:14	3	0	3
6:15 - 6:29	7	0	7
6:30 - 6:44	5	3	8
6:45 - 6:59	7	1	8
Hour Total	22	4	26
7:00 - 7:14	5	2	7
7:15 - 7:29	4	2	6
7:30 - 7:44	3	4	7
7:45 - 7:59	2	6	8
Hour Total	14	14	28
8:00 - 8:14	2	3	5
8:15 - 8:29	8	3	11
8:30 - 8:44	3	3	6
8:45 - 8:59	0	2	2
Hour Total	13	11	24
9:00 - 9:14	1	4	5
9:15 - 9:29	1	4	5
9:30 - 9:44	3	1	4
9:45 - 9:59	2	1	3
Hour Total	7	10	17
10:00 - 10:14	4	1	5
10:15 - 10:29	2	1	3
10:30 - 10:44	1	9	10
10:45 - 10:59	6	3	9
Hour Total	13	14	27
ADT	224	232	456
AM Peak Time	6:15- 7:15	10:30-11:30	10:30-11:30
AM Peak Volume:	24	20	35
PM Peak Time	15:00-16:00	15:30-16:30	15:00-16:00
PM Peak Volume:	26	38	55

TRAFFIC DATA, LLC 205-824-0125

Location: AIRPORT RD west of BIBB GARRETT RD - DECATUR

Count Interval: 15 minutes

Count Date: Wednesday - April 29, 2009 /Thursday - April 30, 2009

Time	EastBound Volume	WestBound Volume	Total Volume
11:00 - 11:14	5	7	12
11:15 - 11:29	4	6	10
11:30 - 11:44	6	7	13
11:45 - 11:59	5	9	14
Hour Total	20	29	49
12:00 - 12:14	3	10	13
12:15 - 12:29	14	8	22
12:30 - 12:44	3	3	6
12:45 - 12:59	8	5	13
Hour Total	28	26	54
13:00 - 13:14	6	2	8
13:15 - 13:29	4	6	10
13:30 - 13:44	1	4	5
13:45 - 13:59	2	2	4
Hour Total	13	14	27
14:00 - 14:14	3	1	4
14:15 - 14:29	2	5	7
14:30 - 14:44	4	11	15
14:45 - 14:59	2	1	3
Hour Total	11	18	29
15:00 - 15:14	3	4	7
15:15 - 15:29	6	6	12
15:30 - 15:44	1	16	17
15:45 - 15:59	2	4	6
Hour Total	12	30	42
16:00 - 16:14	1	4	5
16:15 - 16:29	7	7	14
16:30 - 16:44	0	10	10
16:45 - 16:59	3	1	4
Hour Total	11	22	33
17:00 - 17:14	1	4	5
17:15 - 17:29	2	2	4
17:30 - 17:44	1	3	4
17:45 - 17:59	2	2	4
Hour Total	6	11	17
18:00 - 18:14	0	2	2
18:15 - 18:29	1	3	4
18:30 - 18:44	4	4	8

Location: AIRPORT RD west of BIBB GARRETT RD - DECATUR
Count Date: Wednesday - April 29, 2009 /Thursday - April 30, 2009

Time	EastBound Volume	WestBound Volume	Total Volume
18:45 - 18:59	1	1	2
Hour Total	6	10	16
19:00 - 19:14	3	2	5
19:15 - 19:29	0	2	2
19:30 - 19:44	3	1	4
19:45 - 19:59	2	1	3
Hour Total	8	6	14
20:00 - 20:14	1	2	3
20:15 - 20:29	0	0	0
20:30 - 20:44	0	1	1
20:45 - 20:59	1	0	1
Hour Total	2	3	5
21:00 - 21:14	0	0	0
21:15 - 21:29	0	1	1
21:30 - 21:44	0	1	1
21:45 - 21:59	0	1	1
Hour Total	0	3	3
22:00 - 22:14	0	0	0
22:15 - 22:29	0	0	0
22:30 - 22:44	0	0	0
23:45 - 22:59	0	1	1
Hour Total	0	1	1
23:00 - 23:14	0	1	1
23:15 - 23:29	0	1	1
23:30 - 23:44	0	0	0
23:45 - 23:59	0	0	0
Hour Total	0	2	2
Mid - 12:14	0	0	0
12:15 - 12:29	0	0	0
12:30 - 12:44	0	0	0
12:45 - 12:59	0	0	0
Hour Total	0	0	0
1:00 - 1:14	0	0	0
1:15 - 1:29	0	0	0
1:30 - 1:44	0	0	0
1:45 - 1:59	0	0	0
Hour Total	0	0	0
2:00 - 2:14	0	0	0
2:15 - 2:29	0	0	0
2:30 - 2:44	0	0	0
2:45 - 2:59	0	0	0
Hour Total	0	0	0
3:00 - 3:14	0	2	2
3:15 - 3:29	0	0	0
3:30 - 3:44	0	0	0
3:45 - 3:59	0	0	0
Hour Total	0	2	2

Location: AIRPORT RD west of BIBB GARRETT RD - DECATUR

Count Date: Wednesday - April 29, 2009 /Thursday - April 30, 2009

Time	EastBound Volume	WestBound Volume	Total Volume
4:00 - 4:14	0	0	0
4:15 - 4:29	0	0	0
4:30 - 4:44	0	0	0
4:45 - 4:59	1	2	3
Hour Total	1	2	3
5:00 - 5:14	1	0	1
5:15 - 5:29	0	1	1
5:30 - 5:44	0	1	1
5:45 - 5:59	1	1	2
Hour Total	2	3	5
6:00 - 6:14	0	2	2
6:15 - 6:29	2	3	5
6:30 - 6:44	3	1	4
6:45 - 6:59	1	3	4
Hour Total	6	9	15
7:00 - 7:14	0	2	2
7:15 - 7:29	2	4	6
7:30 - 7:44	1	8	9
7:45 - 7:59	2	12	14
Hour Total	5	26	31
8:00 - 8:14	2	9	11
8:15 - 8:29	3	9	12
8:30 - 8:44	9	15	24
8:45 - 8:59	6	7	13
Hour Total	20	40	60
9:00 - 9:14	4	8	12
9:15 - 9:29	2	6	8
9:30 - 9:44	3	3	6
9:45 - 9:59	3	6	9
Hour Total	12	23	35
10:00 - 10:14	2	6	8
10:15 - 10:29	2	3	5
10:30 - 10:44	5	4	9
10:45 - 10:59	5	4	9
Hour Total	14	17	31
ADT :	177	297	474
AM Peak Time :	8:15- 9:15	7:45- 8:45	7:45- 8:45
AM Peak Volume:	22	45	61
PM Peak Time :	12:15-13:15	15:30-16:30	12:00-13:00
PM Peak Volume:	31	31	54

TRAFFIC DATA, LLC

205-824-0125

Location:: BIBB GARRETT RD east of BIBB GARRETT DR
City, State:: DECATUR, AL
Speed Limit:: 50 mph

Date: 4/29/2009
Wednesday

24 Hour Volume

2009-2010 Season							
Begin	WB	EB	Combined	Begin	WB	EB	Combined
11:00 AM	8	29	5	25	13	54	1
11:15 AM	6	3	9				1
11:30 AM	9	11	20				0
11:45 AM	6	6	12				0
12:00 PM	12	18	8	38	20	56	0
12:15 PM	2	15	17				1
12:30 PM	4	6	10				0
12:45 PM	0	9	9				1
1:00 PM	2	8	7	24	9	32	0
1:15 PM	1	8	9				0
1:30 PM	2	6	8				0
1:45 PM	3	3	6				0
2:00 PM	2	7	9	15	9	32	0
2:15 PM	4	2	6				0
2:30 PM	9	3	12				0
2:45 PM	2	3	5				0
3:00 PM	4	49	1	22	5	71	2
3:15 PM	3	11	14				2
3:30 PM	39	3	42				2
3:45 PM	3	7	10				0
4:00 PM	7	37	1	6	8	43	0
4:15 PM	7	2	9				1
4:30 PM	20	1	21				4
4:45 PM	3	2	5				21
5:00 PM	7	11	1	5	8	16	16
5:15 PM	2	1	3				6
5:30 PM	2	0	2				6
5:45 PM	0	3	3				9
6:00 PM	0	2	1	8	1	10	8
6:15 PM	1	1	2				5
6:30 PM	1	6	7				26
6:45 PM	0	0	0				7
7:00 PM	0	1	1	4	1	5	8
7:15 PM	0	2	2				4
7:30 PM	0	0	0				5
7:45 PM	1	1	2				7
8:00 PM	2	2	3	4	4	5	12
8:15 PM	0	1	1				6
8:30 PM	0	0	0				3
8:45 PM	0	0	0				7
9:00 PM	0	3	0	3	0	6	15
9:15 PM	2	1	3				9
9:30 PM	0	2	2				6
9:45 PM	1	0	1				9
10:00 PM	0	0	0	0	0	0	11
10:15 PM	0	0	0				6
10:30 PM	0	0	0				4
10:45 PM	0	0	0				3
24 Hour Volume							
	234	234	320	(42.2%)	EB	320	(57.8%)

12:00 AM - 12:00 PM

Count 85
Peak Hour 30.7 %
Volume 29
Factor 0.81
11:00 AM 11:00 AM
4:30 AM 4:30 AM
49 49
0.58 0.58

12:00 PM - 12:00 AM

WB 149
EB 128
Combined 277
53.8 %
3:30 PM 3:15 PM
56 74
0.36 0.44

TRAFFIC DATA, LLC 205-824-0125

Location:: BIBB GARRETT RD east of BIBB GARRETT DR
City, State:: DECATUR, AL
Speed Limit:: 50 mph

Date: 4/29/2009
Wednesday

24 Hour Vehicle Classification
Channel: WB

Time	Total	Bike	Cars & Trailer	2 Axle Long	2 Axle Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
11:00 AM	29	0	16	8	0	5	0	0	0	0	0	0	0	0
12:00 PM	18	0	10	5	0	2	0	1	0	0	0	0	0	0
1:00 PM	8	0	3	3	2	0	0	0	0	0	0	0	0	0
2:00 PM	17	0	7	5	0	4	0	0	1	0	0	0	0	0
3:00 PM	49	0	31	16	0	2	0	0	0	0	0	0	0	0
4:00 PM	37	0	20	16	0	1	0	0	0	0	0	0	0	0
5:00 PM	11	0	7	2	0	2	0	0	0	0	0	0	0	0
6:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4/30/2009														
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	13	0	8	5	0	0	0	0	0	0	0	0	0	0
8:00 AM	15	0	10	4	0	1	0	0	0	0	0	0	0	0
9:00 AM	11	0	6	2	0	2	1	0	0	0	0	0	0	0
10:00 AM	10	0	6	1	0	0	0	1	1	1	0	0	0	0
Total	234	0	137	70	2	19	1	2	2	1	0	0	0	0
%		0.0	58.5	29.9	0.9	8.1	0.4	0.9	0.9	0.4	0.0	0.0	0.0	0.0

TRAFFIC DATA, LLC

205-824-0125

Location:: BIBB GARRETT RD east of BIBB GARRETT DR
City, State:: DECATUR, AL
Speed Limit:: 50 mph

Date: 4/29/2009
Wednesday

24 Hour Vehicle Classification
Channel: EB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
11:00 AM	25	0	13	1	0	7	0	3	0	1	0	0	0	0
12:00 PM	38	0	16	14	1	1	0	2	0	4	0	0	0	0
1:00 PM	24	0	13	4	1	1	0	2	0	3	0	0	0	0
2:00 PM	15	0	7	2	1	0	1	1	0	3	0	0	0	0
3:00 PM	22	0	14	4	0	2	0	0	0	2	0	0	0	0
4:00 PM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
5:00 PM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
6:00 PM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
7:00 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/30/2009														
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	42	0	28	9	0	5	0	0	0	0	0	0	0	0
5:00 AM	29	0	11	16	0	2	0	0	0	0	0	0	0	0
6:00 AM	26	0	14	9	0	1	0	1	0	1	0	0	0	0
7:00 AM	19	0	9	6	0	0	0	2	0	2	0	0	0	0
8:00 AM	22	0	15	4	0	0	0	0	0	3	0	0	0	0
9:00 AM	14	0	5	2	0	1	0	4	0	2	0	0	0	0
10:00 AM	14	0	7	3	0	2	0	0	1	1	0	0	0	0
Total	320	0	173	81	3	24	1	15	1	22	0	0	0	0
%		0.0	54.1	25.3	0.9	7.5	0.3	4.7	0.3	6.9	0.0	0.0	0.0	0.0

TRAFFIC DATA, LLC

205-824-0125

Location:: BIBB GARRETT RD east of BIBB GARRETT DR
 City, State:: DECATUR, AL
 Speed Limit:: 50 mph

Date: 4/29/2009
 Wednesday

24 Hour Vehicle Classification Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
11:00 AM	54	0	29	9	0	12	0	3	0	1	0	0	0	0
12:00 PM	56	0	26	19	1	3	0	3	0	4	0	0	0	0
1:00 PM	32	0	16	7	3	1	0	2	0	3	0	0	0	0
2:00 PM	32	0	14	7	1	4	1	1	1	3	0	0	0	0
3:00 PM	71	0	45	20	0	4	0	0	0	2	0	0	0	0
4:00 PM	43	0	23	18	0	2	0	0	0	0	0	0	0	0
5:00 PM	16	0	10	3	0	3	0	0	0	0	0	0	0	0
6:00 PM	10	0	7	3	0	0	0	0	0	0	0	0	0	0
7:00 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4/30/2009														
12:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	43	0	29	9	0	5	0	0	0	0	0	0	0	0
5:00 AM	29	0	11	16	0	2	0	0	0	0	0	0	0	0
6:00 AM	29	0	17	9	0	1	0	1	0	1	0	0	0	0
7:00 AM	32	0	17	11	0	0	0	2	0	2	0	0	0	0
8:00 AM	37	0	25	8	0	1	0	0	0	3	0	0	0	0
9:00 AM	25	0	11	4	0	3	1	4	0	2	0	0	0	0
10:00 AM	24	0	13	4	0	2	0	1	2	2	0	0	0	0
Total	554	0	310	151	5	43	2	17	3	23	0	0	0	0
%		0.0	56.0	27.3	0.9	7.8	0.4	3.1	0.5	4.2	0.0	0.0	0.0	0.0

TRAFFIC DATA, LLC

205-824-0125

Location:: BIBB GARRETT DR south of BIBB GARRETT RD
City, State:: DECATUR, AL
Speed Limit:: 40 mph

Date: 4/29/2009
Wednesday

24 Hour Volume

Begin	NB	SB	Combined	Begin	NB	SB	Combined
11:00 AM	5	22	11	11:00 PM	0	1	0
11:15 AM	4	8	12	11:15 PM	1	0	0
11:30 AM	7	6	13	11:30 PM	0	0	0
11:45 AM	6	8	14	11:45 PM	0	0	0
12:00 PM	3	22	6	12:00 AM	0	0	0
12:15 PM	8	3	11	12:15 AM	0	1	1
12:30 PM	5	2	7	12:30 AM	0	0	0
12:45 PM	6	2	8	12:45 AM	0	0	0
1:00 PM	6	18	7	1:00 AM	0	0	0
1:15 PM	5	4	9	1:15 AM	0	0	0
1:30 PM	5	1	6	1:30 AM	0	0	0
1:45 PM	2	2	4	1:45 AM	0	0	0
2:00 PM	4	6	5	2:00 AM	0	0	0
2:15 PM	0	2	2	2:15 AM	0	1	1
2:30 PM	1	2	3	2:30 AM	0	0	0
2:45 PM	1	0	1	2:45 AM	0	0	0
3:00 PM	1	13	3	3:00 AM	0	0	0
3:15 PM	5	3	8	3:15 AM	0	0	0
3:30 PM	3	19	22	3:30 AM	0	0	0
3:45 PM	4	1	5	3:45 AM	0	0	0
4:00 PM	1	4	4	4:00 AM	1	28	1
4:15 PM	1	4	5	4:15 AM	5	0	5
4:30 PM	2	9	11	4:30 AM	14	0	14
4:45 PM	0	2	2	4:45 AM	8	1	9
5:00 PM	2	3	9	5:00 AM	1	0	1
5:15 PM	0	2	2	5:15 AM	4	0	4
5:30 PM	1	1	2	5:30 AM	5	0	5
5:45 PM	0	0	0	5:45 AM	4	0	4
6:00 PM	2	0	2	6:00 AM	2	14	2
6:15 PM	1	1	2	6:15 AM	5	0	5
6:30 PM	1	2	3	6:30 AM	4	1	5
6:45 PM	0	0	0	6:45 AM	3	0	3
7:00 PM	1	5	2	7:00 AM	4	16	5
7:15 PM	2	0	2	7:15 AM	1	1	2
7:30 PM	1	0	1	7:30 AM	5	0	5
7:45 PM	1	1	2	7:45 AM	6	0	6
8:00 PM	0	0	0	8:00 AM	2	16	3
8:15 PM	0	0	0	8:15 AM	3	0	3
8:30 PM	0	1	1	8:30 AM	4	2	6
8:45 PM	0	1	1	8:45 AM	7	0	7
9:00 PM	0	2	0	9:00 AM	5	15	10
9:15 PM	1	2	3	9:15 AM	3	0	3
9:30 PM	1	0	1	9:30 AM	3	2	5
9:45 PM	0	0	0	9:45 AM	4	1	5
10:00 PM	0	0	0	10:00 AM	1	0	1
10:15 PM	0	0	0	10:15 AM	3	2	5
10:30 PM	0	0	0	10:30 AM	4	2	6
10:45 PM	0	0	0	10:45 AM	1	2	3
24 Hour Volume				Combined			
				349			

12:00 AM - 12:00 PM

Count
Peak Hour Volume Factor
134
72.4 %
28
0.50

Count
Peak Hour Volume Factor
185
11:00 AM
50
0.89

12:00 PM - 12:00 AM

Count
Peak Hour Volume Factor
78
47.6 %
25
0.78

Count
Peak Hour Volume Factor
86
52.4 %
27
0.36

Count
Peak Hour Volume Factor
164
3:15 PM
39
0.44

TRAFFIC DATA, LLC

205-824-0125

Location:: BIBB GARRETT DR south of BIBB GARRETT RD
 City, State:: DECATUR, AL
 Speed Limit:: 40 mph

Date: 4/29/2009
 Wednesday

24 Hour Vehicle Classification
 Channel: NB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
11:00 AM	22	1	11	2	0	4	2	0	0	2	0	0	0	0
12:00 PM	22	0	8	6	1	2	1	0	1	3	0	0	0	0
1:00 PM	18	0	7	2	0	1	2	1	2	3	0	0	0	0
2:00 PM	6	0	0	0	2	0	0	1	3	0	0	0	0	0
3:00 PM	13	0	8	1	0	2	0	0	2	0	0	0	0	0
4:00 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
6:00 PM	4	0	1	3	0	0	0	0	0	0	0	0	0	0
7:00 PM	5	0	4	0	0	1	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4/30/2009														
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	28	0	18	5	0	5	0	0	0	0	0	0	0	0
5:00 AM	14	0	5	8	0	1	0	0	0	0	0	0	0	0
6:00 AM	14	0	7	4	0	1	1	0	1	0	0	0	0	0
7:00 AM	16	0	9	2	0	1	1	1	0	2	0	0	0	0
8:00 AM	16	0	8	1	0	2	0	0	5	0	0	0	0	0
9:00 AM	15	1	6	3	0	2	2	1	0	0	0	0	0	0
10:00 AM	9	0	5	1	0	1	0	0	2	0	0	0	0	0
Total	212	2	102	42	3	24	9	4	18	8	0	0	0	0
%		0.9	48.1	19.8	1.4	11.3	4.2	1.9	8.5	3.8	0.0	0.0	0.0	0.0

TRAFFIC DATA, LLC 205-824-0125

Location:: BIBB GARRETT DR south of BIBB GARRETT RD
City, State:: DECATUR, AL
Speed Limit:: 40 mph

Date: 4/29/2009
Wednesday

24 Hour Vehicle Classification
Channel: SB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
11:00 AM	28	0	16	7	0	3	1	0	1	0	0	0	0	0
12:00 PM	10	0	7	1	0	1	1	0	0	0	0	0	0	0
1:00 PM	8	0	4	1	1	0	0	0	0	2	0	0	0	0
2:00 PM	5	0	2	2	0	1	0	0	0	0	0	0	0	0
3:00 PM	25	0	20	5	0	0	0	0	0	0	0	0	0	0
4:00 PM	18	0	9	8	0	1	0	0	0	0	0	0	0	0
5:00 PM	10	0	7	2	0	1	0	0	0	0	0	0	0	0
6:00 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/30/2009														
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	8	1	2	1	1	2	1	0	0	0	0	0	0	0
10:00 AM	6	0	4	1	0	0	0	0	0	0	1	0	0	0
Total	137	1	87	31	2	9	3	0	1	2	1	0	0	0
%		0.7	63.5	22.6	1.5	6.6	2.2	0.0	0.7	1.5	0.7	0.0	0.0	0.0

TRAFFIC DATA, LLC

205-824-0125

Location:: BIBB GARRETT DR south of BIBB GARRETT RD
 City, State:: DECATUR, AL
 Speed Limit:: 40 mph

Date: 4/29/21
 Wednes

24 Hour Vehicle Classification Combined Channels

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
11:00 AM	50	1	27	9	0	7	3	0	0	3	0	0	0	0
12:00 PM	32	0	15	7	1	3	2	0	1	3	0	0	0	0
1:00 PM	26	0	11	3	1	1	2	1	2	5	0	0	0	0
2:00 PM	11	0	2	2	2	1	0	1	3	0	0	0	0	0
3:00 PM	38	0	28	6	0	2	0	0	2	0	0	0	0	0
4:00 PM	22	0	11	10	0	1	0	0	0	0	0	0	0	0
5:00 PM	13	0	8	3	0	2	0	0	0	0	0	0	0	0
6:00 PM	7	0	3	4	0	0	0	0	0	0	0	0	0	0
7:00 PM	7	0	6	0	0	1	0	0	0	0	0	0	0	0
8:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4/30/2009														
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	29	0	19	5	0	5	0	0	0	0	0	0	0	0
5:00 AM	14	0	5	8	0	1	0	0	0	0	0	0	0	0
6:00 AM	15	0	8	4	0	1	1	0	1	0	0	0	0	0
7:00 AM	18	0	10	3	0	1	1	1	0	2	0	0	0	0
8:00 AM	19	0	11	1	0	2	0	0	5	0	0	0	0	0
9:00 AM	23	2	8	4	1	4	3	1	0	0	0	0	0	0
10:00 AM	15	0	9	2	0	1	0	0	2	0	1	0	0	0
Total	349	3	189	73	5	33	12	4	19	10	1	0	0	0
%		0.9	54.2	20.9	1.4	9.5	3.4	1.1	5.4	2.9	0.3	0.0	0.0	0.0

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of HWY 31
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 7/9/2009
Thursday

24 Hour Volume, per Channel
Channel: WB

Interval Begin			Interval Begin		
10:00 AM	181	651	10:00 PM	53	254
10:15 AM	161		10:15 PM	69	
10:30 AM	167		10:30 PM	70	
10:45 AM	142		10:45 PM	62	
11:00 AM	151	625	11:00 PM	45	150
11:15 AM	153		11:15 PM	44	
11:30 AM	169		11:30 PM	34	
11:45 AM	152		11:45 PM	27	
12:00 PM	138	594	7/10/2009 12:00 AM	41	130
12:15 PM	121		12:15 AM	32	
12:30 PM	160		12:30 AM	30	
12:45 PM	175		12:45 AM	27	
1:00 PM	180	695	1:00 AM	20	77
1:15 PM	155		1:15 AM	25	
1:30 PM	192		1:30 AM	11	
1:45 PM	168		1:45 AM	21	
2:00 PM	175	781	2:00 AM	36	123
2:15 PM	204		2:15 AM	38	
2:30 PM	206		2:30 AM	28	
2:45 PM	196		2:45 AM	21	
3:00 PM	215	916	3:00 AM	18	69
3:15 PM	224		3:15 AM	17	
3:30 PM	205		3:30 AM	18	
3:45 PM	272		3:45 AM	16	
4:00 PM	286	1144	4:00 AM	24	119
4:15 PM	304		4:15 AM	32	
4:30 PM	264		4:30 AM	30	
4:45 PM	290		4:45 AM	33	
5:00 PM	303	1156	5:00 AM	31	259
5:15 PM	318		5:15 AM	66	
5:30 PM	281		5:30 AM	76	
5:45 PM	254		5:45 AM	86	
6:00 PM	222	756	6:00 AM	108	489
6:15 PM	211		6:15 AM	107	
6:30 PM	164		6:30 AM	133	
6:45 PM	159		6:45 AM	141	
7:00 PM	122	440	7:00 AM	140	647
7:15 PM	110		7:15 AM	145	
7:30 PM	98		7:30 AM	164	
7:45 PM	110		7:45 AM	198	
8:00 PM	104	371	8:00 AM	146	582
8:15 PM	104		8:15 AM	148	
8:30 PM	86		8:30 AM	138	
8:45 PM	77		8:45 AM	150	
9:00 PM	111	354	9:00 AM	130	603
9:15 PM	80		9:15 AM	141	
9:30 PM	88		9:30 AM	176	
9:45 PM	75		9:45 AM	156	

WB
24 Hour Volume 11985

12:00 AM - 12:00 PM

WB
Count 4374
Peak Hour 7:30 AM
Volume 656
Factor 0.83

12:00 PM - 12:00 AM

WB
7611
4:45 PM
1192
0.94

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of HWY 31
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 7/9/21
Thurs

24 Hour Speed
Channel: WB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
10:00 AM	651	9	1	4	9	8	0	0	4	31	151	237	132	65
11:00 AM	625	8	1	3	16	5	1	1	4	32	163	269	95	27
12:00 PM	594	18	1	2	25	8	0	1	0	16	97	220	137	69
1:00 PM	695	14	1	2	11	10	1	0	2	34	139	244	174	63
2:00 PM	781	27	4	7	26	18	1	4	6	28	129	270	185	76
3:00 PM	916	45	3	11	40	27	4	1	6	10	131	291	236	111
4:00 PM	1144	55	3	11	55	47	0	0	8	49	169	354	283	110
5:00 PM	1156	64	2	15	55	42	2	0	3	45	193	356	266	113
6:00 PM	756	34	5	0	40	20	0	1	3	17	100	236	194	106
7:00 PM	440	6	0	0	7	9	1	0	1	9	54	153	133	67
8:00 PM	371	2	0	0	7	7	1	0	3	18	82	122	94	35
9:00 PM	354	2	0	0	0	2	0	0	5	13	70	134	87	41
10:00 PM	254	2	0	0	5	0	0	1	2	8	51	93	58	34
11:00 PM	150	0	0	0	0	2	1	0	1	8	35	54	39	10
7/10/2009														
12:00 AM	130	0	0	0	0	0	0	0	0	10	31	58	26	5
1:00 AM	77	0	0	0	1	1	0	1	2	9	27	23	11	2
2:00 AM	123	0	0	0	0	0	0	0	2	10	36	55	16	4
3:00 AM	69	0	0	0	0	0	0	0	0	2	17	30	15	5
4:00 AM	119	0	0	0	1	0	0	0	0	3	29	58	19	9
5:00 AM	259	1	0	0	1	2	1	0	0	4	42	108	66	34
6:00 AM	489	11	1	2	11	11	1	1	0	3	53	159	163	73
7:00 AM	647	21	1	3	17	15	3	1	2	11	77	216	176	104
8:00 AM	582	10	1	3	17	4	0	0	0	19	98	196	154	80
9:00 AM	603	13	2	2	8	14	0	0	1	14	90	235	147	77
Total	11985	342	26	65	352	252	17	12	55	403	2064	4171	2906	1320
%		2.9	0.2	0.5	2.9	2.1	0.1	0.1	0.5	3.4	17.2	34.8	24.2	11.0

Percentile Speeds
(mph)

10 % 51.4
15 % 56.3
50 % 62.9
85 % 68.7
90 % 70.3

10 mph Pace Speed
Number in Pace

58.3 - 68.3
7453 (62.2 %)

Average
Minimum
Maximum

60.1 mph
5.0 mph
89.2 mph

Speeds Exceeded

50 mph 90.6 %
60 mph 70.1 %
70 mph 11.0 %

Count
10864
8397
1320

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of HWY 31
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 7/9/2009
Thursday

24 Hour Volume, per Channel
Channel: EB

Interval Begin			Interval Begin		
10:00 AM	180	709	10:00 PM	70	226
10:15 AM	172		10:15 PM	66	
10:30 AM	192		10:30 PM	57	
10:45 AM	165		10:45 PM	33	
11:00 AM	163	607	11:00 PM	35	131
11:15 AM	162		11:15 PM	41	
11:30 AM	127		11:30 PM	24	
11:45 AM	155		11:45 PM	31	
12:00 PM	166	648	7/10/2009 12:00 AM	10	79
12:15 PM	153		12:15 AM	24	
12:30 PM	153		12:30 AM	24	
12:45 PM	176		12:45 AM	21	
1:00 PM	160	598	1:00 AM	30	89
1:15 PM	158		1:15 AM	29	
1:30 PM	147		1:30 AM	14	
1:45 PM	133		1:45 AM	16	
2:00 PM	170	741	2:00 AM	11	57
2:15 PM	204		2:15 AM	22	
2:30 PM	178		2:30 AM	13	
2:45 PM	189		2:45 AM	11	
3:00 PM	210	758	3:00 AM	22	77
3:15 PM	174		3:15 AM	16	
3:30 PM	196		3:30 AM	17	
3:45 PM	178		3:45 AM	22	
4:00 PM	191	835	4:00 AM	30	168
4:15 PM	200		4:15 AM	41	
4:30 PM	212		4:30 AM	54	
4:45 PM	232		4:45 AM	43	
5:00 PM	216	775	5:00 AM	70	421
5:15 PM	220		5:15 AM	88	
5:30 PM	170		5:30 AM	136	
5:45 PM	169		5:45 AM	127	
6:00 PM	159	572	6:00 AM	182	815
6:15 PM	160		6:15 AM	204	
6:30 PM	146		6:30 AM	217	
6:45 PM	107		6:45 AM	212	
7:00 PM	84	372	7:00 AM	282	967
7:15 PM	104		7:15 AM	240	
7:30 PM	95		7:30 AM	249	
7:45 PM	89		7:45 AM	196	
8:00 PM	94	395	8:00 AM	215	746
8:15 PM	94		8:15 AM	184	
8:30 PM	97		8:30 AM	167	
8:45 PM	110		8:45 AM	180	
9:00 PM	89	317	9:00 AM	140	611
9:15 PM	82		9:15 AM	148	
9:30 PM	76		9:30 AM	172	
9:45 PM	70		9:45 AM	151	

EB
24 Hour Volume 11714

12:00 AM - 12:00 PM
EB
Count 5346
Peak Hour 6:45 AM
Volume 983
Factor 0.87

12:00 PM - 12:00 AM
EB
6368
4:30 PM
880
0.95

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of HWY 31
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 7/9/21
Thurs

24 Hour Speed
Channel: EB

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	709	31	29	153	24	50	22	4	15	105	125	94	29
10:00 AM	28	18	29	149	11	43	11	4	28	97	102	70	23
11:00 AM	607	35	29	161	16	33	10	8	20	81	118	79	28
12:00 PM	648	16	17	121	18	42	9	5	17	119	116	68	20
1:00 PM	598	35	23	154	45	40	12	12	41	115	131	81	20
2:00 PM	741	37	44	21	147	30	36	2	28	102	140	119	44
3:00 PM	758	36	25	133	28	41	17	4	29	103	181	154	58
4:00 PM	835	33	24	128	36	52	7	4	14	88	176	145	50
5:00 PM	775	17	14	82	21	43	9	3	21	82	131	98	34
6:00 PM	572	10	9	51	14	27	6	0	15	51	88	61	30
7:00 PM	372	7	11	44	8	29	4	7	27	88	106	45	13
8:00 PM	395	6	7	34	11	28	5	2	33	76	55	32	9
9:00 PM	317	7	2	17	6	17	2	2	23	54	62	20	6
10:00 PM	226	1	2	14	5	10	3	4	14	28	36	8	3
11:00 PM	131	3	1	8									
7/10/2009													
12:00 AM	79	0	1	5	2	7	4	2	7	22	17	2	0
1:00 AM	89	1	0	6	1	8	1	3	7	30	17	3	0
2:00 AM	57	0	0	2	2	5	3	1	3	17	12	4	1
3:00 AM	77	1	1	12	2	5	0	1	5	25	22	1	1
4:00 AM	168	2	4	23	1	17	5	2	20	31	36	18	5
5:00 AM	421	9	13	19	17	32	7	2	14	50	82	61	42
6:00 AM	815	51	39	30	36	70	18	2	18	71	98	149	102
7:00 AM	967	75	24	35	55	89	12	2	16	91	160	168	92
8:00 AM	746	35	21	112	22	64	8	4	33	107	169	113	32
9:00 AM	611	23	14	77	17	43	7	10	26	115	171	65	18
Total	11714	483	368	1987	428	831	190	90	474	1748	2351	1658	660
%	4.1	3.1	3.8	17.0	3.7	7.1	1.6	0.8	4.0	14.9	20.1	14.2	5.6

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
23.9	26.3	57.3	66.4	68.0

10 mph Pace Speed
Number in Pace

57.5 - 67.5	Average
4468 (38.1 %)	Minimum
	Maximum
48.2 mph	
5.0 mph	
98.6 mph	

Speeds Exceeded
Count

50 mph	60 mph	70 mph
58.8 %	39.9 %	5.6 %
6891	4669	660

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of BIBB GARRETT DR
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 7/9/2009
Thursday

24 Hour Volume, per Channel
Channel: EB

Interval Begin			Interval Begin		
10:00 AM	183	789	10:00 PM	76	253
10:15 AM	186		10:15 PM	71	
10:30 AM	208		10:30 PM	54	
10:45 AM	212		10:45 PM	52	
11:00 AM	202	781	11:00 PM	38	138
11:15 AM	209		11:15 PM	35	
11:30 AM	181		11:30 PM	30	
11:45 AM	189		11:45 PM	35	
12:00 PM	176	737	7/10/2009 12:00 AM	24	100
12:15 PM	198		12:15 AM	29	
12:30 PM	182		12:30 AM	24	
12:45 PM	181		12:45 AM	23	
1:00 PM	196	730	1:00 AM	28	89
1:15 PM	202		1:15 AM	26	
1:30 PM	161		1:30 AM	23	
1:45 PM	171		1:45 AM	12	
2:00 PM	172	829	2:00 AM	18	63
2:15 PM	223		2:15 AM	14	
2:30 PM	200		2:30 AM	17	
2:45 PM	234		2:45 AM	14	
3:00 PM	243	929	3:00 AM	19	83
3:15 PM	215		3:15 AM	24	
3:30 PM	215		3:30 AM	16	
3:45 PM	256		3:45 AM	24	
4:00 PM	236	967	4:00 AM	38	202
4:15 PM	230		4:15 AM	47	
4:30 PM	260		4:30 AM	57	
4:45 PM	241		4:45 AM	60	
5:00 PM	237	859	5:00 AM	86	466
5:15 PM	248		5:15 AM	107	
5:30 PM	193		5:30 AM	133	
5:45 PM	181		5:45 AM	140	
6:00 PM	185	652	6:00 AM	213	881
6:15 PM	177		6:15 AM	198	
6:30 PM	175		6:30 AM	232	
6:45 PM	115		6:45 AM	238	
7:00 PM	117	439	7:00 AM	275	1035
7:15 PM	105		7:15 AM	253	
7:30 PM	117		7:30 AM	278	
7:45 PM	100		7:45 AM	229	
8:00 PM	99	409	8:00 AM	243	858
8:15 PM	111		8:15 AM	209	
8:30 PM	111		8:30 AM	206	
8:45 PM	88		8:45 AM	200	
9:00 PM	99	352	9:00 AM	167	730
9:15 PM	99		9:15 AM	172	
9:30 PM	87		9:30 AM	190	
9:45 PM	67		9:45 AM	201	

24 Hour Volume
EB
13371

12:00 AM - 12:00 PM
EB
Count 6077
Peak Hour 6:45 AM
Volume 1044
Factor 0.94

12:00 PM - 12:00 AM
EB
7294
4:30 PM
986
0.95

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of BIBB GARRETT DR
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 7/9/21
Thurs

24 Hour Speed Channel: EB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
10:00 AM	789	20	4	4	24	25	18	14	38	179	258	145	51	9
11:00 AM	781	20	5	2	24	17	13	14	43	159	268	172	37	7
12:00 PM	737	14	1	0	21	24	12	9	44	127	230	168	75	12
1:00 PM	730	19	1	3	19	18	15	15	28	110	215	207	70	10
2:00 PM	829	21	1	4	33	23	25	17	30	113	250	219	81	12
3:00 PM	929	23	1	8	26	22	13	13	33	112	278	257	115	28
4:00 PM	967	25	2	4	24	23	14	10	29	115	273	307	106	35
5:00 PM	859	24	2	3	29	28	10	13	19	81	239	256	127	28
6:00 PM	652	15	5	3	18	17	15	11	13	69	169	202	93	22
7:00 PM	439	5	0	1	9	11	10	3	8	51	130	132	62	17
8:00 PM	409	3	2	0	12	6	7	13	14	68	137	108	33	6
9:00 PM	352	4	0	0	7	9	11	16	20	53	103	101	22	6
10:00 PM	253	0	0	1	1	2	4	3	15	43	70	79	29	6
11:00 PM	138	1	0	1	2	1	1	3	7	23	37	42	16	4
7/10/2009														
12:00 AM	100	0	1	1	0	1	1	4	9	24	32	20	7	0
1:00 AM	89	2	0	0	3	1	1	1	6	13	38	16	6	2
2:00 AM	63	0	0	0	1	1	1	3	2	13	23	16	3	0
3:00 AM	83	0	0	0	1	1	0	0	3	11	33	25	7	2
4:00 AM	202	1	0	0	1	1	0	0	3	19	57	71	45	5
5:00 AM	466	5	1	2	3	14	7	5	6	19	93	158	110	43
6:00 AM	881	46	4	7	39	23	11	4	14	55	172	229	206	71
7:00 AM	1035	57	7	7	45	44	16	9	20	78	229	289	185	49
8:00 AM	858	28	4	6	22	16	7	12	21	95	231	266	108	42
9:00 AM	730	21	4	4	21	19	16	12	22	113	236	179	67	16
Total	13371	354	45	61	385	346	228	204	447	1743	3801	3664	1661	432
%		2.6	0.3	0.5	2.9	2.6	1.7	1.5	3.3	13.0	28.4	27.4	12.4	3.2

Percentile Speeds (mph)

10 %	15 %	50 %	85 %	90 %
38.0	49.6	58.9	65.1	66.7

10 mph Pace Speed Number in Pace

54.5 - 64.5	Average	56.0 mph
7525 (56.3 %)	Minimum	5.0 mph
	Maximum	90.8 mph

Speeds Exceeded

50 mph	60 mph	70 mph
84.5 %	43.1 %	3.2 %
11301	5757	432

Count

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of BIBB GARRETT DR
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 7/9/2009
Thursday

24 Hour Volume, per Channel

Channel: WB

Interval Begin			Interval Begin		
10:00 AM	140	519	10:00 PM	34	174
10:15 AM	142		10:15 PM	50	
10:30 AM	129		10:30 PM	48	
10:45 AM	108		10:45 PM	42	
11:00 AM	120	517	11:00 PM	33	113
11:15 AM	127		11:15 PM	35	
11:30 AM	142		11:30 PM	30	
11:45 AM	128		11:45 PM	15	
12:00 PM	117	493	7/10/2009 12:00 AM	32	113
12:15 PM	109		12:15 AM	32	
12:30 PM	129		12:30 AM	27	
12:45 PM	138		12:45 AM	22	
1:00 PM	141	552	1:00 AM	16	54
1:15 PM	123		1:15 AM	11	
1:30 PM	138		1:30 AM	7	
1:45 PM	150		1:45 AM	20	
2:00 PM	144	574	2:00 AM	27	87
2:15 PM	152		2:15 AM	23	
2:30 PM	156		2:30 AM	19	
2:45 PM	122		2:45 AM	18	
3:00 PM	186	808	3:00 AM	12	65
3:15 PM	203		3:15 AM	19	
3:30 PM	163		3:30 AM	19	
3:45 PM	256		3:45 AM	15	
4:00 PM	209	926	4:00 AM	23	103
4:15 PM	274		4:15 AM	22	
4:30 PM	200		4:30 AM	31	
4:45 PM	243		4:45 AM	27	
5:00 PM	239	953	5:00 AM	28	223
5:15 PM	260		5:15 AM	60	
5:30 PM	240		5:30 AM	64	
5:45 PM	214		5:45 AM	71	
6:00 PM	147	547	6:00 AM	87	409
6:15 PM	143		6:15 AM	90	
6:30 PM	135		6:30 AM	109	
6:45 PM	122		6:45 AM	123	
7:00 PM	78	325	7:00 AM	119	545
7:15 PM	93		7:15 AM	120	
7:30 PM	74		7:30 AM	134	
7:45 PM	80		7:45 AM	172	
8:00 PM	83	298	8:00 AM	141	508
8:15 PM	89		8:15 AM	119	
8:30 PM	72		8:30 AM	118	
8:45 PM	54		8:45 AM	130	
9:00 PM	74	272	9:00 AM	124	527
9:15 PM	68		9:15 AM	126	
9:30 PM	71		9:30 AM	145	
9:45 PM	59		9:45 AM	132	

24 Hour Volume

WB
9705

12:00 AM - 12:00 PM

Count WB 3670
Peak Hour 7:15 AM
Volume 567
Factor 0.82

12:00 PM - 12:00 AM

WB 6035
4:45 PM
982
0.94

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of BIBB GARRETT DR
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 7/9/21
Thurs

24 Hour Speed
Channel: WB

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	519	23	8	7	24	12	16	24	56	120	140	57	18
10:00 AM	519	23	8	7	24	12	16	24	56	120	140	57	18
11:00 AM	517	25	5	11	25	16	12	13	46	114	136	78	25
12:00 PM	493	23	3	9	22	17	11	10	41	82	147	77	40
1:00 PM	552	36	7	10	26	21	18	23	44	102	147	75	34
2:00 PM	574	50	4	8	43	39	17	14	37	72	143	99	38
3:00 PM	808	94	13	16	59	55	11	23	48	145	181	114	31
4:00 PM	926	110	19	29	83	50	14	21	92	154	200	77	35
5:00 PM	953	117	14	25	81	65	15	24	77	141	206	133	34
6:00 PM	547	45	10	8	33	35	11	14	22	71	132	99	50
7:00 PM	325	18	3	2	10	10	4	4	18	61	77	61	42
8:00 PM	298	10	1	1	9	13	7	6	24	50	85	60	22
9:00 PM	272	16	0	3	13	8	4	7	17	50	64	55	22
10:00 PM	174	3	0	0	4	9	2	3	11	27	56	41	17
11:00 PM	113	1	0	0	3	6	5	0	15	15	41	22	5
7/10/2009													
12:00 AM	113	2	0	0	0	2	5	3	15	27	37	19	1
1:00 AM	54	0	0	0	1	0	0	1	6	19	13	9	5
2:00 AM	87	0	0	0	2	0	1	3	12	22	30	12	3
3:00 AM	65	0	1	0	0	0	0	0	5	19	21	17	2
4:00 AM	103	0	0	0	0	0	0	1	11	30	26	28	5
5:00 AM	223	0	1	0	5	2	3	4	7	37	79	51	34
6:00 AM	409	14	6	2	16	16	8	4	11	55	127	110	36
7:00 AM	545	38	4	9	22	17	9	5	14	64	161	124	67
8:00 AM	508	20	7	3	22	15	7	9	22	76	151	106	63
9:00 AM	527	19	4	2	20	12	13	8	25	100	150	108	52
Total	9705	664	110	145	523	425	224	223	676	1653	2550	1632	681
%	6.8	1.1	1.5	1.5	5.4	4.4	2.3	2.3	7.0	17.0	26.3	16.8	7.0

Percentile Speeds
(mph)

10 % 25.9
15 % 30.1
50 % 60.1
85 % 67.0
90 % 68.5

10 mph Pace Speed
Number in Pace

58.0 - 68.0
4590 (47.3 %)

53.3 mph
5.0 mph
98.4 mph

Speeds Exceeded

50 mph 7192
74.1 %
60 mph 4863
50.1 %
70 mph 681
7.0 %

Count

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 west of I-65 RAMPS
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 4/29/2009
Wednesday

24 Hour Volume, per Channel
Channel: EB

Interval Begin			Interval Begin		
11:00 AM	174	607	11:00 PM	31	98
11:15 AM	157		11:15 PM	18	
11:30 AM	132		11:30 PM	20	
11:45 AM	144		11:45 PM	29	
12:00 PM	134	574	12:00 AM	19	73
12:15 PM	129		12:15 AM	17	
12:30 PM	155		12:30 AM	24	
12:45 PM	156		12:45 AM	13	
1:00 PM	145	580	1:00 AM	15	56
1:15 PM	139		1:15 AM	16	
1:30 PM	147		1:30 AM	18	
1:45 PM	149		1:45 AM	7	
2:00 PM	173	596	2:00 AM	15	51
2:15 PM	140		2:15 AM	18	
2:30 PM	134		2:30 AM	10	
2:45 PM	149		2:45 AM	8	
3:00 PM	161	764	3:00 AM	12	76
3:15 PM	203		3:15 AM	18	
3:30 PM	205		3:30 AM	22	
3:45 PM	195		3:45 AM	24	
4:00 PM	205	850	4:00 AM	25	133
4:15 PM	223		4:15 AM	30	
4:30 PM	199		4:30 AM	42	
4:45 PM	223		4:45 AM	36	
5:00 PM	235	831	5:00 AM	66	453
5:15 PM	261		5:15 AM	100	
5:30 PM	173		5:30 AM	152	
5:45 PM	162		5:45 AM	135	
6:00 PM	156	524	6:00 AM	185	953
6:15 PM	146		6:15 AM	227	
6:30 PM	107		6:30 AM	283	
6:45 PM	115		6:45 AM	258	
7:00 PM	98	346	7:00 AM	272	1133
7:15 PM	89		7:15 AM	309	
7:30 PM	78		7:30 AM	306	
7:45 PM	81		7:45 AM	246	
8:00 PM	67	293	8:00 AM	263	890
8:15 PM	82		8:15 AM	217	
8:30 PM	84		8:30 AM	221	
8:45 PM	60		8:45 AM	189	
9:00 PM	57	218	9:00 AM	154	665
9:15 PM	60		9:15 AM	173	
9:30 PM	52		9:30 AM	179	
9:45 PM	49		9:45 AM	159	
10:00 PM	44	176	10:00 AM	133	591
10:15 PM	53		10:15 AM	146	
10:30 PM	43		10:30 AM	166	
10:45 PM	36		10:45 AM	146	

EB
24 Hour Volume 11531

12:00 AM - 12:00 PM
EB
Count 5681
Peak Hour 6:45 AM
Volume 1145
Factor 0.93

12:00 PM - 12:00 AM
EB
5850
4:30 PM
918
0.88

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 west of I-65 RAMPS
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 4/29/2009
Wednesday

24 Hour Speed Channel: EB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
11:00 AM	607	17	5	3	11	15	24	11	32	76	149	172	77	15
12:00 PM	574	15	5	5	12	13	12	16	26	78	182	135	68	7
1:00 PM	580	9	4	4	10	13	19	14	30	88	164	161	52	12
2:00 PM	596	16	4	4	16	6	14	13	16	66	188	170	82	21
3:00 PM	764	18	6	9	19	12	19	18	28	106	198	213	103	15
4:00 PM	850	19	11	5	32	13	14	11	28	87	199	265	134	32
5:00 PM	831	24	4	6	28	20	15	13	12	86	188	244	162	29
6:00 PM	524	11	4	5	15	8	12	10	15	34	119	140	119	32
7:00 PM	346	6	2	1	4	12	15	7	12	47	95	84	46	15
8:00 PM	293	3	2	2	3	7	9	6	11	53	89	78	20	10
9:00 PM	218	2	0	0	2	2	2	7	9	44	60	54	27	9
10:00 PM	176	0	0	1	0	1	1	0	8	36	57	61	11	0
11:00 PM	98	0	0	0	0	0	3	2	4	14	32	33	8	2
4/30/2009														
12:00 AM	73	0	0	0	0	1	2	1	6	19	22	19	2	1
1:00 AM	56	1	0	0	0	0	0	2	4	12	13	21	3	0
2:00 AM	51	0	0	0	0	2	1	0	6	9	12	19	2	0
3:00 AM	76	0	0	0	0	0	0	0	9	16	28	15	4	4
4:00 AM	133	1	0	1	1	1	1	1	3	17	40	44	20	3
5:00 AM	453	8	0	2	11	7	4	2	7	35	78	135	114	50
6:00 AM	953	29	5	8	32	22	8	6	14	66	150	267	251	95
7:00 AM	1133	47	11	11	36	26	12	6	20	66	200	339	287	72
8:00 AM	890	31	8	10	29	20	17	18	20	110	200	246	145	36
9:00 AM	665	11	2	7	12	13	19	11	31	125	187	160	73	14
10:00 AM	591	19	0	8	5	15	22	4	13	81	171	179	59	15
Total	11531	287	73	92	278	229	245	179	364	1371	2801	3254	1869	489
%		2.5	0.6	0.8	2.4	2.0	2.1	1.6	3.2	11.9	24.3	28.2	16.2	4.2

Percentile Speeds (mph)

10 %	15 %	50 %	85 %	90 %
39.0	49.9	59.8	66.2	67.6

10 mph Pace Speed Number in Pace

56.2 - 66.2	56.7 mph
6222 (54.0 %)	5.0 mph
	97.6 mph

Speeds Exceeded

50 mph	60 mph	70 mph
84.8 %	48.7 %	4.2 %
9784	5612	489

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 west of I-65 RAMPS
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 4/29/21
Wednes

24 Hour Vehicle Classification
Channel: EB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
11:00 AM	607	9	368	84	50	37	0	0	54	2	0	2	1	0
12:00 PM	574	4	327	86	58	41	1	1	53	3	0	0	0	0
1:00 PM	580	0	334	92	64	38	0	0	50	1	0	1	0	0
2:00 PM	596	4	368	92	46	42	2	0	41	1	0	0	0	0
3:00 PM	764	3	483	113	60	52	0	0	50	2	0	1	0	0
4:00 PM	850	6	541	127	64	52	3	0	54	1	0	2	0	0
5:00 PM	831	2	545	102	80	38	1	2	59	1	0	1	0	0
6:00 PM	524	3	344	61	46	25	1	0	43	1	0	0	0	0
7:00 PM	346	1	222	49	24	13	0	0	35	1	0	1	0	0
8:00 PM	293	3	185	32	27	10	1	0	30	1	0	4	0	0
9:00 PM	218	1	133	27	14	12	0	0	28	1	0	2	0	0
10:00 PM	176	0	114	18	15	4	0	0	25	0	0	0	0	0
11:00 PM	98	0	60	8	8	8	0	0	13	0	0	1	0	0
4/30/2009														
12:00 AM	73	0	40	7	5	4	0	0	16	0	0	1	0	0
1:00 AM	56	1	30	4	6	2	0	0	12	1	0	0	0	0
2:00 AM	51	0	20	6	7	5	0	0	12	0	0	1	0	0
3:00 AM	76	0	32	11	10	3	0	0	20	0	0	0	0	0
4:00 AM	133	0	77	14	15	8	0	0	19	0	0	0	0	0
5:00 AM	453	0	309	68	37	15	0	0	22	0	0	2	0	0
6:00 AM	953	3	570	177	96	47	3	0	53	0	0	3	0	1
7:00 AM	1133	7	747	162	98	56	1	1	60	1	0	0	0	0
8:00 AM	890	4	516	121	105	66	1	0	74	0	0	3	0	0
9:00 AM	665	4	363	120	72	35	1	0	69	1	0	0	0	0
10:00 AM	591	2	349	75	63	35	0	0	64	1	0	2	0	0
Total	11531	57	7077	1656	1070	648	15	4	956	19	0	27	1	1
%		0.5	61.4	14.4	9.3	5.6	0.1	0.0	8.3	0.2	0.0	0.2	0.0	0.0

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of HWY 31
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 5/12/2009
Tuesday

24 Hour Volume, per Channel

Channel: WB

Interval Begin			Interval Begin		
4:00 PM	234	1154	4:00 AM	25	136
4:15 PM	324		4:15 AM	28	
4:30 PM	293		4:30 AM	39	
4:45 PM	303		4:45 AM	44	
5:00 PM	313	1233	5:00 AM	48	437
5:15 PM	350		5:15 AM	102	
5:30 PM	338		5:30 AM	140	
5:45 PM	232		5:45 AM	147	
6:00 PM	237	771	6:00 AM	144	710
6:15 PM	231		6:15 AM	175	
6:30 PM	167		6:30 AM	182	
6:45 PM	136		6:45 AM	209	
7:00 PM	148	518	7:00 AM	197	890
7:15 PM	151		7:15 AM	231	
7:30 PM	124		7:30 AM	221	
7:45 PM	95		7:45 AM	241	
8:00 PM	108	448	8:00 AM	205	797
8:15 PM	124		8:15 AM	220	
8:30 PM	108		8:30 AM	194	
8:45 PM	108		8:45 AM	178	
9:00 PM	114	375	9:00 AM	155	695
9:15 PM	106		9:15 AM	189	
9:30 PM	76		9:30 AM	173	
9:45 PM	79		9:45 AM	178	
10:00 PM	56	250	10:00 AM	165	674
10:15 PM	77		10:15 AM	184	
10:30 PM	71		10:30 AM	163	
10:45 PM	46		10:45 AM	162	
11:00 PM	48	166	11:00 AM	182	675
11:15 PM	44		11:15 AM	178	
11:30 PM	38		11:30 AM	169	
11:45 PM	36		11:45 AM	146	
5/13/2009 12:00 AM	31	116	12:00 PM	154	665
12:15 AM	34		12:15 PM	158	
12:30 AM	30		12:30 PM	178	
12:45 AM	21		12:45 PM	175	
1:00 AM	24	99	1:00 PM	154	641
1:15 AM	33		1:15 PM	179	
1:30 AM	19		1:30 PM	164	
1:45 AM	23		1:45 PM	144	
2:00 AM	22	106	2:00 PM	186	784
2:15 AM	37		2:15 PM	184	
2:30 AM	24		2:30 PM	181	
2:45 AM	23		2:45 PM	233	
3:00 AM	17	80	3:00 PM	213	920
3:15 AM	16		3:15 PM	245	
3:30 AM	34		3:30 PM	217	
3:45 AM	13		3:45 PM	245	

WB
24 Hour Volume 13340

12:00 AM - 12:00 PM
WB
Count 5415
Peak Hour 7:15 AM
Volume 898
Factor 0.93

12:00 PM - 12:00 AM
WB
7925
4:45 PM
1304
0.93

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of HWY 31
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 5/12/2009
Tuesday

24 Hour Speed
Channel: WB

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	1154	53	6	5	38	33	4	2	9	52	265	360	230
4:00 PM	1154	53	6	5	38	33	4	2	9	52	265	360	230
5:00 PM	1233	44	4	10	34	32	4	0	6	46	257	463	242
6:00 PM	771	26	1	3	20	20	5	1	3	29	130	276	170
7:00 PM	518	7	2	2	8	5	4	0	3	15	110	189	110
8:00 PM	448	3	0	2	0	6	2	0	4	25	144	169	72
9:00 PM	375	2	0	0	1	4	3	1	2	14	91	138	87
10:00 PM	250	0	0	0	1	1	0	0	0	14	56	94	57
11:00 PM	166	0	0	0	0	2	1	2	1	13	40	67	29
5/13/2009													
12:00 AM	116	0	0	0	0	1	2	0	0	4	27	56	17
1:00 AM	99	0	0	0	1	1	3	0	3	13	32	32	11
2:00 AM	106	0	0	0	0	1	0	0	1	16	35	34	13
3:00 AM	80	0	0	0	0	3	1	0	1	15	19	27	11
4:00 AM	136	0	0	0	0	2	0	0	0	12	38	49	26
5:00 AM	437	5	0	1	3	5	1	0	3	28	92	132	116
6:00 AM	710	13	1	1	10	13	2	1	0	13	104	250	189
7:00 AM	890	13	2	4	16	22	3	0	2	23	202	341	181
8:00 AM	797	9	2	2	9	16	3	1	17	71	203	253	149
9:00 AM	695	8	1	4	6	9	5	0	7	59	207	205	136
10:00 AM	674	5	2	1	8	11	4	5	27	123	217	164	79
11:00 AM	675	10	0	2	10	13	5	1	10	83	192	211	98
12:00 PM	665	8	5	0	11	8	3	1	3	37	146	231	149
1:00 PM	641	7	2	4	10	8	1	0	6	26	142	250	137
2:00 PM	784	19	3	4	12	19	6	0	3	22	133	269	199
3:00 PM	920	26	4	9	22	23	10	3	28	155	310	208	121
Total	13340	258	35	54	220	258	72	18	112	781	3037	4570	2716
%	1.9	0.3	0.4	0.4	1.6	1.9	0.5	0.1	0.8	5.9	22.8	34.3	20.4

Percentile Speeds
(mph)

10 % 15 % 50 % 85 % 90 %
53.1 55.5 61.9 68.1 69.6

10 mph Pace Speed
Number in Pace

57.2 - 67.2
8166 (61.2 %)

60.1 mph
5.0 mph
93.9 mph

Speeds Exceeded

50 mph 60 mph 70 mph
92.3 % 63.7 % 9.1 %
12313 8495 1209

Count

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of HWY 31
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 5/12/21
Tues

24 Hour Vehicle Classification
Channel: WB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
4:00 PM	1154	3	689	215	96	67	2	0	79	3	0	0	0	0
5:00 PM	1233	2	795	213	95	57	1	1	65	0	0	4	0	0
6:00 PM	771	3	484	135	63	27	1	0	55	0	0	3	0	0
7:00 PM	518	3	321	94	37	29	0	0	34	0	0	0	0	0
8:00 PM	448	1	287	86	23	20	0	0	27	1	0	3	0	0
9:00 PM	375	4	245	59	16	16	0	0	31	3	0	1	0	0
10:00 PM	250	0	163	53	9	7	0	0	17	1	0	0	0	0
11:00 PM	166	1	93	36	10	9	0	0	16	1	0	0	0	0
5/13/2009														
12:00 AM	116	0	75	12	9	6	1	0	13	0	0	0	0	0
1:00 AM	99	1	47	20	7	4	2	0	18	0	0	0	0	0
2:00 AM	106	0	51	16	7	5	1	0	24	1	0	1	0	0
3:00 AM	80	0	24	15	12	3	0	0	24	1	0	1	0	0
4:00 AM	136	0	60	20	12	10	0	0	32	1	0	1	0	0
5:00 AM	437	1	241	87	35	34	1	0	35	1	0	2	0	0
6:00 AM	710	0	390	155	55	55	0	0	53	0	0	2	0	0
7:00 AM	890	4	501	181	62	61	1	0	75	3	0	1	0	1
8:00 AM	797	2	390	168	61	74	4	1	91	6	0	0	0	0
9:00 AM	695	1	319	144	66	64	0	0	96	5	0	0	0	0
10:00 AM	674	0	296	151	55	59	7	0	96	8	0	2	0	0
11:00 AM	675	0	321	140	56	59	3	0	89	6	0	0	1	0
12:00 PM	665	1	335	137	61	48	4	0	77	1	0	1	0	0
1:00 PM	641	2	320	135	61	49	2	0	71	0	0	1	0	0
2:00 PM	784	5	395	169	64	71	2	1	76	1	0	0	0	0
3:00 PM	920	7	503	181	87	64	2	0	72	3	0	1	0	0
Total	13340	41	7345	2622	1059	898	34	3	1266	46	0	24	1	1
%		0.3	55.1	19.7	7.9	6.7	0.3	0.0	9.5	0.3	0.0	0.2	0.0	0.0

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 west of I-65 RAMPS
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 4/29/2009
Wednesday

24 Hour Volume, per Channel
Channel: WB

Interval Begin			Interval Begin		
11:00 AM	63	229	11:00 PM	9	50
11:15 AM	47		11:15 PM	11	
11:30 AM	71		11:30 PM	17	
11:45 AM	48		11:45 PM	13	
12:00 PM	60	217	12:00 AM	6	30
12:15 PM	62		12:15 AM	9	
12:30 PM	49		12:30 AM	10	
12:45 PM	46		12:45 AM	5	
1:00 PM	30	207	1:00 AM	5	20
1:15 PM	61		1:15 AM	8	
1:30 PM	52		1:30 AM	2	
1:45 PM	64		1:45 AM	5	
2:00 PM	49	228	2:00 AM	4	26
2:15 PM	57		2:15 AM	11	
2:30 PM	52		2:30 AM	3	
2:45 PM	70		2:45 AM	8	
3:00 PM	85	410	3:00 AM	9	21
3:15 PM	89		3:15 AM	5	
3:30 PM	119		3:30 AM	3	
3:45 PM	117		3:45 AM	4	
4:00 PM	146	566	4:00 AM	9	47
4:15 PM	122		4:15 AM	10	
4:30 PM	160		4:30 AM	15	
4:45 PM	138		4:45 AM	13	
5:00 PM	134	528	5:00 AM	18	150
5:15 PM	160		5:15 AM	32	
5:30 PM	135		5:30 AM	42	
5:45 PM	99		5:45 AM	58	
6:00 PM	96	278	6:00 AM	52	237
6:15 PM	79		6:15 AM	50	
6:30 PM	52		6:30 AM	63	
6:45 PM	51		6:45 AM	72	
7:00 PM	37	206	7:00 AM	80	442
7:15 PM	64		7:15 AM	125	
7:30 PM	50		7:30 AM	119	
7:45 PM	55		7:45 AM	118	
8:00 PM	55	174	8:00 AM	60	235
8:15 PM	56		8:15 AM	61	
8:30 PM	34		8:30 AM	58	
8:45 PM	29		8:45 AM	56	
9:00 PM	30	122	9:00 AM	62	240
9:15 PM	38		9:15 AM	58	
9:30 PM	39		9:30 AM	67	
9:45 PM	15		9:45 AM	53	
10:00 PM	18	55	10:00 AM	45	202
10:15 PM	10		10:15 AM	55	
10:30 PM	14		10:30 AM	50	
10:45 PM	13		10:45 AM	52	

WB
24 Hour Volume 4920

12:00 AM - 12:00 PM
WB
Count 1879
Peak Hour 7:00 AM
Volume 442
Factor 0.88

12:00 PM - 12:00 AM
WB
3041
4:30 PM
592
0.93

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 west of I-65 RAMPS
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 4/29/2009
Wednesday

24 Hour Speed
Channel: WB

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	229	3	3	3	6	8	2	4	10	7	30	66	59
11:00 AM	12	3	3	3	6	6	2	4	10	7	30	66	59
12:00 PM	9	3	3	3	6	6	1	2	11	10	34	50	49
1:00 PM	15	0	4	4	7	4	0	2	3	5	32	55	48
2:00 PM	228	16	5	3	7	6	3	2	4	14	30	66	51
3:00 PM	410	33	6	6	17	6	2	2	5	28	79	95	96
4:00 PM	566	55	11	38	19	1	1	3	13	28	82	134	112
5:00 PM	528	66	5	35	15	4	4	4	7	30	71	133	101
6:00 PM	278	19	1	3	6	4	5	1	4	9	37	70	82
7:00 PM	206	6	3	3	3	4	2	4	15	26	54	57	26
8:00 PM	174	6	0	0	5	2	2	0	8	13	31	54	43
9:00 PM	122	0	1	2	1	2	0	1	18	22	40	24	10
10:00 PM	55	2	1	0	1	0	0	2	3	12	19	10	4
11:00 PM	50	1	0	0	2	0	0	1	3	10	17	13	2
4/30/2009													
12:00 AM	30	0	1	0	1	0	0	0	4	10	7	5	2
1:00 AM	20	0	0	0	0	0	0	1	3	2	8	3	3
2:00 AM	26	0	0	0	0	1	0	0	2	9	11	2	1
3:00 AM	21	0	0	0	0	0	0	0	0	10	6	3	0
4:00 AM	47	2	0	1	0	0	0	1	0	14	9	9	7
5:00 AM	150	5	0	0	1	1	0	1	2	23	45	42	25
6:00 AM	237	9	1	2	6	5	3	1	4	37	52	76	40
7:00 AM	442	39	5	4	28	16	2	1	10	63	132	84	51
8:00 AM	235	18	4	2	5	4	2	0	11	45	71	49	22
9:00 AM	240	17	1	2	4	7	3	6	19	36	62	49	29
10:00 AM	202	16	3	3	4	5	3	3	11	34	52	41	26
Total	346	46	60	183	115	35	42	91	256	779	1308	1108	551
%	7.0	0.9	1.2	3.7	2.3	0.7	0.9	1.8	5.2	15.8	26.6	22.5	11.2

Percentile Speeds
(mph)

10 % 26.6
15 % 33.8
50 % 62.2
55 % 69.0
90 % 70.3

10 mph Pace Speed
Number in Pace

59.1 - 69.1
2492 (50.7 %)
Average
Minimum
Maximum
56.2 mph
5.0 mph
85.4 mph

Speeds Exceeded

50 mph 81.3 %
60 mph 60.3 %
70 mph 11.2 %
Count 4002 2967 551

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 west of I-65 RAMPS
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 4/29/2009
Wednesday

24 Hour Vehicle Classification

Channel: WB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
11:00 AM	229	7	106	39	40	19	2	0	15	1	0	0	0	0
12:00 PM	217	5	92	46	32	29	0	0	13	0	0	0	0	0
1:00 PM	207	1	97	48	34	12	1	0	13	1	0	0	0	0
2:00 PM	228	3	119	38	31	24	0	0	13	0	0	0	0	0
3:00 PM	410	3	216	85	48	38	1	2	17	0	0	0	0	0
4:00 PM	566	4	320	90	84	38	2	1	25	1	0	0	0	1
5:00 PM	528	6	304	81	78	29	1	1	27	0	0	1	0	0
6:00 PM	278	1	180	46	23	14	0	0	11	2	0	0	0	0
7:00 PM	206	1	117	40	23	14	0	0	11	0	0	0	0	0
8:00 PM	174	2	110	35	12	6	1	0	6	2	0	0	0	0
9:00 PM	122	1	75	24	9	4	0	0	9	0	0	0	0	0
10:00 PM	55	1	34	5	10	3	0	0	2	0	0	0	0	0
11:00 PM	50	1	32	5	9	2	0	0	1	0	0	0	0	0
4/30/2009														
12:00 AM	30	0	15	4	3	3	0	0	5	0	0	0	0	0
1:00 AM	20	1	8	4	3	1	0	0	3	0	0	0	0	0
2:00 AM	26	1	10	2	5	2	0	0	6	0	0	0	0	0
3:00 AM	21	0	3	3	8	3	0	0	4	0	0	0	0	0
4:00 AM	47	4	18	4	8	6	0	0	6	1	0	0	0	0
5:00 AM	150	3	82	28	14	12	0	0	9	1	0	1	0	0
6:00 AM	237	6	132	42	21	22	1	0	13	0	0	0	0	0
7:00 AM	442	8	263	48	71	26	4	1	21	0	0	0	0	0
8:00 AM	235	6	114	37	40	23	2	0	12	1	0	0	0	0
9:00 AM	240	1	114	47	41	20	0	0	14	2	0	1	0	0
10:00 AM	202	3	97	31	28	24	5	0	13	1	0	0	0	0
Total	4920	69	2658	832	675	374	20	6	269	13	0	3	0	1
%		1.4	54.0	16.9	13.7	7.6	0.4	0.1	5.5	0.3	0.0	0.1	0.0	0.0

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of HWY 31
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 5/12/2009
Tuesday

24 Hour Volume, per Channel

Channel: EB

Interval Begin			Interval Begin		
4:00 PM	109	424	4:00 AM	20	158
4:15 PM	93		4:15 AM	39	
4:30 PM	115		4:30 AM	58	
4:45 PM	107		4:45 AM	41	
5:00 PM	118	470	5:00 AM	57	385
5:15 PM	113		5:15 AM	87	
5:30 PM	133		5:30 AM	134	
5:45 PM	106		5:45 AM	107	
6:00 PM	105	329	6:00 AM	163	725
6:15 PM	97		6:15 AM	170	
6:30 PM	59		6:30 AM	210	
6:45 PM	68		6:45 AM	182	
7:00 PM	52	271	7:00 AM	211	801
7:15 PM	60		7:15 AM	214	
7:30 PM	72		7:30 AM	208	
7:45 PM	87		7:45 AM	168	
8:00 PM	109	336	8:00 AM	181	602
8:15 PM	98		8:15 AM	141	
8:30 PM	89		8:30 AM	141	
8:45 PM	40		8:45 AM	139	
9:00 PM	60	178	9:00 AM	137	496
9:15 PM	46		9:15 AM	124	
9:30 PM	40		9:30 AM	120	
9:45 PM	32		9:45 AM	115	
10:00 PM	47	142	10:00 AM	131	536
10:15 PM	33		10:15 AM	141	
10:30 PM	31		10:30 AM	131	
10:45 PM	31		10:45 AM	133	
11:00 PM	31	112	11:00 AM	131	520
11:15 PM	19		11:15 AM	126	
11:30 PM	29		11:30 AM	135	
11:45 PM	33		11:45 AM	128	
5/13/2009 12:00 AM	22	58	12:00 PM	118	429
12:15 AM	9		12:15 PM	97	
12:30 AM	16		12:30 PM	105	
12:45 AM	11		12:45 PM	109	
1:00 AM	14	52	1:00 PM	114	459
1:15 AM	14		1:15 PM	105	
1:30 AM	11		1:30 PM	129	
1:45 AM	13		1:45 PM	111	
2:00 AM	8	51	2:00 PM	94	370
2:15 AM	14		2:15 PM	100	
2:30 AM	11		2:30 PM	89	
2:45 AM	18		2:45 PM	87	
3:00 AM	21	72	3:00 PM	98	448
3:15 AM	13		3:15 PM	115	
3:30 AM	13		3:30 PM	103	
3:45 AM	25		3:45 PM	132	

EB
8424

24 Hour Volume

12:00 AM - 12:00 PM

EB
Count 4456
Peak Hour 6:30 AM
Volume 817
Factor 0.95

12:00 PM - 12:00 AM

EB
3968
4:45 PM
471
0.89

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of HWY 31
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 5/12/2009
Tuesday

24 Hour Speed
Channel: EB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
4:00 PM	424	37	2	2	14	13	2	0	0	8	54	143	108	41
5:00 PM	470	36	2	2	15	17	2	1	3	16	65	153	121	37
6:00 PM	329	17	2	1	8	10	2	0	0	12	33	147	73	24
7:00 PM	271	4	0	1	10	5	1	0	2	8	58	103	59	20
8:00 PM	336	2	0	0	6	3	0	0	2	24	106	134	51	8
9:00 PM	178	3	0	0	2	1	0	0	1	15	55	62	28	11
10:00 PM	142	5	0	0	0	0	0	2	1	13	44	51	22	4
11:00 PM	112	2	0	0	1	0	0	0	3	6	33	49	15	3
5/13/2009														
12:00 AM	58	0	0	0	0	0	0	0	1	4	22	20	8	3
1:00 AM	52	1	0	0	0	0	0	1	5	10	17	15	3	0
2:00 AM	51	0	0	1	0	0	0	0	2	12	24	10	0	1
3:00 AM	72	1	0	0	0	0	1	0	3	15	27	18	6	1
4:00 AM	158	2	1	0	1	1	0	1	8	23	57	43	17	4
5:00 AM	385	16	0	0	15	16	1	0	2	20	70	113	82	50
6:00 AM	725	72	8	3	39	45	4	0	0	3	74	197	195	85
7:00 AM	801	79	6	6	50	48	1	0	0	12	105	229	179	86
8:00 AM	602	25	4	2	8	14	3	1	9	57	137	190	120	32
9:00 AM	496	15	3	4	12	6	2	3	10	49	131	164	75	22
10:00 AM	536	6	2	1	12	2	2	0	18	87	208	151	42	5
11:00 AM	520	17	2	3	12	4	0	3	16	86	178	132	58	9
12:00 PM	429	16	0	0	15	5	3	1	5	26	112	158	68	20
1:00 PM	459	24	4	5	18	8	0	1	4	24	110	147	97	17
2:00 PM	370	17	0	0	10	3	1	1	3	15	77	135	83	25
3:00 PM	448	31	2	5	14	10	1	1	3	9	82	174	93	23
Total	8424	428	38	36	262	211	27	16	101	554	1879	2738	1603	531
%		5.1	0.5	0.4	3.1	2.5	0.3	0.2	1.2	6.6	22.3	32.5	19.0	6.3

Percentile Speeds
(mph)

10 % 31.1
15 % 52.1
50 % 61.2
85 % 67.2
90 % 68.5

10 mph Pace Speed
Number in Pace

57.0 - 67.0
4894 (58.1 %)

57.1 mph
5.0 mph
84.6 mph

Speeds Exceeded

50 mph 7305
60 mph 4872
70 mph 531

Count

TRAFFIC DATA, LLC

205-824-0125

Location:: AL 20 east of HWY 31
City, State:: DECATUR, AL
Speed Limit:: 60 mph

Date: 5/12/21
Tues

24 Hour Vehicle Classification
Channel: EB

Time	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
4:00 PM	424	7	245	82	44	21	2	0	19	4	0	0	0	0
5:00 PM	470	2	283	82	44	25	2	1	29	2	0	0	0	0
6:00 PM	329	7	179	55	40	24	2	0	21	1	0	0	0	0
7:00 PM	271	2	163	44	19	17	2	0	21	2	0	1	0	0
8:00 PM	336	0	216	50	22	16	0	0	28	3	0	1	0	0
9:00 PM	178	0	112	26	13	7	0	0	14	4	0	2	0	0
10:00 PM	142	1	87	16	9	6	1	0	21	0	0	1	0	0
11:00 PM	112	0	54	16	5	9	0	0	27	1	0	0	0	0
5/13/2009														
12:00 AM	58	1	35	6	2	3	0	0	11	0	0	0	0	0
1:00 AM	52	1	16	10	3	2	0	0	16	3	0	1	0	0
2:00 AM	51	0	16	5	7	3	0	0	15	4	0	1	0	0
3:00 AM	72	0	31	12	4	8	1	0	12	4	0	0	0	0
4:00 AM	158	2	84	21	14	10	0	0	23	4	0	0	0	0
5:00 AM	385	3	222	65	39	30	1	0	24	1	0	0	0	0
6:00 AM	725	6	397	118	99	50	4	1	47	1	0	2	0	0
7:00 AM	801	4	432	133	114	54	2	1	60	0	0	1	0	0
8:00 AM	602	5	331	109	63	40	0	1	46	5	0	2	0	0
9:00 AM	496	8	254	85	46	44	2	0	52	3	1	1	0	0
10:00 AM	536	12	253	106	54	46	1	1	59	2	0	2	0	0
11:00 AM	520	9	240	101	44	52	3	1	64	6	0	0	0	0
12:00 PM	429	4	210	76	43	41	4	0	50	1	0	0	0	0
1:00 PM	459	5	208	88	56	46	5	0	46	5	0	0	0	0
2:00 PM	370	4	208	55	42	30	1	0	30	0	0	0	0	0
3:00 PM	448	6	247	81	41	33	6	1	28	4	0	1	0	0
Total	8424	89	4523	1442	867	617	39	7	763	60	1	16	0	0
%		1.1	53.7	17.1	10.3	7.3	0.5	0.1	9.1	0.7	0.0	0.2	0.0	0.0

Appendix B

Excerpts from the Alabama Highway 20 Safety Study



Alabama Highway 20

Traffic Safety Study

December, 2006



SKIPPER

CONSULTING INC.

**ALABAMA HIGHWAY 20
SAFETY STUDY
Decatur, Alabama**

**Prepared for:
North-Central Alabama
Regional Council of Governments**

**Prepared by:
Skipper Consulting, Inc.**

December 2006

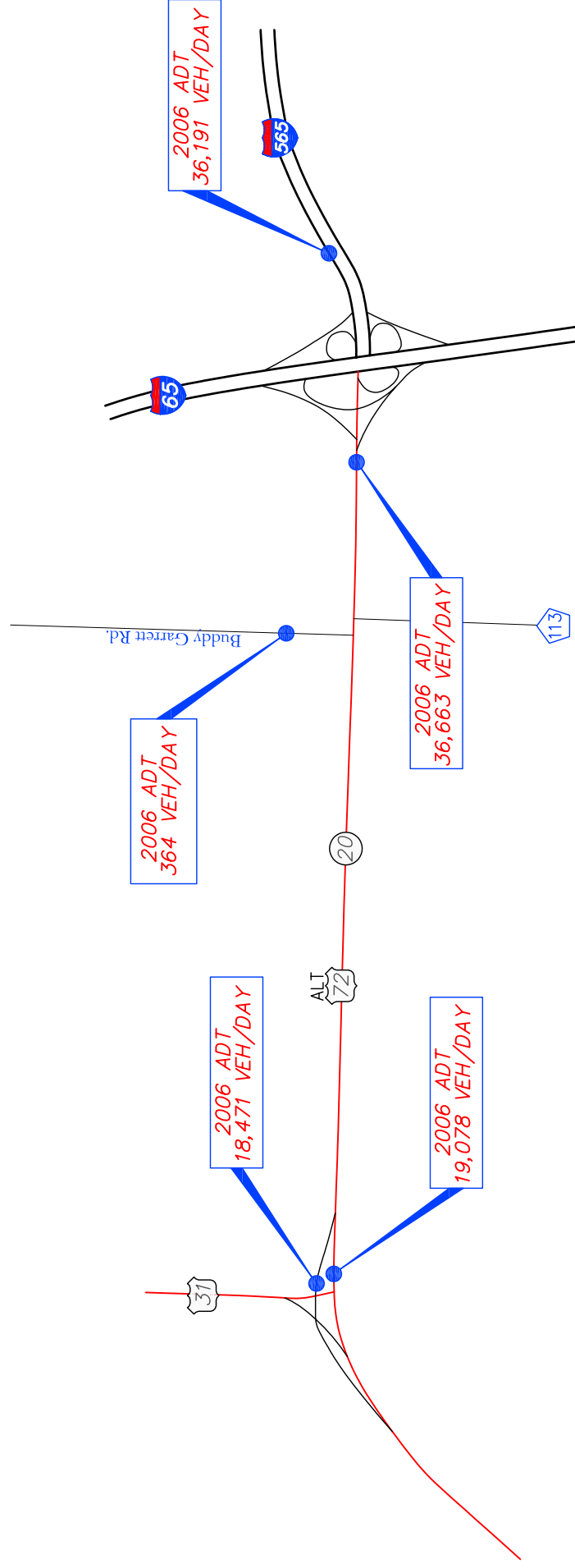


FIGURE 4
EXISTING TRAFFIC VOLUMES
AL HIGHWAY 20 SAFETY STUDY
DECATUR, ALABAMA
JULY 2006 1378.001

Roadway Speed Evaluation

In addition to existing study area traffic volumes, the existing traveled speed along Alabama Highway 20 was examined. Traffic speed detection was taken from traffic on Interstate 565 east of the Interstate 65 interchange as well as traffic on Alabama Highway 20 west of the Interstate 65 interchange. Figures 5 and 6 illustrate the speeds traveled along Alabama Highway 20 as measured for the purposes of this study.

Figure 5
Alabama Highway 20 Speed Classification

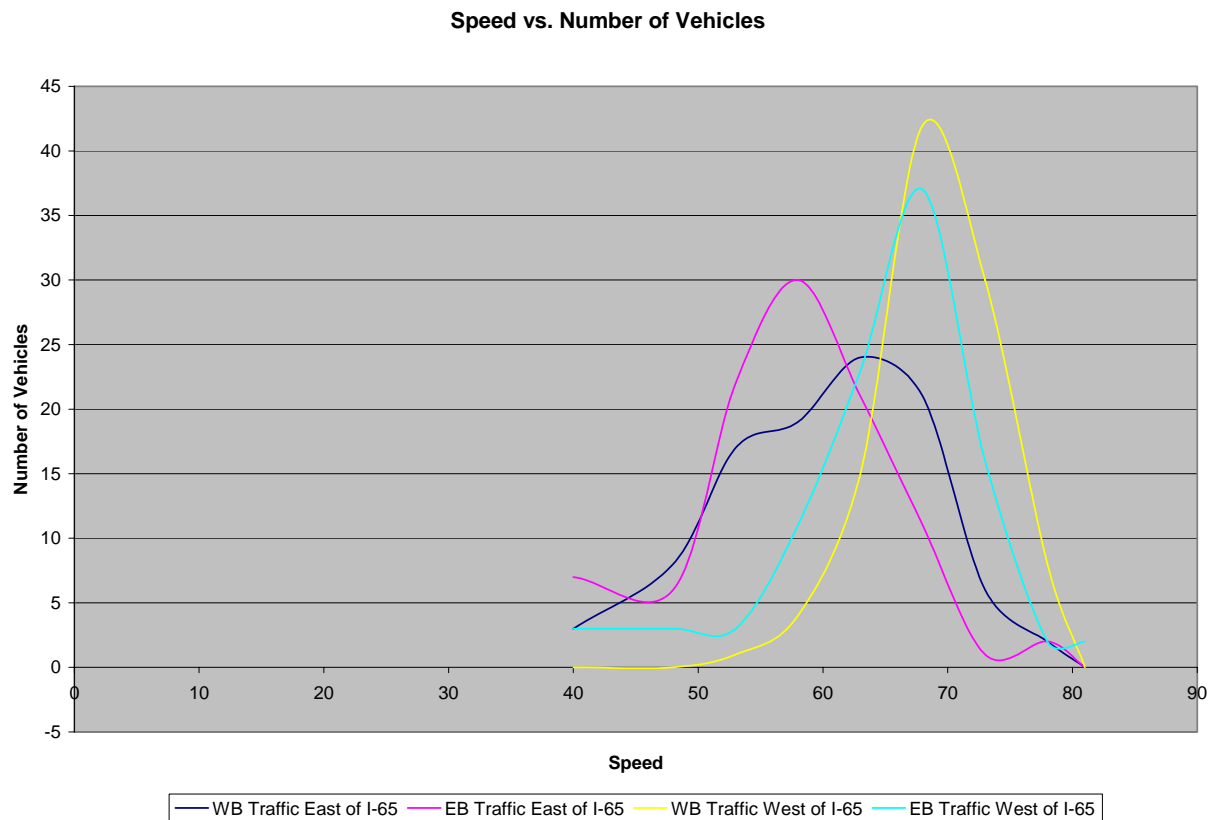
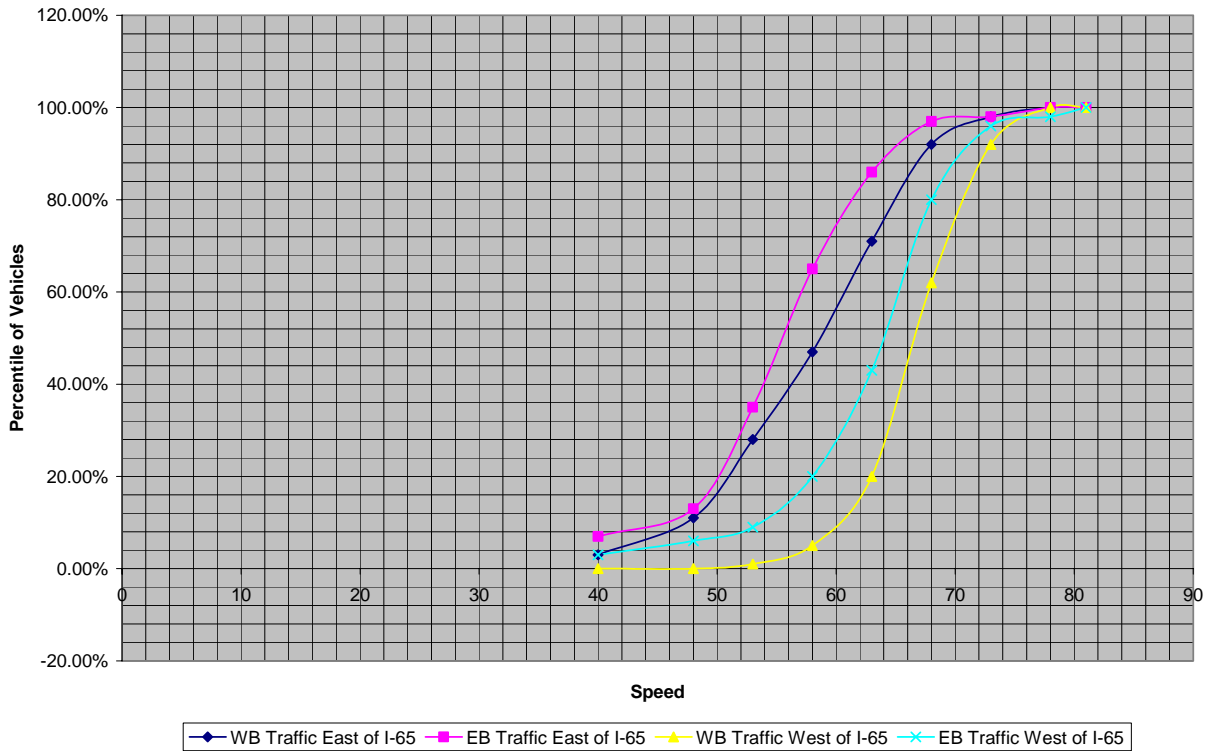


Figure 6
Alabama Highway 20 Speed Classification

Percentile Speeds Measured along Alabama Highway 20



Upon review of the speed data collected along Alabama Highway 20, the following 85th percentile speeds were calculated:

Alabama Highway 20 east of the Interstate 65/565 Interchange

- Along westbound Alabama Highway 20 the 85th percentile speed is approximately 74 miles per hour;
- Along eastbound Alabama Highway 20 the 85th percentile speed is approximately 71 miles per hour;

Alabama Highway 20 west of the Interstate 65/565 Interchange

- Along westbound Alabama Highway 20 the 85th percentile speed is approximately 69 miles per hour; and,
- Along eastbound Alabama Highway 20 the 85th percentile speed is approximately 65 miles per hour.



FIGURE 8
INTERIM ALTERNATIVE
AL HIGHWAY 20 SAFETY STUDY
DECATUR, ALABAMA
JULY 2006 1378.001

0' 200' 400'
Graphic Scale in Feet



0' 200' 400'
Graphic Scale in Feet

FIGURE 9
ACCESS ALTERNATIVE 1

AL HIGHWAY 20 SAFETY STUDY

JULY 2005

DECATUR, ALABAMA

1378.001



0' 200' 400'
Graphic Scale in Feet

FIGURE 10
ACCESS ALTERNATIVE 2
AL HIGHWAY 20 SAFETY STUDY
JULY 2005
DECATUR, ALABAMA
1378.001

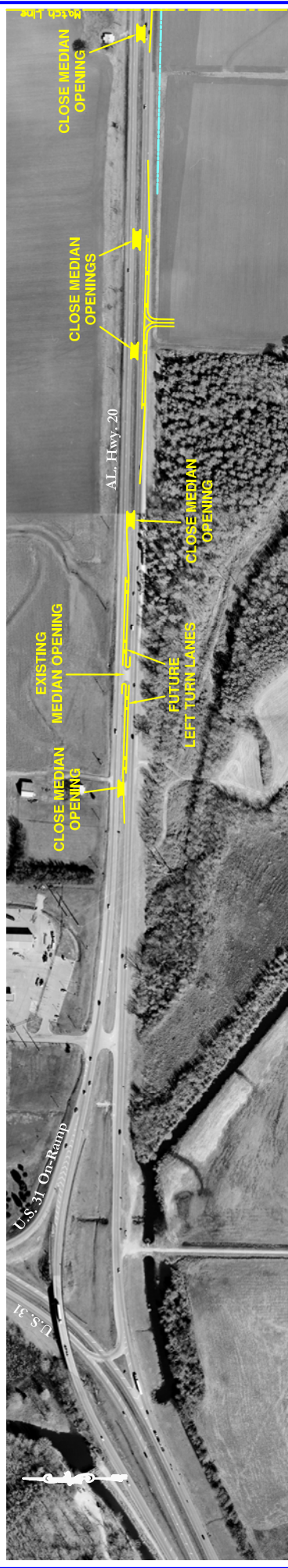
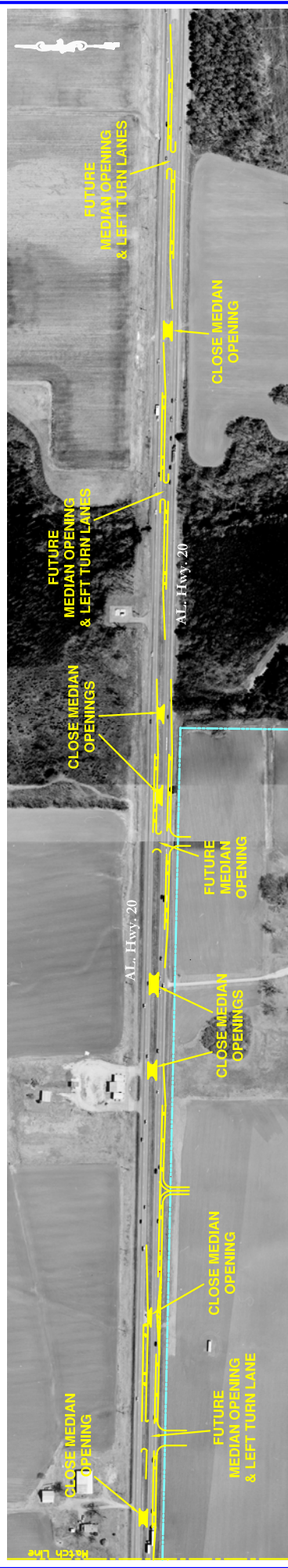
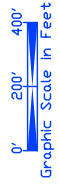


FIGURE 11
MEDIAN OPENING RECOMMENDATIONS
AL HIGHWAY 20 SAFETY STUDY
DECATUR, ALABAMA
JULY 2006 1378.001



Appendix C

Access Management Plan Diagram